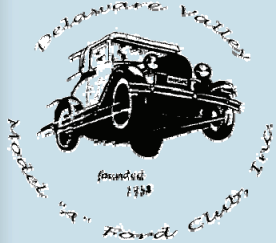




# THE KLAXON

February 2012



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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**Club Officers**

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## President's Message



It was nice to see so many members turn out for our January meeting. We had a show of hands, approximately 8, at the meeting to take a ride on Saturday the 7th. Only 3 made it. Don and Carol Mannherz were in their 1914 Model T open touring, Jim Maier and George in their 1928 Tudor, and myself in a 1931 Town Sedan. We went on an hour and a half ride around Bucks County, through Newtown, and then we made a stop at the Rose Bank Winery. We worked our way back through Langhorne, and then home. It was a fantastic day for a ride. I believe we had 2 feet of snow on the ground this time last year. The new newsletter looks super. Great job, Steve. If anyone can get us some business cards for the newsletter at a cost of \$20.00 dollars each for 12 months, it would really help to keep the cost down. Jim Maier is changing over our web site to save us some money, so there may be some down time. The winter is a good time to check our A's to get them road worthy for the spring. I can't wait.

See you all on February 2nd.

Steve

## FOR SALE

1923 Ford Model T Roadster.  
ACA National Winner. Excellent condition. Asking \$14,000.



Contact Dr. Len Davidson (609)  
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## Up Coming Events

2/2/2012—Monthly Meeting at Daley's Service Center

2/9-11, 2012 AACA Annual Meeting in Philadelphia

2/24-26,2012—Atlantic City Car Show

3/1/2012—Monthly Meeting at Daley's Service Center

10/10-13, 2012 Annual AACA Eastern Region Meet at Hershey.

## Happy Birthday for February

If we missed your birthday please let the editor know

Dick Wainwright	3
Michael Jones	7
Dick Jones	7
Rich Nash	13

## Get Well Wishes

Jay Fissel, Tom Boles' Brother  
Joe, Mary Jane Creelman, Lou Pfeiffer's Daughter  
Monica Remer, Charles Simon.

## May They All Get Well Soon!

Paul J. Moltz Jr.



Club Member Paul Moltz, Jr. of Bensalem passed away Nov. 30, 2011. We will miss you Paul.

For sale 1931 Model A roadster, 1913 Model T Touring, 1916 Model T Roadster,

Wanted, a pre 1932 Packard, call 215-962-9480

**THE LEE HARTUNG COLLECTION TO GO UP  
FOR AUCTION  
AMERICA'S ULTIMATE BARN FIND AUCTION**

(NO IT'S NOT JACK FRITSCH'S "FAMOUS" GARAGE)

None of the vehicles in Lee Roy Hartung's garage had been dusted in years. Some were in disrepair after decades packed into storage. But to the hundreds of classic car and motorcycle collectors looking



to bid on these items, the display was a gold mine. People made the trip to an industrial section of Glenview (right outside of Chicago) to preview the auction of the late Hartung's antique car, motorcycle and license plate collection.

Hartung, who died in May 2011 at age 86, amassed the collection of half a century and stored it on the property in Glenview. Located off the beaten path, the collection was also a museum that former visitors called a remarkable sight for those who wanted to maneuver among the maze-like display.

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Even museum regular Kutzy said that after living in the northwest suburbs for 45 years, he didn't learn about the museum until about 10 years ago.

Kutzy said he recalled Hartung charging \$5 admission, and the collector would sit and rap with the guests while they walked through the garage.

"He was just a cool, cool guy," Kutzy said.

Hartung was extremely protective of his items. Cox said Hartung started the museum in 1972 after a fire destroyed some of his pieces stored in a loft.

The museum was partially a way to keep any eye on his collection, she said. Hartung even lived at the Glenview site for 50 years. Dogs could regularly be seen at the garage — partially for companionship, partially for security, Cox said. At the same time, he could be warm and funny. "He loved jokes," Cox said. "He could tell a story."

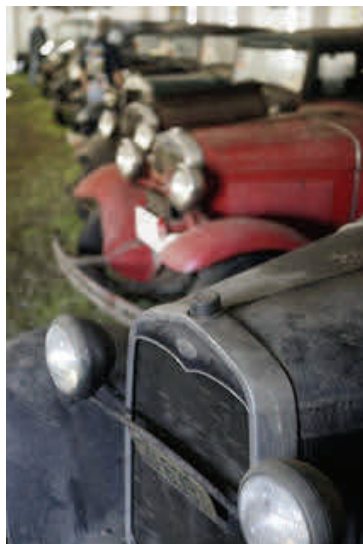
Auction manager Kelleher said that while preparing the auction, he had time to talk with Hartung's acquaintances, and he had a hard time separating fact from fiction in their stories about Hartung.

"There are all sorts of stories about Lee Roy," Kelleher said. "You start to wonder what's true and how many are embellished. But they're all great."

One such story involved a piece of land near the Illinois-Wisconsin state line. Cox said Hartung would often tell people he kept more pieces stored at a shed farther north. People would often ask where they could find the second property, but in reality, it didn't exist. While some people browsing on Tuesday said they were interested in purchasing some items, others were more interested in taking one last look at Hartung's labor of love. "There are so many people here that aren't here to buy," Cox said. "They're here to say goodbye to Lee."

To watch the video or see more about the auction and his collection use the following link:  
<http://www.wheelsthroughtime.com/index.php?option=content&task=view&id=417>

(Reprinted from "Wheels Through Time Museum", November 2011)





## Technical Issues with the Model A

### **IGNITION TIMING - by Les Andrews (MAFCA)**

Here's the procedure I use to set timing. It works every time for me and a way to insure you have set the timing correctly every time.

1. Set the points to .020.
2. Check the clearance between the distributor rotor and each of the four contacts inside the distributor body. You can carefully bend the rotor tab or file each of the body contacts to get .025 to .030 clearance between the rotor and each contact.
3. Set the timing pin in the timing gear cover to the detent. Remove #1 spark plug and look down the hole to make sure #1 piston at the very top of the stroke. (make sure you are observing the piston and not the valve).
4. Set the steering column spark lever full up position (full retard). With the distributor body in place, make sure the distributor plate arm is fully against the far end of the body opening. Then pull the spark lever full down and check to see that the distributor arm is fully against the other side of the body opening. This checks to see that you are getting a full 20 degrees of advance. Now reset the spark lever full up.
5. From the right side of the engine, the rotor should be pointing to about 5 o'clock position. Loosen the distributor cam screw and rotate the distributor cam clockwise to the point just before the points open on the lobe. Tighten the cam screw down.
6. With the cam screw tight, try to move the cam clockwise again, i.e., remove all backlash movement. The points should be at a position just before the points open.
7. Here is the final check. Attach a light or volt meter leads to the tip of the points arm. I made up a test light from a tail light socket with alligator clips on both pigtail wires. Clip one alligator clip to a good ground point and the other clip to the end of the point arm. When the points are closed the light is off, when the points open the light comes on.



8. Turn the ignition key on. The test light should be off. Now slowly pull the spark lever down and count the number of detents the spark lever arm passes before the test light comes on. The idea is to adjust the points so they open (light on) as the spark lever on the steering column passes the first or second detention the column. You may have to adjust the distributor cam several times to get this adjustment. The car should start easily with the spark lever in full up position. With this setting, drive the car with the spark lever set about two notches from the bottom position. At 50 mph on the highway, move the spark lever to full down position for full 20 degrees advance.

If the starter is turning over slowly, it will help to improve the ground connection from the battery to the starter.

This is done by adding another battery cable from where the braided battery strap connects to the frame cross member, and connect the other end to one of the bell housing bolts just behind the starter motor. You will need a GM battery cable about 30" long. This will provide a better ground connection for the starter and sometimes allow it to turn faster.

-- *Les Andrews, Technical Director, Model "A" Ford Club of America*

## Test Your Car Knowledge

**Most car people have heard of AC Spark Plugs. What does the AC stand for?**

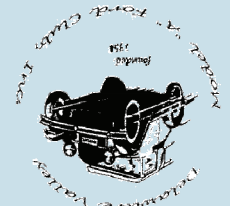
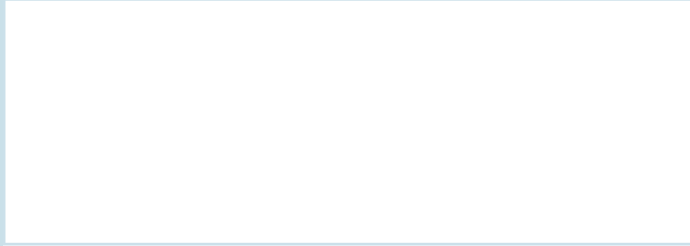
In 1904, **Albert Champion** moved to Flint, Michigan where he started the Champion Ignition Company for the manufacturing of spark plugs. He later lost control of his company and in 1908 started the AC Spark Plug Company.

**Who produced the first V8 Engine: Ford or Chevrolet?**

The first V8 showed up in the 1916-17 Chevrolets. They were not to reappear until 1955.

After minutes of research, the crack Klaxon staff found out the real identity of Santa. Recognize him? If not look in next months edition to find the real identity of Santa.





903 Woodvale Avenue  
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### Member's Spotlight



**Bill and Jim Maier's  
1928 Tudor from Denmark**

In November of 1975, my parents purchased a 1928 Tudor from a person whom we believe to have been the owner of Peddler's Village. The car was not running, with most of the engine in a box on the back seat. The roof was in poor shape and the front floor was gone; however, the sheet metal seemed to be in excellent condition with minimal rust. The seller told us that it had been owned by a military person and that it had been in Europe during WWII. After the war, he returned to the states and brought the car back with him as there was a long waiting list to buy a new car after the war ended. it still had small German marker lights or possibly turn signal lights mounted on the top of the front fenders. The windshield wiper motor is a Bosch that is still working today. The tail light is a Bosch that is still mounted on the left rear fender. See full article next month in the Klaxon.

