

THE 4-BANGER

VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 4, ISSUE 3 ★ FALL, 2017

**AFFILIATED
WITH THE
MODEL A
FORD CLUB
OF AMERICA**



INSIDE THIS

YESTERDAY'S BARGAINS	2
FLOORBOARD FINISHES	3
MAFFI MODEL A DAY	4
40-HORSE SWAP MEET	5
ECONOMY TRACTOR	6
TALKING TURKEY	7
DASH PANEL LIGHT	7
CHUMBALONE'S GARAGE	7
THE PREZ SAYS	8
USED CAR LOT	8
CHRISTMAS PARTY	8



**AT INTERSECTIONS
LOOK EACH WAY
A HARP SOUNDS NICE
BUT IT'S HARD TO PLAY**

MAFFI MODEL A DAY FESTIVITIES

By John Emmering

The 7th Annual Model "A" Day Celebration, sponsored by the Model "A" Ford Foundation, (MAFFI) was conducted at the Gilmore Auto Museum in Hickory Corners, Michigan, on Saturday September 16th, 2017. Once again, the event was a truly festive occasion enjoyed by many Model "A" lovers coming from all parts of the country.

Setting my sights on attending MAFFI's Model "A" Day festival, I made reservations at the Four Points Hotel in Kalamazoo several weeks prior to the event. My goal was to drive our Model "A" to Hickory Corners, so I looked for a group of fellow Model "A" drivers to who would allow me to accompany them. As the September 16th event approached, I had been in contact with



four different Model "A" local clubs and several individuals without really hearing a definitive word on a Model "A" caravan to Hickory Corners. But then, on Wednesday, September 13th, Tom and Nancy Cooney of the Salt Creek Chapter of MAFCA sent out an email inviting me to join their Model "A" convoy leaving from Clarendon Hills on Friday morning.

The enthusiastic group from Salt Creek had already assembled at the meeting point when I arrived in my new 1931 Roadster Friday morning September 15th. Tom and

Nancy Cooney were in their 1930 Tudor, along with John and Barb Weiser in a 1930 Fordor. Our group leader was Ken Dust in a 1928 Model "A" Tudor. With no delay, our little procession began its long trek as we followed a well-planned and often scenic route through the south Chicago suburbs into Indiana and across Michigan. Our troop of Model "A"s ran great as we continued along on the daunting 180-mile journey to Kalamazoo. With just a stop for lunch and a pause to fill up our gas tanks, we were on the road for six hours. As we pulled in to the Four

Continued On Page 4...

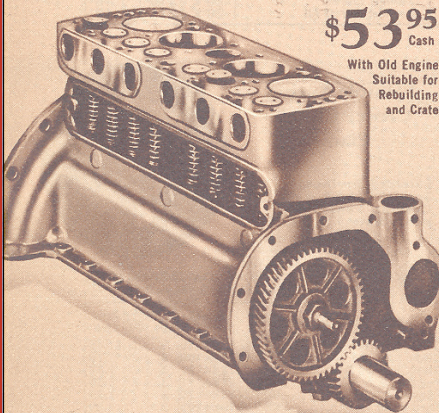


GENE'S CAR, FOLLOWING NEW ALTERNATOR INSTALLATION

MEMORY LANE

Yesteryear's Bargains From the 1940 Sears Catalog (Bargains The Likes Of Which We Can Only Imagine Nowadays)

Rebuilt Block Assembly for Fordson Tractor



\$53⁹⁵
Cash

With Old Engine
Suitable for
Rebuilding
and Crate

• All cylinders rebored, honed and polished to a standard oversize. • New dome-head cast iron pistons. • New rings and pins. • New timing gears. • New intake and exhaust valves, guides and springs. • Rods rebabbitted and fitted. • All crankshaft bearing surfaces reground. • Main bearings rebabbitted, line-bored and shimmed.

Think of it! Only \$8.00 down to restore the power and pull the old Fordson had when it was new! And \$8.00 a month will pay up the balance in short order. Do as hundreds of Fordson owners are doing—trade in that run down, dependable old engine on a Guaranteed Sears Rebuilt. The savings you'll make on operating and repair costs alone will foot a large part of the bill. Gaskets not included.

Maximum credit of \$33.00 allowed for old motor if suitable for rebuilding. Minimum credit of \$6.00 allowed if not suitable for rebuilding. This includes \$3.00 for return of shipping crate. Return old engine freight prepaid to factory in St. Louis. See "How to Order," Page 875.

28 EM 4899F—For Fordson up to and incl. 1927. Shpg. wt., 405 lbs. Cash Price, \$86.95
Easy Payment Price, \$8 Down, \$8 a month, \$94.90
Gasket Set for 1916-27 Fordson. 28 E 4013—Shpg. wt., 3 lbs. \$1.87

SEARS PAGE 876

Factory Rebuilt Transmissions

Tested Transmissions: Ford and Chevrolet owners! Trade-in that noisy, gear-jumping transmission for a completely Rebuilt Assembly at Sears!

All gears, bearings, shafts and other parts which show the slightest amount of wear are replaced with new parts. Completely assembled and tested by factory experts, ready for installation. You can buy it now on Easy Payments if you wish... see Page 1038.

How to Order Transmissions

Mail order with outright cash price or down payment to Mail Order House. We ship transmission in crate, which you use to return old unit, freight prepaid, to St. Louis, Mo. Credit for old unit issued from Mail Order House. Reasonable deduction made for any missing or broken parts. Minimum allowance 50c. State make, year, model and serial number of car. Transmissions for Ford A and Chev. 1929-31 Pass. cars shipped from Chicago or St. Louis. Others from St. Louis only. You pay freight from shipping point. We do not furnish transmission for 1928 Ford A with multiple disc clutch. For lubricant see Page 865.

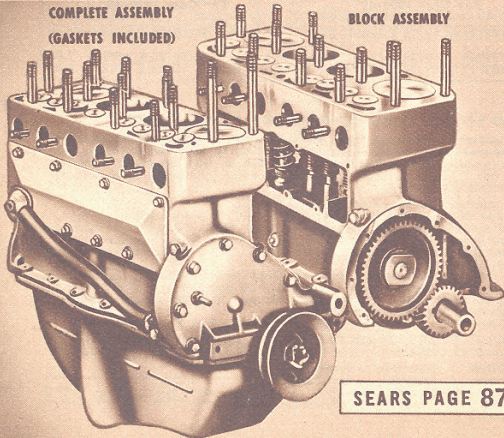
\$14⁷⁹

For Ford A
Exchange



For Car and Year	Catalog Number	Price		Wt., Lbs.
		Outrt.	Exch.	
Ford A, 1929 emerg. brake at top of trans. cover.	28EM5050F	\$17.29	\$14.79	50
Ford A, Late 1929, 1930-31 with emerg. brake on side of trans. cover.	28EM5051F	17.29	14.79	50
Ford B, V8, Pass. 1/2-ton truck, 1932-35.	28EM5052F	31.98	22.98	95
Ford AA, BB, 1 1/2-ton truck, 1929-34.	28EM5053F	34.95	23.95	134
Ford V8, 1 1/2-ton truck, 1935-37.	28EM5054F	38.95	24.95	125
Chev. 6, AC, AD 1929-30	28EM5055F	27.45	24.95	59
Chev. 6, AE, 1931.	28EM5056F	27.45	24.95	59
Chev. 6, All Passenger and 1/2-ton 1932-36.	28EM5057F	32.95	22.95	75
Chev. 6, 1 1/2-ton trucks, 1929-37.	28EM5058F	41.95	29.95	110

COMPLETE ASSEMBLY (GASKETS INCLUDED)



BLOCK ASSEMBLY

Get Years More Pleasure Out of Your Ford A or AA

\$37⁹⁵
CASH

With Old Motor Suitable for Rebuilding and Crate

• Genuine original seasoned block—all cylinders rebored, honed and polished to standard oversize by factory experts.
• New 4-ring aluminum pistons (3 compression rings and 1 oil ring per piston). Gives better compression—more power.
• Brand new exhaust and intake valves, new guides and new springs.
• Genuine original crankshaft—reground on all bearing surfaces.
• Brand new silent camshaft and crankshaft gear.
• Brand new line-bored main bearings.
• Rods rebabbitted, rebushed, and accurately fitted to crankshaft.

There are thousands of miles of good running left in your Ford A! Don't sell it or trade it in just because it doesn't perform like a new car. Get at the source of the trouble (99 times out of 100)—the motor. Trade that gas and oil-eater in on one of Sears guaranteed rebuilds and restore lost power and efficiency at a small fraction of the cost of another used car!

For your protection every Sears engine carries the regular 90-day or 4000 mile "new car" guarantee. Let Sears Easy Payment Plan help you buy one of these Rebuilds now—see Page 1038.

Complete Assembly also includes rebuilt oil pump, oil pan, timing covers. Valve door and oil pipe cleaned, inspected and assembled. All necessary gaskets included—nothing more to buy—no oil leaks to worry about. Just follow the simple installation instructions. Shipping wt., 270 lbs.
28 EM 4896F—Outright Cash Price, \$50.95

Easy Payment Price (\$5 down, \$5 monthly).....\$55.60
See Page 1038 for details.

\$32⁹⁵
CASH

With Old Motor Suitable for Rebuilding and Crate

Trade-in Credit

Maximum credit of \$13.00 is allowed for your old Ford A-AA engine if suitable for rebuilding. Minimum credit of \$6 allowed if not suitable. This includes \$3 for return of shipping crate.

Return old engine, Freight Prepaid, to St. Louis, Detroit, or Trenton, N.J. See "How to Order" on opposite page.

Complete Gasket Set

For Ford A-AA Block Assembly listed at left.

28 E 4200—Shipping weight, set, 3 lbs. Set...97c

SEARS PAGE 874



Distributor Parts for Fords

- (K) Body for Ford A, AA, B, 1928-32. Made of high grade Bakelite. Fits perfectly. 28 E 1328—Shpg. wt., 1 pound.....27c
- (L) Cover for above. Fits snugly. Will not rattle. 28 E 1329—Shpg. wt., 4 ounces.....8c
- (M) Distributor Body. Fits shell perfectly. Points accurately ground. Genuine Bakelite. Shipping weight, 4 ounces. 28 E 1479—For V8 1932-35.....30c
28 E 8247—For V8 late 1936-1938.....39c
- (N) One-Piece Distributor Shaft. Replaces two-piece shaft. No couplings necessary. Fits perfectly and times accurately. Oil grooved. Fits Ford A, AA, 1928-31. 28 E 1341—Shpg. wt., 9 ounces.....16c
- (P) High-Speed cam for Ford A, AA, B, BB, 1928-33. Equal to or better than original equipment. Breaks points faster for snapper pick-up. 28 E 8189—Shpg. wt., 2 ounces.....29c

Distributor Contact Plates for Fords

- 28 E 8197—For A 1928-31, complete, less points. Shpg. wt., 4 oz. 13c
- (R) Complete with tungsten points synchronized, timed and mounted. Gives better sparking, quicker starts. Equal to original equipment. 28 E 8198—For Ford V8, 1932-35. Shpg. wt., 2 lbs. 8 oz.....67c
28 E 8248—For Ford V8, 1936 to 1940. Shpg. wt., 2 lbs. 8 oz.....85c
- (S) 28 E 1336—Ford A Starter Switch. Shpg. wt., 8 oz.....17c



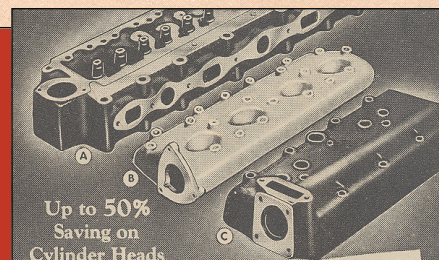
Spring Shackles for Ford A

Install a set of new spring shackles. Strongly made. Accurately measured to insure perfect fit. Set includes 2 hangers, 2 bars, 4 bushings and 4 nuts. For Ford A 1928 to 1931 only.

28 E 4755—Front spring set. Shpg. wt., 2 lbs.....40c

Rear Spring Set. Comes complete with fittings. Same high quality as above. Install both sets for best results.

28 E 4754—Wt., 2 lbs. 12 oz. 42c



Up to 50%
Saving on
Cylinder Heads

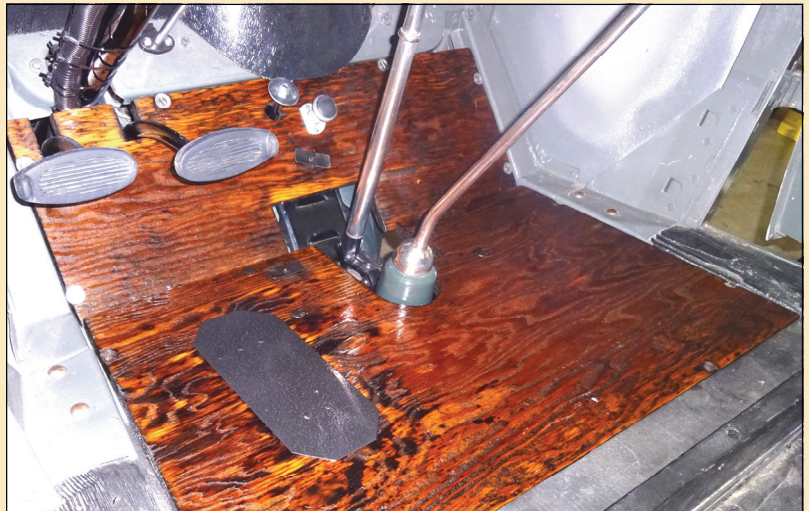
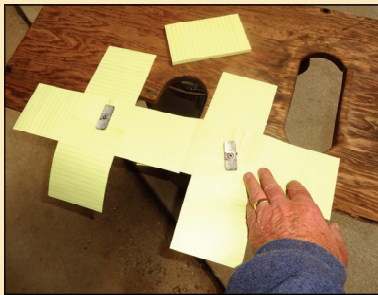
Cylinder Heads for Ford and Chevrolet

Pen up motor performance and save money doing it with a Sears head! Their high quality and low prices make them unbeatable bargains! Iron heads for Chevrolet and Ford are accurately machined from Ford V8 iron castings. Each is an exact duplicate of the original equipment. Examined and tested under pressure at the factory to insure complete satisfaction. Guaranteed to give a perfect, compression-tight fit. Always replace head gasket when changing heads. Chevrolet heads shipped complete with valve guides. Sears parts may be bought on Easy Payments in orders of \$10 or more. See Page 1038.

\$25⁵⁵
(C)

\$86⁹⁵

Re-finish Those Old Floorboards!



BRING THEM BACK TO A WELL-PROTECTED & ATTRACTIVE APPEARANCE!

By Rich Volkmer

If your Model A still has its original floorboards, it is possible to bring them back to something akin to their original appearance with the application of a few hour's time and considerable elbow grease.

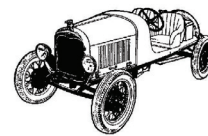
First, the accumulation of many years of oil stains, dirt, grease, and road grime must be removed. I scrubbed ours with a variety of cleaning materials including TSP, Spic & Span, and the like,,using concentrated full-strength solutions. Being marine plywood and well accustomed to getting wet, it won't hurt the wood. I only took one corner a bit delaminated, which was easily fixed with wood glue and clamping overnight. Let your boards thoroughly dry a few days.

Once the boards get dry, wire brush the clips, bracketry, and rivets to bare metal without gouging into the wood. The wood needs a lot of sanding to freshen the surface. An orbital sander helps, but it still takes a lot of hand-sanding with progressively finer abrasives. I found that my Harbor Freight sanding sponges came in handy.

I spray painted a couple coats of black Rustoleum Hammered Finish paint on all of the metal except the rivets, which need hand painting as they are too small to mask. Just spray a bit into the lid and apply with a small artist's brush. You can tape things off for the painting, but I just used Post-It notes to protect the wood from getting paint, as they are thin and slip underneath things easily. Drying time is important, the paint needs to dry for a day before taking more steps.

Once the boards have been cleaned, sanded, and the metalwork painted, you can apply a finish. I used Tung Oil rather than varnish as it soaks in and I reasoned that it would mingle better with any residual motor oil still in the wood. Two coats (at least a day apart) and you're ready to park them back in the car!

Elbow Grease + Time + Patience = Success



2017 MAFFI MODEL A DAY, *Continued from Page 1...*

Points Hotel, we were glad to park our Model "A" Fords among the many other Model "A"s that had already arrived at the hotel.

Once in Kalamazoo, I met up with my wife Robin who had chosen to travel in her modern car. After checking into the hotel, we attended a seminar on the Russian GAZ Model "A" trucks and how they were used by the Russians in World War II. After a well needed night's rest, we jumped into our Model "A" on Saturday morning and headed to the Gilmore Auto Museum complex where we were directed to park among a huge gathering of Model "A"s that had assembled there on the Museum grounds.

After checking out the other cars and conversing with their lively owners, we headed out to the Swap Meet, where lots of interesting Model "A" related items were for sale. Having broken my rear view

mirror while adjusting it on the ride over, I purchased a new open car inside rear view mirror along with a couple of other items. There were several nice opportunities to attend more Model "A" seminars on many subjects, including roadside trouble shooting, front end assembly and repair, and Model "A" accessories. Robin took in the ladies fashion seminar, as that is her interest.

In the afternoon, the Model "A" Ford Foundation had a meeting outside of the Model "A" Museum, and initiating several individuals into the Model "A" Hall of Fame. The remainder of the day offered the opportunity to view the Model "A" Museum and view the balance of the automobile collections on the Gilmore Campus. New to us since our last visit back in 2013 were the beautiful new Lincoln Automobile Museum and close by, the Cadillac Museum. As the day ended and we

boarded our Model "A" for the drive back to the hotel feeling that the Model "A" Day at Gilmore was a great experience.

Our return trip to Illinois loomed and Sunday morning our four Model "A" caravan assembled after the drivers had checked their oil and topped off radiators. After a couple hours on the road, I came up with a flat tire after running over a nail. Salt Creek Chapter members acted as a quick and effective pit crew in helping me change the tire and we were back on the road shortly. We made a brief stop for a sandwich along the way, then we continued the journey under threat of some rain, which fortunately never materialized.

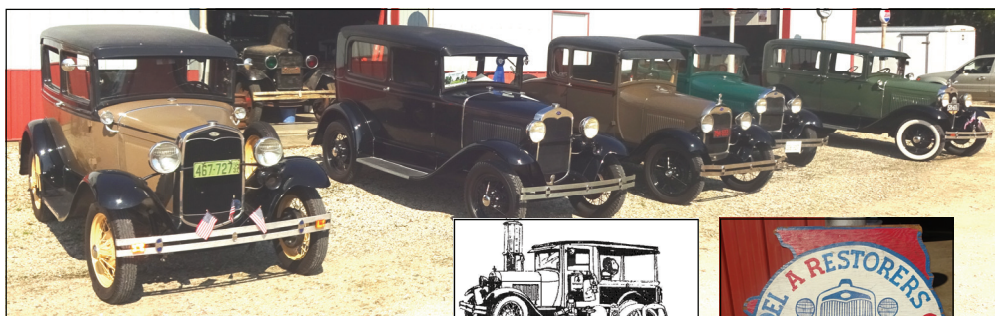
Thanks to my fellow Model "A" Club of America friends from the Salt Creek Chapter, my drive to and from Model "A" Day was truly a great success and quite memorable!





Naper A's President Gene Egert was given a ride in a 1905 Holsman by Ron Ehrenhofer.

7th ANNUAL 40-HORSE FARM SWAP MEET



A pleasant summer day blessed the "40-Horse Farm" Swap Meet in Woodstock on August 19th, as Ken and Ron Ehrenhofer once again hosted their 7th Annual event to benefit both MAFFI (the Model A Ford Foundation, Inc.) and the Model A Ford Museum. 100% of the profits from the event are dedicated to MAFFI. This year, vendors once again came from all points of the compass. There were numerous Model A's on display, a 1905 Holsman with Ron giving rides, and the Marengo fire engine that Ken and Ron restored.

Tommy's Deli & Food Emporium" served food, as in the past. "We started this event to raise funds for MAFFI (The Model A Ford Foundation)" notes Ken Ehrenhofer, "and the Model A Museum in Hickory Corners, Michigan, at the Gilmore Car Museum complex. It is the shining star of that entire campus!"



Don Schreiber's "Economy" Tractor engine (below), the reliable 40-Horse Model A four-banger. See article on Page 6 for more information....



SEARS MAIL ORDER “ECONOMY” TRACTOR

Early on, Sears, Roebuck & Co. was a major player in agriculture. The company's goal was providing farmers with reliable, low-cost, efficient machinery, whether horse-drawn or mechanized.

In 1931, Sears developed and marketed an Economy tractor. The tractor was produced for about a year. Then, in 1937, Sears decided to contract with the Peru Wheel Company of Peru, Illinois, to build a new tractor that would be both reliable and affordable. Peru proposed a plan using rebuilt Ford Model A engines. The frame and most of the special castings would be produced at their Peru plant.

Plans called for a 2-plow tractor (two 14-inch plows) with a self-starter, a revolutionary concept in 1938. Other features included an air cleaner, automatic spark control, and a special carburetor, governor and oil filter. The tractor used an automotive-type 3-speed transmission and an automotive rear axle with mechanical brakes at each rear wheel.

Its universal swinging drawbar allowed for easier hookup to implements and smoother operation of towed implements. Buyer options included a belt pulley and PTO, fenders, wheel weights and extensions, headlights, and rubber tires. A two-row cultivator was also adapted

for the Economy.

Dave Elmore, of Newark, Illinois, is a Sears Economy enthusiast. He claims a soft spot for Model A Ford tractor conversions. He and his son Chad have worked on Sears Economy tractors for more than 20 years. They have owned and restored about 15 in that time and still own six. Three are 1938 models and three date to 1939.

According to Dave, Economy tractors featured a standard Model A three-speed trans with only a slight change in the shifting lever to make it easier for the driver to shift gears. The transmission connects through a short drive shaft to a speed reduction unit that is mounted directly to a narrowed Timken truck rear axle (some people, he says, believe it to be an Eaton axle rear end). That stout arrangement reduces ground speed in third gear to 3.5 mph.

The 1938 model tractor was patterned after the Farmall F-12. It was a tricycle tractor with dual front wheels, large rear wheels, an over-the-hood steering shaft connected to a front-mounted steering assembly. It used a foot clutch and a handbrake on each rear wheel.

Sears marketed its New Economy tractor in 1938, but as with many such new products, it had a few flaws. The major problem was that its over-the-hood steering shaft went to open-gear steering located at the front of the tractor, quite like that on the Farmall F-12, but the Farmall used a closed worm gear. Dave explains that the Economy's front end gearing is very light duty, so dust and dirt can

collect in the grease in the open gears at the top, causing hard steering. Worse, he says, the front wheel steering stops were weak. If they broke off, the front wheels could rotate a full 90 degrees, a less than satisfactory development.

By 1939, the entire steering mechanism was changed. Instead of the over-the-hood steering rod, a different steering gear box was located near the transmission with a steering rod going forward to a steering box over the front wheel. The improved Economy used a hardened steel worm gear which was totally enclosed and running in oil. The new steering gearbox had adjustable roller bearings to allow for proper adjustment. Otherwise, the tractor was virtually the same.

Sears offered its Economy tractor without an engine and transmission (but with radiator and 4-blade fan) for farmers who might have a suitable Ford Model A engine and transmission on hand. However, the firm recommended that the buyer still purchase their governor, fan belt, carburetor, and air cleaner. Sears also offered accessories including a complete belt pulley arrangement and PTO, as well as headlights for night work.

In a 1939 ad, Sears offered “a 2-plow tractor at 1-plow tractor cost.” The tractor sold for \$495 (about \$7,600 in today's terms) and buyers paid freight from the factory near LaSalle, Ill. Dave says about 500 Economy tractors were built in 1938-39, most of which were sold in 1939.

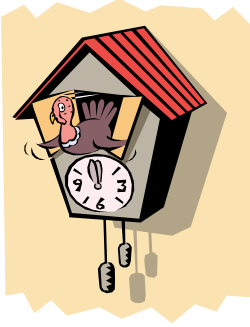
Not a bad deal for a not-half-bad tractor.



Many thanks to Farm Collector magazine for the information in this article. Farm Collector is a periodical of Ogden Publications, Inc., 1503 SW 42nd St., Topeka, Kansas 66609-1265. It is a monthly magazine focusing on antique tractors and all kinds of antique farm equipment. You can get 12 issues of Farm Collector for \$24.95.

YOU ARE CORDIALLY INVITED...

TIME TO TALK TURKEY!



4th ANNUAL TURKEY DINNER

November 5, 2017 At 12:00 PM

\$23.00 Per Person - Cash Bar Available

HOST: THE ILLINOIS REGION MODEL A RESTORERS CLUB

Elburn Lions Community Park □ 500 Filmore Street □ Elburn, IL 60119

Send your Name, Phone Number, E-Mail Address, Check Payable to Illinois Region MARC/MAFCA, and Club Affiliation to: ILLINOIS REGION MARC/MAFCA, c/o Melinda Pritchett, 40W051 Sunflower Lane, Elgin, IL 60124

RSVP BY OCTOBER 22, 2017, Call Melinda at 630/842-7065 or E-Mail her at melindaborck@yahoo.com



Instrument Panel Light Too Bright? Jim's Tech Tip

by Jim Cannon, 2017 MAFCA Technical Director

I have always found the instrument panel light on my Model A to be too bright (and too hot! Ouch!). I would turn mine on for a few seconds, then turn it back off. Here is a simple fix: put a 12-volt, 3 candlepower tail light bulb in your 6-volt Model A instrument panel. That would be a #67 bulb, available at any auto parts store. Instead of being so bright, it will glow a nice, soft orange color because it's operating at half of the voltage it was designed for. Once your eyes get used to the dark, it gives all the light you need to see the instruments. You will gladly leave it on for an entire night drive.

P.S. The bulb number to do this on a car that has been converted to 12 volts is a #623 bulb. Harder to find, and usually a special order.



"Chumbalone" -- Noun, pronounced: "chum'-buh-loan" -- A term originated and used primarily in and around the Chicago area to characterize a person who is easily tricked into doing something directly against their own self-interest. **Synonyms:** chump, dupe, stooge, imbecile, sucker, idiot, hick, hayseed, moron, roundhead, dipshit, ignoramus, dumb-ass. **Antonym:** urban street-wise denizen, intelligent well-versed voter.

This column is dedicated to celebrating the dumb things we all do from time to time without thinking...or, sometimes even with thinking. We encourage "fessing-up" with your own story, in the interest of helping others avoid the pitfall you fell into. Contributor Names are kept anonymous to protect the guilty, so don't be shy. Join the fun!

THE DOOR LOCK THAT JUST KEPT ON GIVING...

Installing windows and operators can be a real adventure on a Model A. So many things coming together at once, you have to worry about installing the fuzzy tracks, the rubber bottom bumpers, and gluing in the top foam gasket . . . all while hefting a delicate piece of glass in and out numerous times for dry-fitting before even attempting the final installation . . . then finagling the operator lever arm button into its slotted spot so it can move the window up and down, guiding the door latch into place, and screwing the whole thing together. It's so easy to spoil a piece of glass while tapping on the metal track at the bottom. But if you navigate through all of that process, it can be a thing of beauty to admire your fresh glass gliding up and down smoothly, with no cracks showing in the glass. That is, until you notice the door lock still sitting on the bench and realize that the doggone thing had to come all apart again . . .



DISCOVERED ON THE HEMMINGS WEBSITE:

**1928 Ford Model A
"SPEEDSTER- \$24,000**

Location: Leesburg, Florida

Color: Burgundy

Interior: Tan

VIN #: A560435

1928 Ford Model A Speedster with body conversion from Rootlieb. Not only is this car built with the finest most complete kit available, it was built by Rootlieb Inc., manufacturers of kits by Hank Rootlieb, for their own Catalog and cover. This car may be the first one built for not only promotional but also prototype purposes. Hank started with a nicely-restored Model A chassis, and used Rootlieb's own quality components. It has not endured much highway use, leaving it near spotless. The elongated hood creates a great stance. The car runs great, and looks better, powered by the standard Model A 40 HP 4- cylinder engine and 3-speed manual transmission. It has a beautiful burgundy and black finish with tan bucket seats. This is a top-shelf Model A Speedster. Includes Hank Rootlieb's California registration, photos, docs, and even the catalog it was featured on the cover of. Ownerships trace from California to Nebraska and Missouri for a short time and now to the present owner. Interested parties may seek the owner's contact through Hemmings.

**You Are Most Cordially
Invited To The Naper A's
Christmas Dinner!**

Sunday, December 3, 2017

Bohemian Crystal Restaurant

639 Blackhawk Drive

Westmont, Illinois

Refreshments & Reception / 4:00 PM

Family-Style Dinner / 5:00 PM

Membership Meeting / 7:00 PM

Just \$20.00 Per Person



A Word From Gene Egert...

PAGE 8

THE PREZ SAYS...

WHEN OPPORTUNITY KNOCKS, LET IT IN!

Greetings once again, fellow Model A-er's! It has been a busy Summer, but as we head toward completion of our driving season, it's time to take a breather and recap some of the exciting things that have happened.

If you'll pardon these personal notes, I'm going to devote much of this column to a report on our efforts to build up a fresh engine for our 1930 Tudor. Yes, the old mill is using almost as much oil as gas these days. So our thoughts just naturally turned to preparing for next year's touring with a new motor that contains and uses its fluids better. The project launched itself when a golden opportunity knocked, in the form of a gifted engine and transmission. Yes, new Naper A's member Ken Lang had a surplus engine and trans on hand, just looking for a good home . . . and the planets aligned themselves to land it in my garage. While our old car budget wasn't really up to enduring the expense of a commercial rebuild, this generous offer of another engine seemed to suit the purpose ideally, mostly needing the application of elbow grease but also requiring a lot less investment dollars thanks to Ken.

So, with a lot of help from Danny Manola and Lindy Williams, we took the engine apart and encouragingly found most of its components in pretty good shape. There was no ridge in the cylinders and the pistons were good, so we got by that hurdle with a good honing of the bores and new rings. The cam, lifters, and babbitt bearings were all in good shape, so we did a valve job, adjusted the rod and main bearing clearances, and reassembled the engine. Danny helped me set up and adjust the valves and, since then, I've buttoned up the pan and side cover.

At this writing, it's mostly a matter of bolting on the cylinder head, which is a high compression 5.9:1 Brumfield unit. Lindy just procured a can of copper spray for me at Farm & Fleet that's supposed to fill any minor voids in the deck surface. Yes, we did install a new set of cylinder head studs, the old ones backed out pretty easily without problems after a little soaking in penetrating oil.

Over the winter, we'll jerk the old engine out of the '30 and drop in this new baby. It should burn a lot less oil and leave less evidence on the garage floor.

Meanwhile, we've enjoyed several tours, starting with Lindy Williams organizing a trip to Amboy Days on Aug 25th. This small town is about 60 miles west of our parts, down Chicago Road. With one stop in Paw Paw for gas and a pit stop on the way back, we drove past the house I built that Cheryl and I lived in for seven years. We had four cars participating in the trip, with Lindy and Mike riding shotgun and Rick Burgermeister, Jim Weaver, myself, and Cheryl all going along for the ride.

On September 25th, the club celebrated our Annual Picnic once again at Cantigny Park in conjunction with their large annual Cantigny Car Show. The Naper A's must thank Paul Herbert for getting us a great spot to roost under a shady chestnut tree. Lots of great food was enjoyed, as everyone brought excellent pass-around dishes. Once again the culinary highlight was the great grilling performance of your Naper A's President, Chef Gene.

My son James and I later toured the new Cantigny Museum, wherein Paul has overseen an extensive remodeling project this past year which features lots of great interactive displays. Six cars showed up for the event, counting in members Rick and Mary Burgermeister, Ron Olsen, Tom Eklund, Alan Petrik, Lindy Williams, and myself, plus my son James helping with supplies and clean-up. Ron staged the memorable presentation of a great memory game.

Hope to see you at our next monthly meeting and at the Illinois Region Turkey Dinner on November 5th. Farther down the road, mark your calendars now for the December 3rd Christmas Dinner!

