



DISCOVERED ON HEMMINGS WEBSITE: 1930 FORD MODEL A PANEL DELIVERY

Location: Grass Valley, California

Mileage: 3095

Exterior: Dark Blue, Black Fenders

Interior & Top: Black Vinyl

Browsing around the net, this nifty Panel Delivery showed up for sale on Hemmings web site. Reportedly, it runs and drives great, has nice body and paint work, and a fresh interior. The owner's name is Landon, his phone number is 530-277-7938, and he's looking for \$18,500 for the truck.



A Word From Gene Egert...

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THE PREZ SAYS...

Hard to believe we're already into this, the fourth issue of "The 4-Banger," and after a full year can declare our "experiment" a success. Now we need to ramp up our member participation to keep things going with more articles on our members, regular technical information, and news about club activities. Many thanks to those who have already contributed information and pictures...particularly Noel DeLessio for the great three-part series on Spark Plug Voltage Polarity, Stu Carstens for sharing his archive of historic club photos, Ron Olsen for his fictional dream piece, and Lindy Williams for recounting Naper A's activities 30 years ago.

To make "The 4-Banger" continue working, we need continuous involvement from all members, which is why you're also getting another questionnaire with this issue. We can use (1) articles, (2) technical tips, (3) your personal experiences, and (4) little stories about how you got into Model A's in the first place. Send your Word files and PDF pictures directly to Rich Volkmer at rich.association@sbcglobal.net.

On another topic, it's always gratifying to welcome a new member to the Naper A's, rolling out a big welcome for Paul Herbert this month. Paul is the Director of the Cantigny 1st Division Museum at Cantigny, and you can read an introductory story about him and his '29 Leatherback Fordor in this issue. Now, if every member in the club recruited just one new member in 2015, we could double our numbers by this time next year. Impossible dream? Not really, if everyone took the time to make an effort.

New Tech Sessions are in the air! Just now, we are planning to hold two or three at Gar Williams' garage for a January-March time frame. The first one will feature demonstrations of how the Shifting Tower is disassembled and rebuilt. We remain open for suggestions on other topics. Give me a call with your ideas.

We also want to ramp up our Short Tours Department for the coming year, and could really use your input to identify events we can attend as a group, i.e., cruise nights, ice cream runs, and occasions hosted by other clubs. This Fall, for example, our group fielded a number of guests to the Fox Valley Chapter Turkey Dinner...an event that had been cancelled, then re-established. Although my wife attended, I couldn't go because we were busy digging up the back yard to repair a septic line. *Drat!*

Finally, I call your attention to the rescheduled Winter Swap Meet, now to be held at Friendly Ford in Roselle on February 15th. See the ad in this issue for details.

On The Road To Shabbona...



Lindy Williams is a master of organizing last-minute tours for the Naper A's. "It's easy," he explains. "You just send out an e-mail saying, 'We're driving to Shabbona on Friday,' and seven cars will show up!"



It's a pleasant 44-mile drive from Naperville through DeKalb County. Follow I-88 west and exit at Sugar Grove, continue west on Route 56, then take US 30 west through Big Rock, Hinckley, and Waterman to find Shabbona. The blue tourism signs at the east edge of Shabbona will then direct you to Lakeside, Pokanoka's or the Camp Store.

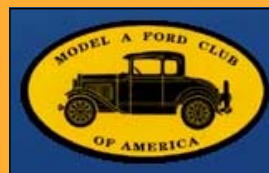
Enjoying Lindy's impromptu Shabbona Tour Group on October 3rd were (left to right) Cheryl Egert, Kay Kiser, and Kathy Kauper.

THE 4-BANGER

VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 1, ISSUE 4 ★ FALL, 2014

AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA



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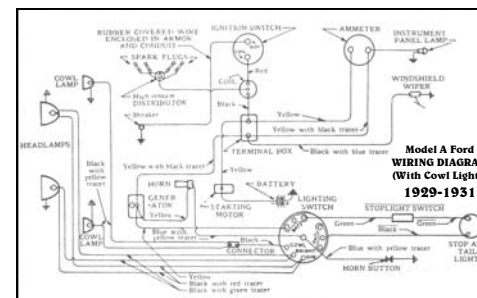
PASSING SCHOOL ZONE
TAKE IT SLOW
LET OUR LITTLE
SHAVERS GROW



ELECTION RESULTS:

President:	Gene Egert
Vice President:	Tom Eklund
Treasurer:	Lindy Williams
Secretary:	Nick Mazzarella

By one unanimous ballot, our slate of current Officers were returned to office for another term at the December 7, 2014, Christmas Dinner.



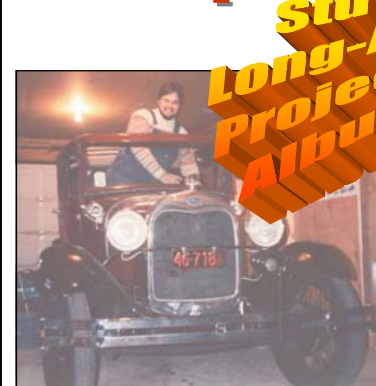
WIRING DIAGRAM PLACEMATS

A limited number of 1929-1931 Model A Wiring Diagram placemats remain available (first come, first served) after the Christmas Dinner. They are printed on yellow stock and heavily laminated for best durability in the shop. If you didn't attend the event, contact Gene Egert for a copy.

Beginning in the Winter issue, we will launch a new feature called "Chumbalone's Garage" to celebrate the dumbest things you've ever done while working on your cars. Send us your stories, we promise to keep all entries anonymous!



The Naper A's In Years Past



(Clockwise from bottom left) In 1999, Bob Hartwell's '29 Standard Fordor needed a new top. Bob peering through the opened top patch. Stu Carstens, Red Overcash, and Lindy Williams masking and taping. Dick Price testing top tension. Lindy, Wall Mankawich, and Red Overcash at work. Stu says today, "This is why you never buy a car from a picture."



Illinois Region M.A.R.C. and Illinois Chapter M.A.F.C.A.

DEDICATED TO THE RESTORATION AND PRESERVATION OF THE MODEL "A" FORD

31st Annual Winter Parts Swap

Admission: \$5 per-person donation

Sunday, February 15th, 2015 7AM 'til 2pm

New Location and Free Parking

Formally at Kane County Fair Grounds!

Friendly Ford, Roselle IL 60172
333 E. Irving Park Rd. between Roselle & Medinah Rd. Just South of 390 Expy.

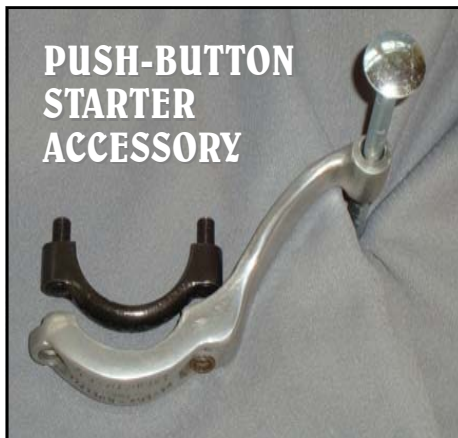
TOMMY'S Deli and Food Emporium

Model T, Model A, V-8 and More!



Call Mike Sargis 773-426-5321 for information/Larry Rust for Reservations 847-404-9233 email larust@msn.com

PUSH-BUTTON STARTER ACCESSORY



This fancy little polished aluminum bracket came on our '29 Model A Ford many years ago. It's designed to extend the starter rod up from the floorboard of the car (alongside the steering column) to within fingertip reach under the steering wheel.

The casting is embossed "Peters & Russell, Inc., Springfield, Ohio." Installation is simple, it goes right over the lower steering column bracket using longer machine bolts. The original kit once included a threaded extension rod topped with a Bakelite knob.

A search through the Murray Fahnestock book, "Those Wonderful Unauthorized Accessories," yielded ads for several other starter button contraptions sold for Model A's, but not this one. It's simpler than the others, and more elegant in appearance. One day soon, it will be back in service, when time permits fashioning the long extension rod, the original having been lost...just like Peters & Russell. — Editor

NICK'S CROSSBAR REPAIR PROJECT PROGRESS...

The old bushings and sleeves, and the worn shoulder on one end of the crossbar. Lots of wear and tear, note the pitted surfaces.



The repaired (epoxied) shoulder, and painted brackets, and crossbar. Almost ready to re-install!



Naper A's Celebrate Christmas

BOHEMIAN CRYSTAL RESTAURANT ☐ DECEMBER 7, 2014



Over 40 guests enjoyed a sumptuous Bohemian Crystal meal of roast pork, sauer kraut, potatoes and gravy and desert pastries as President Gene Egert presided over the Annual Christmas party. Activities included a brief business meeting, election of officers for 2015, and a fun gift exchange game run by Ron Olsen. All the ladies took home a lovely poinsettia plant, and the gents kept laminated placemats of the Model A wiring diagram.

The Naper A's Recruit A Colonel!



At home, tinkering with the new '29 Fordor, with some help from Lindy Williams (below) adjusting the timing.



It was a happy day, finally picking up his Model A at the farm, in company with his friend, John Hudson, and his Daughter Ellen.

Paul Herbert is our most recent "recruit" to the Naper A's, which is a term that must have special meaning for a retired Army colonel who presently serves as Director of the Cantigny First Infantry Division Museum.

Originally hailing from Galena, he attended high school there prior to being honored with an appointment to West Point. Graduating with the Class of '72, he went on to serve a 30-year career in the Army, notably in Germany, other European assignments, and at various forts in the United States...always with infantry divisions.

Pursuing higher education while on active duty, Paul was granted a PhD in history from Ohio State University which he put to good use teaching history at both West Point and the National War College in Washington, D.C., during his later years of service.

Paul's family photo album displays a Model A that his parents owned when he was born, but was replaced by a Plymouth for daily transportation. Unbeknownst to him whilst growing up, his Dad saved that car for eight more years, intending to give it to him, but finally had to let it go.

Learning of this as a young man growing up, he kindled a life-long continuing interest in Model A's and resolved to have one some day. But that is hard to accomplish when a busy Army officer, moving to a new post on two-year cycles and needing to travel light. "Some day," he thought.

Following retirement from the Army, Paul first worked in Washington, D.C. for a couple years before moving to Wheaton in 2004 and beginning a new career at Cantigny. He and his wife, Nancy, have two grown daughters (Ellen lives nearby in Itasca, Sally is in Ashville, North Carolina), but sadly, he lost his wife to illness two years ago.

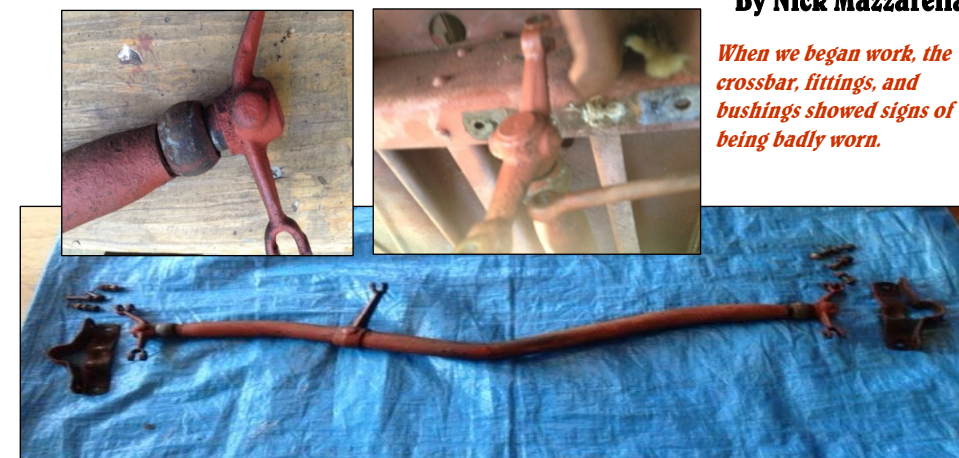
This Fall, he finally found the Model A that he had wished for most of his life. Visiting his family in Galena, he saw it on the homeward trip...sitting by the roadside at a farm near Stockton with a "For Sale" sign in the window.

It's a '29 Briggs-bodied Fordor, a leatherback. The car is in great shape, and will no doubt show up at many future club functions as Paul now has the time to get involved with the Naper A's. And a nice heated garage with plenty of room for a Model A!

Repairing The Brake Crossbar

By Nick Mazzarella

When we began work, the crossbar, fittings, and bushings showed signs of being badly worn.



Iacquired my late 1931 Murray "Slant" Fordor Model "A" in 2004. When I first saw the car, it had been neglected for some time and needed lots of repairs and TLC. Although I was able to get it home without incident, it started erratically and had so much wrong with it that I hardly knew where to begin fixing things.

At the time, my day job required frequent travel out of the country, so I did just enough to keep her running for several years. Then, we started working on the "Slant" in earnest in 2012. Because I wanted to keep the car running in good weather, that ruled out doing a total teardown.

So, instead we created a priority list of things to correct as soon as possible. The checklist included addressing carburetion, ignition, and electrical systems. Those basic things even turned out to be quite problematical. To this day, I still experience issues with the ignition, partly self-inflicted. But that topic must wait for a later discussion. My topic today is the Brake Crossbar Repair department.

When I drove the car, it rattled and banged constantly. I couldn't keep the brakes properly adjusted and the loose movement caused them to act differently each time I stopped. The steering and brakes clearly needed repair. So, we spent the entire Winter of 2013 rebuilding the front brakes, the steering and the suspension. The improvement was amazing! But it also led to determining that much of the remaining chatter was being caused by the brake activators and the crossbar.

Because the crossbar bushings were severely worn and the activation rods had no return springs, I decided to tackle those issues as the next project. So, last Spring we dropped the crossbar and brackets and examined them for wear. Originally, it seemed like the crossbar would have to be sent out for resurfacing. But then we were surprised to learn that much of the wear was confined to the bushings themselves. We found that the actual surfaces — while a bit scored and worn — were not that severely bad. According to my trusty micrometer, the surfaces were within tolerance to accept the new brass split bushings I was planning to use. That eliminated having to remove the end levers.

The original bushings seemed to be made of an unknown alloy that looked like to pot metal to me. They also featured graphite-impregnated fiber sleeves between the bar and bushings that had apparently protected the crossbar itself from worse wear. One major wear point was located on the shoulder on one end, which had been caused, I suspect, by lateral

movement of the bar. The width of the surface thus needed to be brought back to the correct size. I was able to manage that objective by applying steel epoxy material, then shaping it to a proper fit after hardening. I lightly sanded and polished the bar surfaces and was able remove the grooves and burrs. Micrometer measurements now indicated that the clearances were roughly .0156", thus allowing unrestricted movement within the bushings without too much play.

All original surfaces of the crossbar and brackets were cleaned and steel-brushed, then recoated with Rustoleum satin black paint. I purchased new return springs, clevis pins, and all required bolts along with the split bushings from Bratton's Antique Auto Parts. Then, we thoroughly greased the crossbar surfaces and installed the split bushings with the split in a horizontal position. The brackets fit perfectly. Most of the rattling is now gone too!

My next project is a biggie: replacing the universal joint and clutch assembly. Stay tuned for another installment after we complete Winter, 2014-2015 work....

SPOTLIGHT ON 2014 FALL TOUR

White Pines State Park ☐ October 19, 2014



THE HARDY VOYAGERS

Front row: Gene & Cheryl Egert

Second Row: Kathy & Fred Kauper, Pam Eklund, Ann & Roddy Barton.

Third Row: Nick Mazzarella, Steve Paul, Lindy Williams, Jan & Bruce Winslow.

Back Row: Tom Eklund and Ron Olsen.



(Left to Right): Steve Paul, Jan & Bruce Winslow, Nick Mazzarella and Lindy Williams, Roddy & Ann Barton (in car), Tom & Pam Eklund, Kathy & Fred Kauper, Cheryl & Gene Egert, and Ron Olsen..