

## USED CAR LOT

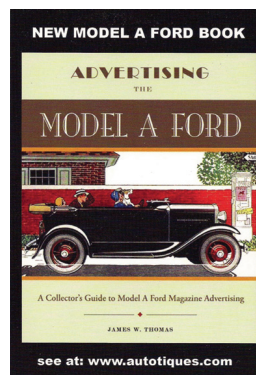


### DISCOVERED ON HEMMINGS WEBSITE: TURN-KEY '30 MODEL A DeLUXE ROADSTER

*Location: Brewster, MA (Cape Cod)*  
*Colors: Forest Green, Brown Leather,*  
*Apple Green Wheels, Black Vinyl Trunk*  
Reportedly runs, drives, and looks like  
new. Dual side mounts, wind wings,  
Moto-meter, snap in windows, stone  
guard, black leather trunk, white wall  
tires, new battery, rumble seat.  
\$26,900.00 OBO. Call 508-945-0552.

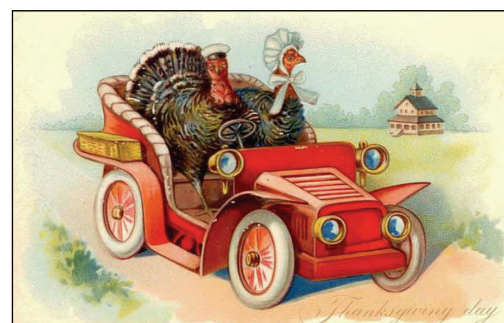
## CLASSIFIED ADS

*Send us your unwanted extras, leftovers, odds &  
ends...turn them back into cash!*



I have two  
copies of Jim  
Thomas' book  
"Advertising  
the Model A  
Ford" (signed  
by the author)  
available for  
\$40.00. Great  
as a Christmas

gift for the collector! No cost  
for shipping and no tax. Call  
Jordon Beller at (630) 816-1932.



A Word From Gene Egert...

PAGE 8

## THE PREZ SAYS...

Our driving year started out a little slow, with few sunny days available due to weather conditions and a wet Spring. Once it stopped raining, though, the club did launch into several tours and it all just got busier and busier.

Action kicked off with an AACA Cantigny Car Show & Naper A's BBQ Picnic on July 26<sup>th</sup>, when eight cars showed up and we enjoyed a festive day on the beautiful grounds with gardens to roam, the 1<sup>st</sup> Division Museum to tour, and, of course, a huge turnout of assorted classic and antique autos to enjoy. Our club was well represented, perhaps the largest turnout of any single make. Member Paul Herbert, who manages the Museum, reserved a great spot for our picnic lunch, which we all much appreciated and enjoyed. Thanks, Paul.

Then Alan Petrik hosted his Popcorn Factory Tour with five cars driving the back roads up to his company facilities in Lake Forest on July 31<sup>st</sup>. The day was clear, cool, and sunny, and we enjoyed Alan's personal tour through his production facilities as well as a fine catered lunch...then an impromptu ice cream dessert on the way back home. Many thanks to Alan for orchestrating a wonderful day on the road and a memorable event at our destination.

The Union Railroad Museum Car Show and picnic lunch attracted five cars from our club touring up together on August 2<sup>nd</sup> for their annual Vintage Transportation Extravaganza. It's always fun taking this drive together, riding the old trains around their grounds, and kicking some tires at an event that is always well attended and features a wide variety of makes, models, and years.

The overnight tour to Moline, IL on August 8<sup>th</sup>-9<sup>th</sup> drew four Naper A's cars on a longer trip and we all ended up at Craig Beck's Model T brass era car collection. Overnight it rained hard, stopping at 8:00 AM at our departing time... sometimes closed cars are nice to have, if the weather doesn't cooperate.

On the technical front, several club members have experienced mechanical problems that have been solved with the help from other club members. Nick Mazzarella's differential project is documented in his detailed two-part technical article. Tom Eklund's ongoing engine misadventures will be covered in a future article. And you can read about my top project on Page 3.

At this point, we really need to start thing about next year's tour activities. Gar Williams has suggested a overnighiter tour to Iowa, along a route he has already planned and enjoyed. We'd love to hear about any other ideas you might suggest.

In closing, I hope you enjoy reading this seventh issue of our club newsletter. Editor Rich Volkmer can always use your photos, tech articles, and event write-ups for the 4-Banger, it's a great way for everyone to share experiences and knowledge about the Model A. And, don't forget, we started up the new publication a couple years ago on the premise of it being an on-going Naper A's Club Project to be supported by all of our members!

## ILLINOIS REGION TURKEY DINNER

Turkey Dinner with all the trimmings! Stuffing, corn, sweet potatoes, mashed potatoes, salad, rolls, butter, and coffee. Cash Bar available!

### \$20 Per Person . . . Drive Your Model A

Elburn Lions Community Park, 500 Filmore Street, Elburn, Illinois  
R.S.V.P. to Melinda Pritchett by October 30th if you wish to attend!  
(melindaborck@yahoo.com)

# THE 4-BANGER VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 2, ISSUE 3 ★ FALL, 2015

## AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA



### INSIDE THIS ISSUE:

Popcorn Tour	2
Better Points	2
New Roadster Top	3
E. T. "Bob" Gregorie	4
Last Model A	4
Moline Summer Tour	5
Nick's Driveline	6
Bob's New Car	7
New Member List	7
Used Car Lot	8
Prez Says Column	8
Classified Ads	8
Turkey Dinner	8



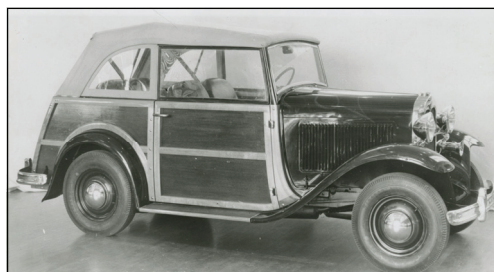
### 8/2/15 Union Transportation Museum Tour

Tom and Pam Eklund (front),  
Gene and Cheryl Egert  
(center), Fred and Kathy  
Kauper, Lindy Williams  
(back seat) all rode on the  
historic Chicago, Aurora &  
Elgin electric railway car.

## THE LAST MODEL A: 1941?

The Last Model A Ford was actually built in 1941, not 1931. Yes, ten years after regular production had ended, one more special car was hand-built expressly for the personal use of Henry Ford II on his estate and at his beach house.

The car was hand-built by Ford Motor Company's Engineering Department under the personal supervision of E. T. "Bob" Gregorie, who is well noted for his collaborative efforts with Edsel Ford which produced the Lincoln Zephyr, the Lincoln Continental, and many lovely 30's Fords.



Circumstances surrounding the unique project are best expressed in Bob's own words (see sidebar). Some 22 vendors helped furnish parts for the car, which was based on an unused stock 1931 chassis, motor, radiator, and fenders. Basically, it was a Model A, but there is a good deal of other-year Ford about the car.

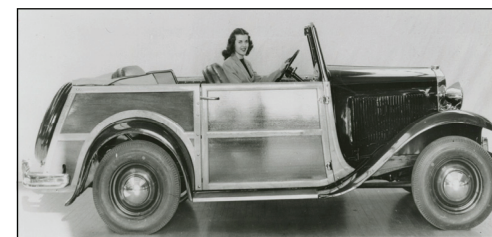
The steering wheel and wheels were 1940 items, the instrument panel was 1935 vintage, and the seats and bumpers came from a 1941 sedan. Completely hand-built, the car had shorter running boards than standard, a rakish fabricated cowl, a fitted hood, sealed beam headlights, and a set of



tools mounted inside the hood, on the firewall. Unlike the original Model A, it had a gas tank mounted in the rear and used an electric fuel pump.

The back seat was removable for cargo use and the rear of the body was fitted with a tailgate much like a station wagon. In other respects, the car was more closely akin to a roadster. The top, when up, was mounted at the extreme end of the car, although the top irons pivoted near the door. The overall effect is quite sporty.

Thousands of very large 1941 dollars went into building the car. But on the day it was delivered to Hank The Deuce at Grosse Point Farms, a really embarrassing incident sent it right back to the shop for



Continued On Page 4...





# POPCORN TOUR!



July 31st dawned sunny and mild for a pleasant gathering in Naperville and a backroads drive up to Lake Forest for the 2015 Popcorn Tour planned by member Alan Petrik, COO of the Popcorn Factory. Everything went seamlessly except for a brief pause along the way to top off Alan's coolant in the '30 Cabriolet. We then enjoyed a fascinating tour at the factory personally guided by Alan and a sumptuous deli lunch in the Boardroom. Naturally, there was also a break for ice cream on the way back, along with a pause to look for Elk in Elk Grove.



## Better Points and More...

By Ron Olsen

This year, my '31 Tudor experienced ignition point failure from a modern set from Bratton's Antique Auto Parts. They were just installed last February with a new condenser as one of my winter projects. They lasted about 200 miles before becoming pitted so badly that replacement was needed.

There was quite a difference in performance with another fresh set from

Bratton's, and a new condenser. The rubbing block didn't last long, even though it was lubricated. What happens is, point clearance gradually gets smaller, the engine is harder to start, and acceleration suffers. When these symptoms appear, it's time to give the points attention again. My second set of points wore themselves out of adjustment as well.

Other guys in our club have had experienced basically the same situation and they switched to using '57-'77 V8 Ford Motorcraft parts or Napa parts. I have resisted this change because of the prices. Bratton's points are \$6.75, condenser \$4.95, Napa points are \$17.60, the condenser \$3.44. Motorcraft parts may well be a bit more.

Bratton's points have a one-piece molded plastic body that includes the rubbing block. Napa and Ford

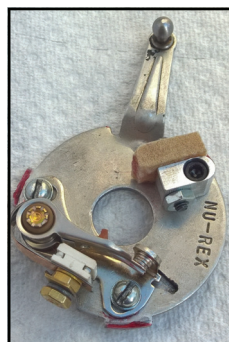
parts have a stamped metal point body and separate fiber rubbing block that is riveted to the stamping. This feature could make a big difference in the wear properties of the rubbing block, but time will tell. Point contact material may just be better proportionate with the price.

Lindy Williams reports that he has points installed for about 10,000 miles. I'm willing to bet that he has re-adjusted often and re-lubed the cam. I doubt that cam lubrication lasts very long.

Continued on Page 7...



60's Chevrolet V8 cam oiler.



Olsen Mark I cam oiler.



Drive shaft, diff and axles assembly removed.

After examining the gears in the transmission, I replaced all of the transmission bearings, and all clutch parts. I was anxious to get it all back in the car. It was already late May. My goal



My son, Nick Jr., holding bell housing and trans.

was attending the Downers Grove Cruise Night Model T/A event in June. But there was that nagging fact that I didn't find any reason for loud noises.



Disassembled transmission parts.

Continued from Page 1...

which was the motivating factor for doing something about it.

Early 1960's Chevy V8 distributors used a felt oiling pad to solve the lube question (see the GM product picture). Accordingly I fabricated a

Lindy Williams, counseling me right along, politely pointed out that I



Universal joint, shift tower, and bearings.

had really hadn't fixed the real problem that I was chasing. This led to our hard but inescapable decision to disassemble the drive shaft, the differential, and the axles. The disassembly process was a little tricky but I eventually got it apart.



Garage setup for the project.

What I found hit me right between the eyes, and led to an entirely new phase of the project! The rest of the story in Part II...



small aluminum block that is screwed with Loctite to the top plate, using the threaded hole for the condenser. Another screw, flat washer, and lock nut hold a felt pad onto the block and the assembly is

## BOB'S NEW CAR



Bob Ruyle is a new Naper A's member who just acquired this lovely 1930 Coupe a month ago. He found it by accident sitting in a yard in Wisconsin with a For Sale sign on it, bought it, and took it home as-is. Bob lives in Downers Grove with his wife Marylou. He is a retired industrial arts teacher and taught at at Downers Grove South and later at COD. Bob found us on the web and called Nick to see if he could come to a meeting. He attended the October meeting and joined right away. Welcome, Bob!

## MORE NEW MEMBERS:

For those of you that haven't been to recent chapter meetings, we have had several new members join us over the last year. Each of them have Model As and are active drivers and/or doing restorations....

Jordon Beller lives in Westmont and has a collection of Model As and Ts  
Paul Herbert lives in Weaton and has 1929 Leatherback Fordor

Ken Jogodzinski lives in Bolingbrook and has a 1931 Sedan

Bill Johnson lives in Winfield and has a 1930 Coupe

Ray McMahon lives in Naperville and has 1931 Cabriolet

Merle Renner lives in Naperville and has a 1930 Five Window Coupe

Bob Ruyle lives in Downers Grove and has 1930 Coupe

Tom Thompson lives in Naperville and has a 1930 Coupe and 1931 Tudor

Welcome to all of our newest members!

adjusted to contact the cam. The felt is soaked with oil and squeezed to remove excess oil (see 2 pictures).

Voila! Constant cam lubrication. So now I can look forward to better service from a new set of points.

## Nick's Excellent Driveline Project

By Nick Mazzarella

**W**hen I first saw our 1931 Fordor Murray Town Sedan back in 2006, it just had to come home. At the time, I belonged to a Model T club and was considering buying a T, but then stumbled upon the '31 in a casual conversation with its owner, Mike Schoemer. Mike and I were directing cars for parking at an annual Kane County Antique Car event and making small talk when he happened to mention that he had an A for sale. Truth be told, it was what I really wanted.

**A**s most Model A owners know, owning and restoring antique cars is a real odyssey, but with an "on-wheels" restoration, the process is more piecemeal. However, this approach allows the ability, at least in theory, to drive your car during the warmer months.

**M**y Model A received very little attention for the first five years I had it because I was never home enough to devote the time required. Retiring from Alcatel-Lucent in 2012 provided more time to begin with a serious restoration.

**I**started out by attending to some routine items needing attention, e.g. carburetor, generator, starter, battery, etc. During the winter of 2013, I did a complete rebuild of the front end. In early 2014, I restored the brake cross bar and links.

**T**hen, while driving the A to a Fall, 2014 Naper A's meeting, I heard loud clunk followed by a real sickening grinding-whirring noise while the car was in motion. The car always made strange noises from worn bearings, loose hinges, a bad speedometer cable, bad springs, and so on, but this was much worse.

I just knew that it was moment of reckoning and that I would have to dig deeply into the drive train. The sound seemed to be coming from right under my feet, so I naturally suspected a busted U-joint or some sort of transmission failure. Luckily I got home safely, parked it in the garage, and left my old wounded warrior alone for a while.



Differential and drive shaft with years of bird droppings, rust, and dirt.

**E**arly in February of this year, we first removed the drive shaft and rear axle/differential assembly and pulled the transmission. There were a few immediate surprises when looking at the Universal joint and disassembled transmission because there were no obvious problems.



85-year buildup of crud and grease.

Removing the clutch assembly, we found that it looked used but still serviceable. Taking parts to Naper A's meetings and asking for feedback from our club experts, no one saw any glaring issues.



Transmission and bell housing viewed from top.

**W**ith cars that have been around as long as our Model As, it's difficult to trace the history of a car. So, when ordering transmission parts, I was surprised to discover that it actually had a late 1929 type because of some part differences. There is good possibility that the whole drive train is from that year as well. Obviously, our old car had



Transmission gears looked pretty good!

enjoyed some major replacements in its past. The engine number is close to the right 1931 production year series, so it may be the original.



The clutch assembly and pressure plate showed only ordinary wear.

## Installing A New Top On Our 1930 Standard Roadster

By GENE EGERT

**W**hen we took our Roadster out of storage, the top was really beyond repair, so I just removed it. Then we drove the car like that for three years.

**I**t looked unique, and we only got rained on twice. Nevertheless, it was time to look into getting a new top squared away.

**F**ortunately, Gar Williams informed me that he had noticed one on Ford Barn. After talking with the seller, we bought the top. It came complete with the new top wood. We had to remove old top that it came with, along with the wood and tack strips.



**W**e sandblasted the irons and all other parts and installed four new tack strips in each of the irons using 1/8-inch tempered masonite material. Each had to be sanded to fit tightly, then driven in. The wood needed sanding, fitting, then re-sanding until proper fit and length were acquired.

**W**e painted the irons black, then installed them on the car. Upon inspection, we found that the rear tack rail was plywood under the upholstery. So, we bought a new oak tack rail, and then had to do some modifications to the rear of the interior. We left the wood exposed and used brass machine screws to install the rail. Putting the nuts on those bolts was not easy.

**W**hen it was time to order the install kit from LeBaron Bonney, they were very helpful with information on sizes and materials to be used with the irons. I also decided to have them install the rear window.

**O**nce the materials arrived, I laid out all of the new material to check for fit on the car. Then, with help from Lindy Williams, we started to install the



pieces (back curtain, corners, windshield skirt, pads, and straps for the rear window) onto the car. The new top came with tacks, which we started to use, but then decided instead to use my pneumatic staple gun, which worked great after adjusting air pressure.

**W**hen it came time to install the top material, things did not go so well. The top would not fit by stretching. After a lot of trouble, we called it a day, because it was getting so frustrating. I started calling people and finally figured out that it was simply too cold in my garage, so top was not stretching.

**S**etting up on another, better day to finish the job, we put the car out in our back yard in the sun. Talk about a difference, the top stretched right out to where it needed to be! My son James, Lindy, and I proceeded to finish the rest of the project that day.

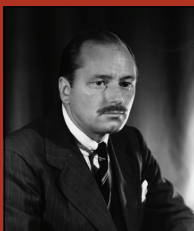
**T**he whole project turned out great and I remain very satisfied with the results of all our hard work. Worrying about whether the top would fit, and if we could even do the install, resulted in being paid off with a structurally strong and aesthetically pleasing end product that can keep us much, much dryer under inclement conditions.



**Part I:** Tune in next month for Part II of Nick's Excellent Driveline Project!

## SPOTLIGHT ON Reminiscences of Eugene T. Gregorie

*From a 1985 Interview with E.T. "Bob" Gregorie, Automotive Design Oral History, Accession 1673, Benson Ford Research Center, The Henry Ford Museum, Dearborn*



*THIS IS EXCERPTED FROM A LENGTHY HENRY FORD MUSEUM ORAL HISTORY INTERVIEW WITH BOB GREGORIE WHICH REVEALS SOME SECRETS ABOUT THE LAST MODEL A. NAPER A'S MEMBERS WILL RECEIVE THE FULL 68-PAGE ARTICLE BY E-MAIL. IT WILL ALSO BE MADE AVAILABLE ON OUR WEB SITE.*

Q: I wanted to ask to you about what turned out to be the first Sportsman. How did that come about?

A: Why we had a Model A chassis on the engineering laboratory floor, just for reference. Mr. [Edsel] Ford wanted it there, and when number two [Henry Ford II] came in there, he said, "Aw, what's this thing doing here?" He didn't have any sentiment for anything like that. He said, "I'd like to have a little car to use down at the beach at Southhampton," his summer place down there, and his wife and kids were very young, and he said, "Can you do me up some kind of a little beach wagon, something to use down there, take the kids to the beach?" So, I sketched up this thing, and on that Model A Chassis we had, and they built it down in the old airplane [building] which became an experimental body shop down at the airport, and they used the plywood—the [exterior] paneling came from the glider plane up at Iron Mountain.

Q: Oh, the left-over plywood.

A: Beautiful, mahogany plywood. So, we built it up, and little khaki top, and Evie and I had it down here in Florida for years. We used to drive it down to Palm Beach.



Q: He gave it to you eventually, didn't he?

A: He gave it to me. Well, that's another story.

Q: Tell me that.

A: When we finished the car up, and we sent it down East for him. I said, "Mr. Ford, when you get through with this little thing, I'd like to acquire it." Like I'd done with his daddy, you know, see. I'd always come by cars that way. I didn't want to put him on the spot or anything, I said, "You know, anytime you lock the garage or something or burn it up." We used to destroy some of those cars—just crush them up. It so happened that the very day that he sent his driver out there with it to my office, Ernie Breech was there, and there was a group standing around—John Bugas and

Ernie Breech, and two or three others, and we all got talking about the car. Ernie Breech said, "I've got to have this, I've got to have this, oh boy, I've got to have this." I said, "I'm sorry, Mr. Breech, it's already mine." Oh boy, you know, from that day on...

Q: He never forgave you?

A: No, no, no, no. I said, [Mr. Breech], I spoke for that [with Mr. Ford] several months ago," and I said, "his driver is just sending it out for me so I can take it home." Well, anyway, that's that story.

Q: That's good, yes.

A: So, I had it, in Grosse Isle, and when I came down South in '47, why I brought it down, and we used it back and forth. We had it in Daytona, and stored it in the garage in the Summer when we went North with the boat, and we took it down to Palm Beach, and we used it down there. So, finally, it became a problem, you know, keeping it under cover. I had to rent a garage to keep it in. You couldn't leave it outside. Mr. Greiner came to me day, a wealthy guy in Ormond Beach, he and his brother owned the Ohio Springfield Road Roller Company—you know, made steam rollers and all, and he was a collector of antique cars and a couple of Rolls Royces and whatnot. He came over one day dressed in some old khaki clothes. I tried to trade it in Palm Beach with a Ford dealer down there for a regular station wagon, and I told him it had Mr. Ford's little license thing on the steering column. I still have it. I said, "Gee, this thing is worth a hell of a lot of money. It's the only one ever built like this regardless of what it cost, I imagine it cost \$50,000 to build it—all hand built. Well, anyway, I sold it to Mr. Greiner for \$1500, and he had it all repainted and retrimmed. We drove it over six/seven years, I guess.

Q: What's happened to it?

A: The last time I heard, it was up in Tennessee somewhere -- Marysville, Tennessee. A fellow has it up there, yes. It doesn't look very good. We saw a picture of it, it was in a barn, and there was dust on it.



*Bob Gregorie was born on Long Island in 1908 and passed away in Florida at the ripe old age of 94 in 2002. Although a high school dropout, he rose to*

*become the head of the Ford Motor Company Design Department. He harmonized well with Edsel Ford and welded considerable professional design skills. The 1936 Lincoln Zephyr and the 1941 Continental are two of his true masterpieces.*

*The Last Model A is another... it's just a lesser-known beauty.*



more work. A very large man had approached when the tailgate was lowered and hoisted himself up to sit on it, prompting both doors to pop wide open! So the body was removed and the frame reinforced from the motor on back to the rear of the car.

Titled as an Estate Wagon in 1941, the car's description was changed to Phaeton in 1946. Later that year, ownership passed from Henry II to Mr. Gregorie as agreed upon years earlier, and he kept it until 1957. That year, it was purchased by a gentleman from Florida. Later it passed into the hands of another man from Tennessee and dropped out of sight, reportedly being stored there in a barn. More recently, it has returned to public view in the Model A building at the Gilmore Car Museum, Hickory Corners, Michigan.



In the postwar years, Ford marketed a jaunty convertible model dubbed the Sportsman which also featured wood trim in a pattern resembling that of the Last Model A. This has led to endless speculation about the final "A" being the prototype for it. While the thought is interesting, there is no direct documentation of a conscious decision having been made in 1941 to that effect. From Bob Gregorie's own recollections, it is clear that the Last Model A was a one-off "special" built for Henry Ford II's personal use.

It remains plausible, however, that Bob Gregorie's tidy design concept helped inspire the postwar Sportsman...as well as products from competing automakers, i.e., the Chrysler Town & Country and the Willys Jeepster.

*The 1985 "Reminiscences" interview with Eugene T. Gregorie is an Automotive Design Oral History from the Benson Ford Research Center of The Henry Ford Museum in Dearborn, Michigan. It is available on-line at:*

[http://www.autolife.umd.umich.edu/Design/Gregorie\\_interview.htm](http://www.autolife.umd.umich.edu/Design/Gregorie_interview.htm)



# MOLINE SUMMER TOUR

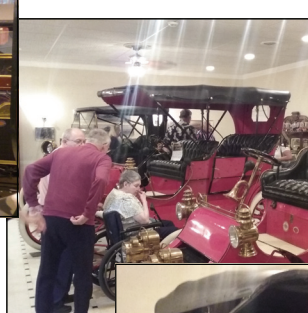
## AUGUST 8-9, 2015

Tom Roche coordinated a great Naper A's summer tour to see some of the finest Model T's in America among the automotive treasures of Craig Beek's American Heritage Auto Museum, some 140 miles away in Moline. Launching early on Saturday, August 8, 2015, for a leisurely cruise to the LaSalle-Peru area, our group enjoyed lunch and a Canal Museum Tour of the colorful history of Illinois pioneer days.

The group departed following lunch and arrived at the hotel by dinner time, then left to tour the Beek's private Auto Museum in Moline. Up early on a rainy Sunday morning, the group launched when the clouds parted for a return voyage to Lock 16 in LaSalle and a Canal Boat ride before hitting the road for a final leg of the trip, homeward bound.



Prez and First Lady of the Naper A's



Attendees included Fred & Kathy Kauper, Lindy Williams, Ron Olsen, Steve Paul, Gene & Cheryl Egert, Noel & June DeLessio, Bruce & Jan Winslow (Fox Valley Club), and Jerry Sund and Peg Moster (Salt Creek Club).

