

FRANKLIN SERVICE STATION

June 2013

A newsletter of The H.H. Franklin Club
c/o Cazenovia College, Cazenovia, NY 13035-7903

Number 140

All the news to keep your Franklin on the road.

Timeless

There's a story about a fellow who meets someone at a pub in England and they begin to talk about their family histories. One boasts that his family has lived in the village for 957 years. The other says his family moved here in the year 1478 and has been here since.

"Ah", the first replies. "So you're a newcomer, then."

I've been in the Franklin Club since 1980, a mere 33 years. In that time I've gotten to meet a lot of people. A few come and go, while others are venerable pillars of our community. It's like looking through an old family photo album when you peruse Air Cooled News issues from years ago. You recognize faces and remark how young they looked. Even those I did not know personally like Earl Buchman and Red Amick are like old friends, recorded in the Franklin "book of life". Yes, the people change. We all get old, we will all die. But the cars seem to stay the same. They have different owners, or young owner versus old owner. But the Franklin cars themselves are timeless. Were it not for the background, many photos would be impossible to date. It is sad to watch our friends age and pass on, but comforting to know that the cars which we own and cherish will live on with new owners who will enjoy them as we have.

We are but custodians of our Franklins. Compared to other makes of the period, a respectfully high percentage of Franklins were preserved which suggests that even when new or a few years old, they were more than just a means of transportation for many owners.

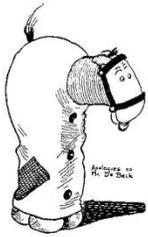
Ford cars have an appeal to the modern enthusiast because of the vast parts availability. Several businesses sell original and reproduction parts which can be shipped to your door overnight if necessary. That's part of the reason for Ford's wide following, I think. For someone who wants to drive, it's nice to know that you have easy parts support. We are not so lucky.

The Club and several individuals have undertaken projects to make certain consumable and useful parts for the more popular cars. For instance, the brake drum project of recent years solved an impending catastrophe due to worn out original drums and their lack of availability. But even heroic efforts like this cannot provide every part a Franklin owner needs. Thus we turn to fellow owners who may have parts collections. However it is often difficult to know who has parts you need. Think of the new Franklin Club member who doesn't know many people in the Club and does not know where to turn. This perceived lack of parts availability can dissuade a young man from buying a Franklin in favor of a Ford V8 or Model T.

Old issues of the Service Station from the 1960's and 1970's were filled with cars as well as parts offered for sale. We don't see that much anymore. Some people today are very generous with the parts they have and I say a special thank you to those who know who you are. But to all of us, we need to ask ourselves what are the chances that we will really NEED that part sitting in the garage? Why do we have such a vast collection of parts that we will probably never have use for ourselves?

Please make parts available. When available, buy what you need but don't selfishly hoard. Sell what you can do without to keep someone else's Franklin on the road. If you don't want to advertise specific parts, place an ad here (it's free !) saying that you have a pile of Series 9 parts, for instance. In your ad, ask those interested to write with their needs. At the very least, other Franklin owners will know to whom they can turn for much needed parts to keep their cars on the road. And to keep Franklins on the road and timeless for the next generations of caretakers and drivers to enjoy as we did.





SPARK PLUGS

Perhaps When It Comes to Knowing Your Spark Plug You Are a Regular "Barney Google"—But Here Are Some Facts That Probably Are New to You



Most people are probably like me, or how I used to be, in that they don't think much about spark plugs beyond the gap size and their occasional cleaning. When I owned my Series 5 Roadster, I had quite a difficult time getting the engine to run smoothly. A lot of effort was spent on the magneto, carburetor and valve timing. I did minimal experimentation with different spark plug heat ranges, but found little effect.

I rebuilt the engine on my 1926 Packard Eight about ten years ago, shortly after I bought the car. Especially when you do most of the work yourself, that day of "first fire" is very exciting. The engine ran OK and after a short run-in at idle, I drove the car around the neighborhood. . . . and I barely made it home. The engine very soon began to miss quite severely. I did diagnostics on every source finally settling onto the spark plugs. I did not suspect spark plug trouble because they were brand new properly gapped Champion W-18's. Much to my surprise I discovered that in a few cases the gap had been pounded closed! What happened was that the spark plugs were much longer than what I should have been using and the valves of the



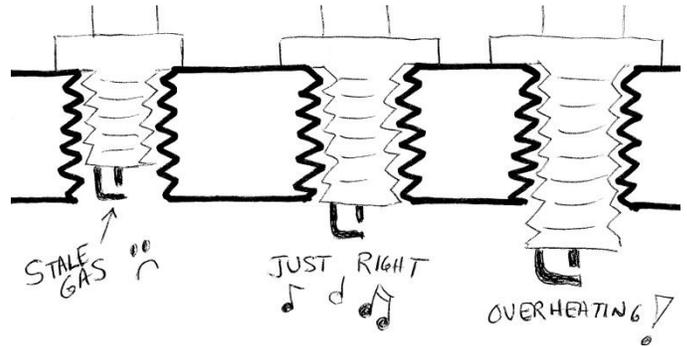
L-head engine were literally hitting the ends of the spark plugs. I replaced the Champions with a same heat-range Blue Crowns and the car ran perfectly. I never removed the

plugs again for as long as I owned the car.

The photograph clearly illustrates what is known as the "reach" of a spark plug. The Champion extended farther down into the cylinder than the Blue Crown by 1/8-inch! So I learned that heat range, which I'll get into soon, is not the end of the story on choosing a spark plug.

Reach, as I implied, is one consideration when a manufacturer chooses a particular spark plug for an engine. Reach determines how far down into the cylinder the electrodes of the plug extend. This is

important even on our Franklins which have overhead valves which cannot hit the end like my Packard did. You want the spark plug end to be about flush with the wall or inside head of the cylinder. If the reach is not far enough, you can develop a "dead spot" where the spark is not exposed to fresh gases of the proper air-fuel ratio. If the plug extends too far, the electrodes can be exposed to too much heat of combustion and can be overheated or burned, and cause "pinging".



The upshot is that the spark itself needs to be in the best location for the freshest, best charge of gases it can have. When the fuel gas enters the cylinder it does not come in uniformly. There are currents and torrents, turbulent flows, all of which depends on where you are. You want the spark in the best place. That's why designers usually place the spark plug near an intake valve and away from an exhaust valve. As opposed to near an exhaust valve, near the intake the electrodes are cooled by incoming gas and they tend to be exposed to fresh gas better. If your spark plug is in the wrong place, rough running under certain conditions may occur.

Heat range is the temperature at which the electrodes are maintained. Cold spark plugs are those in which the path of heat conduction away from the electrodes is shortest, allowing for rapid dissipation of heat. Hot plugs have the longest path of thermal conduction. So when do you use which type of plug?

The rule of thumb is that an engine which is run hot should get a cool plug, an engine which tends to run cool gets a hot plug. And by "hot engine" we do not refer to the coolant temperature as in a water-cooled car. It's combustion temperature. Therefore, even for the same engine, the question is how do YOU drive your car? Slow speeds, low rpm's, easy driving warrants a hot plug for the engine which will rarely achieve its designed upper temperature limits. But if you have a heavy foot,

like to rev up the engine, tend to drive at high speeds on the highways as opposed to slow country roads, you want a colder spark plug. You need to experiment to find what's best for you, but sometimes on the earlier cars you may need to carry two sets of spark plugs ---- one for the country road meandering, another for the higher speed touring.

Much of the choice comes down to how well the engine runs or feels, but you can pull a spark plug and look at the electrodes for color or the degree of sooting. Drive for a while at the speeds and conditions in question, then quickly shut the engine down. When cool enough remove a plug for examination. If the spark plug has a greyish uniform coating, it's probably appropriate. If it's black and sooty, it's too cold. If the electrodes or porcelain look burned, it's too hot.

Packard, I ran 76-Com which is even hotter. Why did they work well when the plug was so hot? The reason is that I always drove that car slowly and easily. And I had an overdrive, so the engine was always at a fairly low rpm. For me, a very hot plug was the right choice in that engine.

During the Series 12 run spark plug sizes were changed to 18 mm. Similar information for metric sparkplugs is available in this chart:

18 mm cold down to hot

New Champion	Old Champion	A--C	Auto Lite	Edison	Bowers	Globe	Blue Crown	Leonard
D-6	4 Com	82S			C18C		R-82	6
D-9	5 Com	83-S	B5	49-TS	18C	24	83 Com	6-F
D-14	6 Com	84	B7	48-TS		25	84 Com	6-A
D-16	7	85-S		45-S	18N	26	85 Com	5-HD
D-16	8 Com	86	B9	43-TS		27	86	9
D-21	C-15	87	B11	43	18H	28	87-S	5
D-23	10 Com	88-L	388	44-HS			88	8
D-89D	49	18A		42-T				



Too Cold

Normal

Too hot

Of course, before judging the heat range of your spark plugs, you need to make sure that everything else in the engine is working correctly --- that the carburetor is adjusted properly, that the timing is right, that the ignition is set properly, etc.

If you would like to experiment with different brands of vintage spark plugs, this table from Antiquetractor.com is helpful:

7/8" spark plugs cold down to hot

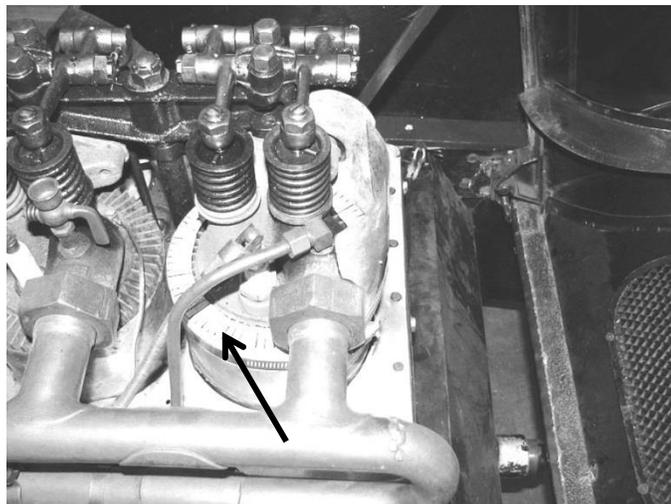
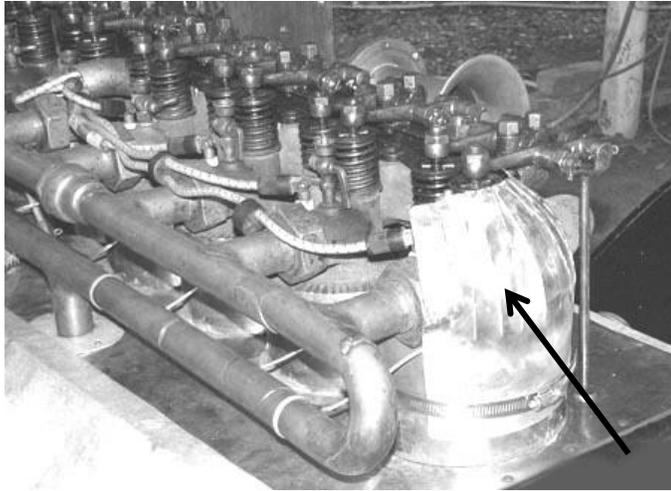
New Champion	Old Champion	A--C	Auto Lite	Edison	Bowers	Globe	Blue Crown	Leonard
W-10	0 Com	73 Com		40-T	C78-C	6	73-Com	4-F
W-14	1 Com	74 Com	T-7	37-TS	C78-N	7	74-Com	4
W-18	2 Com	C 77L	T-9	35-S	78-N	8	75-Com	3
W-20	3 Com or No 20	78 Com	T-11	31-T	78-H	9	76-Com	2-A
W-89D	44	18	3077			10	78L-Com	1-A
W-85N	901							
W-95D	45							

Note that the typically used Champion W-18 for Franklins crosslists to Blue Crown 75-Com. In my

My good experience with Blue Crown 76-com on the Packard led me to use them on my Series 10. This car has high compression pistons and although I do drive gently and slowly, there are times when I need to get up to speed lest a road-raged New Yorker flicks a booger on my windshield. However the high speed performance on the 10-B wasn't good. The engine felt rough as though there were an irregular miss or unequal firing of the cylinders. I tried a variety of settings in the carburetor and valves and ignition before finding a set of cooler Blue Crowns --- 75 Com. When they were installed, the performance difference was astounding. I gained a lot more power and smoothness than with the hotter plugs. So my 10-B was running hotter than I thought and cooler plugs were the answer.

I've come to the impression that sometimes we incorrectly think our Franklin engines, being air cooled, always run hot. It's been said that Franklins don't run hot, they run DAMNED hot. Well, maybe. Again, it all depends on your car and how you drive. At last year's Trek, Tim Coyle drove his 1913 Series 3 Touring for many happy miles -- much of the time with me as a passenger. Tim persistently and admirably tinkered with his car for many years trying to get it to run smoothly. Finally Tim got it figured out --- his engine wasn't running too hot, it was running

too cold ! And the temperatures were not uniform on all six cylinders. By using thermocouples designed for airplane engines, Tim was able to monitor the operating temperature and determine that certain cylinders were never getting up to the needed 350 degrees (more or less), namely cylinders number one and six which are exposed to more incoming air than the other four, and due to the shape of the manifold, get more fuel as well. These two cylinders were running about 150 degrees cooler than the other four. By designing baffles to essentially close off much of the cooling



fins on cold cylinders, he got their temperature high enough so that all six were firing evenly and smoothly. Tim also uses hotter spark plugs on 1 and 6 -- Champion W-20 -- and colder plugs on 2,3 4 and 5 -- Champion W-18. Just for the record, Tim drives his Series 3 slowly and gently, never exceeding 35 mph. Add to that, early Franklins like his 6-30 are geared low at 3.71, so the engine is meant to turn slowly. (Brass era lead foots may have a different experience.)

For those with later cars, the same idea applies with this rule of thumb: Considering your engine, if the full benefit of an engine's compression ratio is used --- fast, hard driving --- use a colder spark plug. But regardless of compression ratio (like using high compression pistons), if your car is driven gently and you never demand all that the engine can do, use a hotter plug. A spark plug must be just hot enough to burn away carbon on the electrode.

In addition to spark plug reach and heat range, don't neglect the necessity to set the gap properly. I'm sure most guys know enough to set the gap but do you know why? It turns out that gap matters. In general, if the spark plug electrode gap is too small the ends can become easily shorted by soot or oil or by a drop of gasoline. The spark itself is also cooler for a smaller gap due the proximity to the metal, and the spark plug will tend to misfire when the mixture is too lean.

If a gap is too wide the spark is weak and tends not to ignite the gas mixture well. It will, therefore, tend to misfire under load or any full throttle condition. When a gap is wide it necessitates a higher voltage to jump the gap. This places a strain on the coil or magneto which could result in internal sparking through the insulation. A coil needs to be in very good condition or specially made for such work if the gap is wide.

The sparkplug gap for most cars is between 0.025" and 0.032" with magneto ignition usually requiring a smaller gap than coil ignition. It's often difficult to use a manufacturer's recommendation on a 100 year old car because virtually every component is not the same as what was used then --- gasoline is different, original coils have degraded, modern coils are different as are all electric components. Like heat ranges, the best you can do is experiment under typical conditions to find the best. Ideally this can be done on a dynamometer but few of us have access to that kind of equipment, so it all boils down to what I said earlier: "How does it feel?"





Tracking a Miss

Don Taylor writes:

My distributor bushings appear to be worn and the mechanic who works on the car says they need to be replaced before adjusting the valves and a tune up. The car is not running smoothly and has an occasional miss at most any speed. I have tried to research my parts manual and the drawing website but have not found anything on the bushings. Do you know of a supplier or source for the bushings or a distributor? It is a Delco-Remy 640T.

Paul Fitzpatrick replies:

The distributor head drive shaft bushings are not a standard replacement part. However, you can order bronze bushings by size from a machine shop supply house such as Granger Industrial Supply or McMaster-Carr. Press it in then ream to size. But before re-installing the drive shaft on the distributor, install shim washers to get the drive shaft end play to .003 – .005”.

Here are some other things which will help get a better running ignition system:

The oil pump drive shaft gear is not as hard as the camshaft gear or the distributor drive shaft gear. Wear on the oil pump gear teeth will cause uneven idle from uneven ignition spark timing. You can order a new oil pump/distributor drive gear from Jeff Hasslen. Then shim that gear and its shaft to .003-.005 end play when the distributor base is bolted down on a new .015 inch thick gasket.

The occasional miss may also be that the distributor has a poor ground because of oil insulating the distributor head casting where it fits into the aluminum base. Try installing a grounding wire from one of the screws on the side of the distributor head to one of the base bolts.

And, the miss could also be a problem with the spark plug wire insulation breaking down from age, moisture, or when it heats up. To test this or a problem with a spark plug use a timing light hooked to each spark wire in turn. See if the light “skips a beat”, which indicates a miss in that wire.

Sometimes the timing light shows extra blinks, indicating inductive cross-firing inside the ignition wire loom --- a common occurrence if the ignition coil has been replaced with a more modern one. The newer coils are a bit “hotter” and as such the spark plug voltage is higher than the original Franklin coils. It can be high enough to induce a stronger magnetic field around the spark plug wires – strong enough to cause a voltage surge in the wires adjacent to it causing an extra spark at the wrong time. Sometimes just moving the wires in the

loom can make the miss go away. Sometimes it can make it worse. Either way, it will tell you if there is a problem with the spark plugs or wires.

This also from Paul Fitzpatrick

The 6 AGW fuses used in Delco Remy generators can't be found anymore. Paul has been using the 5 AGW in its place for several years now. None have blown, including a Series 135 which he found had the charging rate set to over 20 amps with oily brushes/ burnt commutator. So, like many other fuses in Franklin's, the original 6 AGW was probably well over-rated (Some may have been to the point of not being the weakest link in a circuit).

URGENT REQUEST !!

I've been working with Lloyd Davis to scan more material from and for the Club Library. My recent work has been to scan and index a set of “Franklin Service Bulletins”. Starting from 1921 through the very end in 1933, these are Lloyd's personal property which he allowed me to borrow. Here at work I have access to a modern digital scanner where I can scan individual pages to create GOOD QUALITY reproductions. Not only text but photographs and drawings are nearly indistinguishable from the original. Lloyd has Service Bulletins from number 244 (December 1919) through number 325 (1921) but these are really bad 1970's-quality photocopies. Text was reproduced OK back then but photographs were not. We need original Service Bulletins to scan so we can make these available.

The information in these Service Bulletins is priceless.

Do you have any original Service Bulletins, prior to August, 1921, number 298? May I borrow them for scanning? Would you consider donating them to the Library?

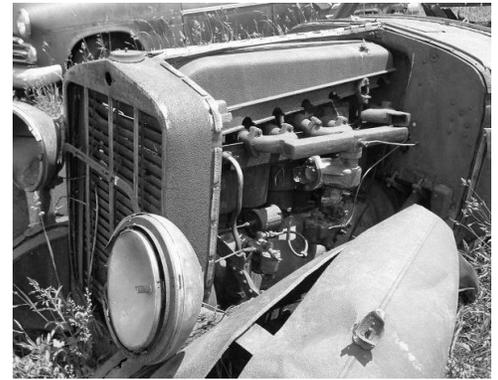
Tom Annas donated a set of “Franklin News” to the library recently. Dated 1919 through 1924, these were the newsletters distributed to all Franklin employees and were the source of my ACN article “To Be A Franklinite” (ACN # 121). I will be scanning those to make them available. The library has a few issues of “Franklin Owner's Bulletins” from 1910 with lots of fascinating information from the early days, but unfortunately they are also 1970's poor copies. There is also the “Franklin Dealer's Bulletin”, the “Sales-O-Meter”. Having their own print shop, Franklin made good use of it.

Please consider allowing any original literature of this sort to be borrowed so I can scan and index it to make high quality copies available to everyone. --- Thanks!



WANT ADS

For Sale and Wanted ads are accepted from Franklin Club members for publication on a one-issue basis. Additional months are welcome, but please let me know before each DEADLINE : **Feb 1 for March, May 1 for June, Aug 1 for September and November 1 for December.** Submissions by Club members are FREE, but a donation of 50-cents per word will help your Club pay the bills. Make



checks payable to "The H.H. Franklin Club" and send to:

Scott Dwyer, 1577 Tibbits Avenue, Troy NY 12180. Ads can also sent to: dwyers@rpi.edu

Acceptance of any submission including the frequency of submissions is at the Editor's discretion.

For Sale

Series 15 Parts. (*Parts galore! Hoo-Ray! Thanks Tim!*)

Headlight bezels, 12" Twilight, Two.	\$120
Headlight small parts, Twilight	\$8
Generator, missing brush holders	\$25
Light switch housing, no shaft	\$8
Interior corner lights, poor but good glass.....	\$5 pr
Original style hoodfront mascot, non-bird	\$15
Cowl lights, pair, poor condition, no lens	\$20
Door latches: right front and rear	\$10 ea
Door latch pull assy, right rear and left rear	\$10 ea
Six rod bearing inserts, NEW.....	\$75
Motor Mount, front	\$5
Hoodfront big screen	\$12
Rear fenders for Sedan,	\$100 pr
Rear Axle, complete, 4.73:1	\$FREE if you pick up.
Wheel lock rings, 19". Two.....	\$125 ea
Rear vanity set, female side	\$12
Delco-Remy starter or generator tag, new	\$5
King pin, 1" x 6.25", used	\$8
Transmission shifter holder, top plate.....	\$8
Switches for interior lights	\$10
Distributor for parts	\$20
Distributor cap, correct style	\$18
Color sales brochure, Model 153	\$195
Rear shock absorbers, pair.....	\$75
Back up light switch	\$8
Borg Warner Overdrive	\$75
Front shutter parts	\$3
Tire, 6.50x19" good for holding air	\$3
Jaeger Clock, professionally rebuilt.....	\$375
Starter Bendix	\$18
Rear quarter window crank handles, pr	\$18
Gasoline tank caps, locking, various types	\$8

Tim Coyle timcoyle13@comcast.net 843-830-7375

All parts delivered to the Trek or can be shipped.

For Sale

1929 Series 13 Victoria Brougham. Fully restored with wire wheels and dual sidemounts. Maroon body over black fenders. Trunk built from Tom Hubbard's blue prints. Driven over Kit Karson's pass at 8200 feet, it's no trailer queen! \$35,000

Joe Kotlar, 827 Maud Ave, San Leandro, CA 94577
510-357-9060 joeger31@sbcglobal.net

For Sale

Stromberg U2 Carburetor. This is a good replacement for the Series 12 T2 carburetor but was original on the Series 13. \$250

Spare Tire Covers. Pair for 6.00x21" tires. Custom made by Dick Burhman. \$100 each.

Jack Lanford Roanoke, VA 24018 540-520-9949

Wanted

For 1914-15 Six-Thirty Franklin Dyneto-Entz starter generator --- big, rectangular heavy thing, 18 volts. Also Corbin Speedometer, Splitdorf spark plugs. Any 1914-1915 6-30 parts sought, entire chassis, cylinders, engine parts, axle parts.

Scott Dwyer 518-276-8414 dwyers@rpi.edu

For Series 10-B --- Original Parts Manual for Series 10.
Scott Dwyer 518-276-8414 dwyers@rpi.edu

CLUB LIBRARY & PUBLICATIONS

Reprints—INSTRUCTION BOOKS: S9- \$29; S10- \$33; S11- \$40; S12-\$40; S130- \$40; S135/137- \$36; S14- \$30; S15-\$45; S16/19-\$27 **PARTS CAT:** S9-\$56, S10-\$56 S11-\$53; S12- \$53; S14-\$50; S15/16-\$50; Plus actual postage, contact Lloyd. Other reprints available, please inquire. Checks to: The H.H.F.C Library c/o Lloyd Davis 139 Blueberry Lane Rutland VT 05701-9389.

REGIONS & LOCAL GROUPS

Lehigh Valley Franklinites (PA) meet on 3rd Tuesday of each month near Allentown PA for dinner & drinks. Usually attracts 10-15 people. Call Tim Miller at 610/573-8013. Leave a message or email: (marmoset@fast.net)

Midwest Region: The Midwest Region covers the states of IL, IN, MI, OH, WI, MN, KY MO, and IA. Many faithful members from NY, NJ, TX, AZ, PA, NC and KS meet with us. You too are invited to join us at our 2013 meets. Contact Dean Dorholt at deandorholt@frontiernet.net or 612-803-0836.

FRANKLIN COLLECTIONS

The Franklin Collection at the Gilmore

Hickory Corners, Michigan
www.gilmorecarmuseum.org

The George Staley Franklin Collection at The Northeast Classic Car Museum, Norwich, New York

www.classiccarmuseum.org

The Tom Hubbard/H.H. Franklin Foundation

Tucson, Arizona
franklinmuseum.org

WEB PAGE: www.franklincar.org

FRANKLIN FORUM: See AACA website under Franklin. Archives are on The HH Franklin Club website

FRANKLIN EVENTS

Third Annual Air-Cooled Gathering, June 15, 2013 at The Gilmore Car Museum, Hickory Corners, MI

44th Westrek, June 23 - 27, 2013 Pendleton, OR Contact: Carla or Chad Windham 541/276-4069 hagulp@gmail.com

60th Franklin Trek, 2013: August, 3-10, 2013, Cazenovia NY Mailing to Club members in early summer.

Fall Mid-West Meet: Sept.18-21, 2013, Coventry RI

Hershey 2013: October 8-12, 2013 — HHFC spaces RNE 8-12. (Red North Field)

THE FRANKLIN CLUB PROJECTS

Contact for information or order: Bob Harrison, 59 Reuben Brown Lane, Exeter RI 02822. Cell: 401-269-9122, Hm. 401-667-0214 hfranklin32@verizon.net

Also, see descriptions and pictures of many of these items on franklincar.org website.

Prices listed do not include shipping. Contact Bob for details.

Item#	Item:	Price:
FCP-1	1930 -145 outer Tail Light Lens, clear glass	\$5 ea
FCP-2	Red plastic inner lens for use with FCP1	\$5 ea.
FCP-3	1928 on—Swing out W.shield Weather Seal	\$25 ea.
FCP-3.2	Series 17—Windshield Weather Seal	\$40 ea.
FCP-4	1928 to Series 151 W.shield Hinge Cover-52"	\$2 ea.
FCP-5	S10-S130 Sp.Plug rubber Escutcheons(set of 6)	\$90 set.
FCP-6	1930-on Side draft motor. Pushrod Set of 12	\$150 for 12
These are direct replacement hollow push rods with hardened solid ends.		
FCP-7	12" Twilite Head Light Lens	(out of stock)
FCP-8	Cowl vent seal, 32" length	\$15
FCP-9	Hood Door Pulls for Side draft hoods 1931-'34 Bronze castings that require Chrome Plating.	\$10 ea
FCP-10	1929-1932 Brake Drums for cars with wire wheels or demountable wood wheel. Will require riveting to your hubs and turned to finish size. Include rivets and detailed instructions. Note: For safety reasons, to be sold only in sets of 2.	\$150 pair
FCP-11	Series 11 "STOP" ruby tail light lens Made of Acrylic Urethane	\$35 ea.
FCP-12	Series 11 "Beehive" ruby tail light lens Made of Acrylic Urethane	\$35 ea.
FCP -13	Head Light Bracket to Sill cap screw 3/8"-16 X 3 3/4" long slotted oval head	\$4 ea.
FCP-14	Head Light Bracket to Sill Cap Screw 3/8"-16 X 4 1/4" long slotted oval head	\$4 ea.
FCP-15	Spring Pivot Bolt Washer Series 9 to Series 147 cars	\$2.50 ea.
FCP-16	Copper Washer for Master Cylinder fitting 0.034" thick x 1.125" OD x 0.885" ID	\$ 1.00 ea.
FCP-17	Copper washer for brake fitting 0.065" thick x 0.565 OD x 0.345" ID	\$ 0.75 ea.
FCP-18	Mandrel bent Aluminized Exhaust Pipe for S/145 to S/163.	\$ 300 ea.
FCP-18-1	Mandrel bent Stainless Steel Exhaust Pipe for S14	\$ 400 ea.

Exhaust pipes are made to order. Delivery 4 weeks.

FCP-19	S16 Tresslite Tail light yellow Segment lens Made of Acrylic Urethane	\$35 ea.
FCP-20	S16 Tresslite Tail light white/clear Segment lens Made of Acrylic Urethane	\$35 ea.
FCP-21	S16 Tresslite Tail light Ruy Red Beehive lens Made of Acrylic Urethane	\$35 ea.
FCP-22	S16 Tresslite Tail light clear license plate lens Made of Acrylic Urethane	\$35 ea.
FCP-23	Rebuilding Kit for Gemmer Steering box. This kit is manufactured by Dick Pratt	\$375 ea.
FCP-24	Muffler, Aluminized for all side draft cars	\$65 ea.
FCP-24-1	Muffler, Stainless Steel, for all side cars	\$130 ea
FCP-25DP	Fan Bolt Kit	\$76 per kit

FCP-26DP	Grease Cap Spring	\$20 set of 4
FCP-27	Venturi for Stromberg U-3 Carburetor	\$35 ea
FCP-30	#40465 Aluminized Muffler for '29 S13	\$65 ea
FCP-30-1	#40465 St.Steel Muffler for '29 S13	\$130 ea

Notice: Contact Bob Harrison for a replacement Venturi If you purchased a Venturi (FCP-27) for your Stromberg U-3 Carburetor from the club and will be using it in a U-3 equipped with a "Supercharger". Typically all 1932 S16 cars had a supercharger. Early FCP-27 venturi's were missing a feature that was on the original venturi's as were all previous venturi's being sold by various people.

The newest venturis, still part number FCP-27, have an additional machining feature used on U-3 carburetors on Supercharged engines. This new venturi can also be used on any U-3 carburetor with or without the supercharge feature.

The Gemmer steering box kit FCP-23, is supplied to the club by Dick Pratt. Members can buy the kit and rebuild their steering box themselves or have someone else rebuild their steering box. Another option would be to buy the kit and save it until it is needed. This way they can be sure to get a kit before they are all gone. When the time comes to rebuild their steering box they could send kit and steering box to Dick Pratt for rebuild or rebuild it themselves.

CAR BLUEPRINTS: Order by drawing number from Parts Catalog, call for others. \$5 each for first 3, then \$3 ea.; you'll be billed. Jeff Hasslen, 13311 95th St. NE, Elk River, MN 55330. Tel.: 763/441-7815. (Drawings are now online at the Club website.)

From:

The H.H. Franklin Club
c/o Cazenovia College
Cazenovia, New York 13035



*The Sign
of Authorized
Franklin Service*

*Our Goal—
To make this Sign*



at all times

