

THE 4-BANGER

VOICE OF THE NAPER A's

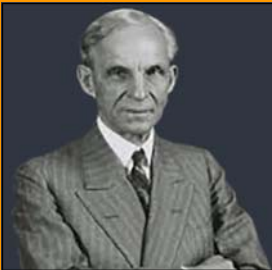
THE 4-BANGER VOLUME 7, ISSUE 3 ★ FALL, 2020

AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA



IN THIS ISSUE

WALTZING MATILDA	1
FORDS & FRIENDS	1
MODEL AA BUS PROJECT	2
DOWNDRAFT AIR-MAZE	3
SILVER SPRINGS TOUR	4
COUNTRY ROADS TOUR	5
PRISON BREAK TOUR	5
GARAGE TOUR	6
HISTORIC MEETING	6
LES ANDREWS HONORED	6
3-IN-1 MACHINE	7
PREZ SAYS	8



HENRY SAID, "Don't find fault, find a remedy. Anybody can complain."

1931 DeLuxe Roadster Field Reports: FIRST RIDE IN A MODEL A FORD / BURGERS & ICE CREAM

WALTZING MATILDA

Matilda Latipää works as a juvenile transport officer with DuPage County Police Officer (and Naper A's Member) John Emmering at the county courthouse. She brings in juvenile defendants and then minds them while they wait for court. She is from Finland, and since John lived in Germany for 15 years, they have a European background in common. As such, John has interested her in going out to lunch in both of his V-8 Fords and, more recently, in his Model A. He always brings along another colleague for this purely platonic friendship!



FORDS & FRIENDS

John also created the "FORDS & FRIENDS" outing to Culvers for burgers and ice cream four years ago for the Early Ford V-8 Club but has always invited his Model A "Friends" to join the fun. The Naper A's reciprocated this year by hosting the now-traditional event on September 5, 2020, at the new Culvers on Route 59 in Warrenville. Once again, numerous Model A's joined forces with a turnout of later model Ford V-8's (and one stray Studebaker V-8) for another mellow late summer gearhead outing...and a successful reprise of John's patented annual event!



GENE'S CAR, FOLLOWING NEW ALTERNATOR INSTALLATION

BUS PROJECT APPROACHES THE FINISH LINE!

By Ken Ehrenhofer



This week we are planning our trip to Surf City, North Carolina to join up with the Coastal Carolina A's. We will be celebrating the completion of the AA 157" chassis that they have completely restored. We will have a small celebration and thank them for all the hard work they have accomplished. Our appreciation cannot be expressed enough for this challenge that they accepted and accomplished.



We look forward to this celebration with Don Temple and Grier Fleischhauer who led the team.

Loading the chassis onto our trailer will be ending the first phase and open the next one. I cannot wait to take these guys for a ride in the finished Bus!



One of the next phases already into full swing is the bus body side panels. We selected Chicago Parts and Sound headed up by Bob Lederer to perform this task of cutting out all the rusted out sections and making all new side panels as the panels were so bad they had to be replaced.



Sam Waltermire is Bob's leading metal master and has made great strides in accomplishing this huge task. Sam is a great metal fabricator and you can visit his personal website at www.metaledgecreations.com to view some of his fine craftsmanship.



Sam's work is exceptional and he has recreated and welded in many new body struts, new corners and even fabricated the side panels complete with the correct raised reveal edge on the bottom. Sam's metal working skill will make our bus just as it was in 1931 when it was brand new.

The wood floor and many small pieces for the sides are being fabricated by Moss Designs in Oshkosh, Wisconsin. Russ Moss and his wife Phyllis and family are involved in this phase of the Bus Project. Russ and his family are avid Model A Ford family and they are working on duplicating the wooden floor. Not only is this a



huge part of the project it is also very heavy. When asked where the wood came from to build the floor Russ said he "grew his own trees to make the floor." Russ has a complete wood shop and we are very fortunate to have these very talented and capable people working on the Bus Project. Thanks to Russ and family for all this great effort!

The roof wood is also underway as Larry Wallace and Steve Burton, our Michigan Busboys, have started machining some of the wood to be used at the top of the walls. This wood is of extreme importance as it ties the walls together and gives the body the strength it needs to stay together. Larry and Steve live in Michigan and we will have more on the roof wood in the next article.

We are starting to go back into the fund raising mode once again. The cost of restoration is climbing and we need to have some more money to make sure we have enough to reach the end of the project. Please try to ask all regions, chapters and members of MARC and MAFCA if they could give a few dollars to the Bus Project...it will be greatly appreciated.

DOWN-DRAFT AIR-MAZE

By RICH VOLKMER

Ford dealers in the Model A era offered a carburetor accessory called the Air-Maze, because the factory furnished no air cleaner for the car. It was really more of a flame arrestor than an air cleaner, a simple filter canister containing a fine mesh screen but no paper element or oil bath. If the owner soaked the mesh with oil, it could better collect dust particles from the dirt roads of the day. Periodically, one would wash the mesh in gasoline and re-oil it for maintenance.



Air-Maze, as sold by vendors today with paper air filter element.

Maze, then filed and ground them down. At that point, the remaining part of the Air-Maze casting got tossed.

Using two large PVC elbows, we configured a new upright posture for the Air-Maze. PVC cement then secured the elbows together in the right position, and we grafted the collars onto the either end of our PVC with shallow sheet metal screws and gave the white PVC a couple good coats of black spray paint.

It's important to drill a drain hole in the bottom of this apparatus at the carburetor throat, to give it an exit path. Your carburetor can still drip but you won't have any gasoline accumulating.

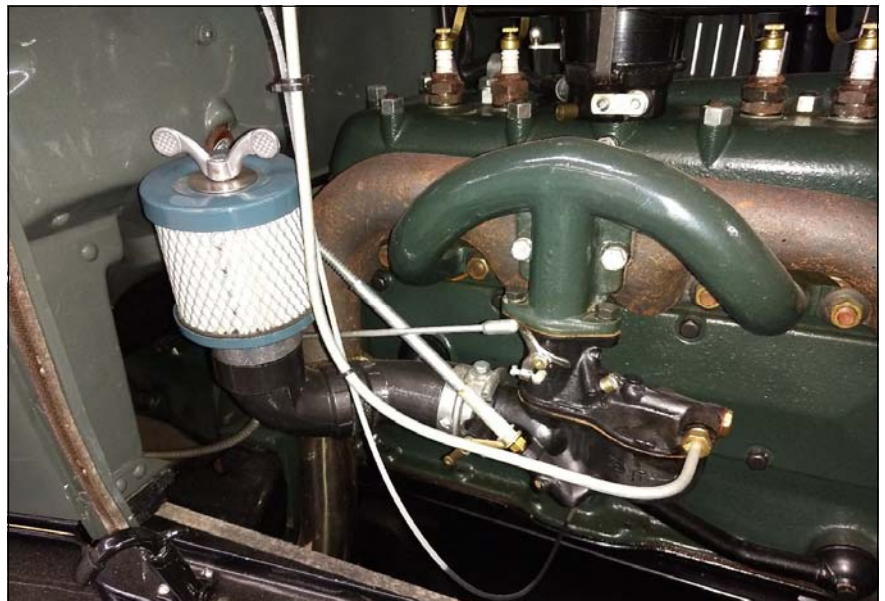
Because you salvaged the metal collar parts of an original Air-Maze, it bolts onto the carburetor as before and the filter element still attaches on top. But now you can enjoy some peace of mind, knowing that the paper element is riding high and dry above your Zenith, and may even work better, in terms of air flow, because it now features gentler bends in the air path than the abrupt 90-degree turn in the original.



Original Air-Maze type installation, hanging down below the Zenith carburetor.

Today, one can still purchase a replica Air-Maze unit. Nowadays, it is furnished with a paper air filter element. This strains out dust particles much better than the old wire mesh could capture. But beware! Because it's normal position is hanging down from the Zenith carburetor (most of which drip some gasoline), that paper element can become soaked with gasoline and thus create a greater fire hazard than the old original oil-soaked wire mesh.

But there's way around the problem . . . an installation modification that can prevent this situation by rotating the Air-Maze 180 degrees to a vertical position. Using a hacksaw, we first removed the mounting collars on either end of an Air-



The "Down-Draft Air-Maze" installation modification, on our 1929 Fordor.

SILVER SPRINGS TOUR



Story & Photos By ALAN PETRIK

A beautiful Thursday morning drive to Silver Spring State Park brought out six drivers including Gar Williams, Bill Johnson, Tom Eklund, Ron Olsen, Lindy Williams (as leader) and myself. Lindy mapped out a country road route which was enjoyed by all. Our river-side lunch and discussion were also enjoyed by all.

On the return trip, I was just saying to myself that the Tudor was running great as Lindy and I crossed a busy 2-way intersection with ease, but the rest of the cars appeared delayed. I slowed and flashed my headlights to alert Lindy and at that moment my car just stopped running. With both hoods up, and all six of us with our heads under the hoods, we found no spark at the points. Then we noticed that the fuse was blown.

While our investigation continued, a stranger pulled up behind our six cars, put on his flashers and came to help. His name was Craig Leifheit, and guess what? He is a member of the Joliet Model A Club and he lived 100 yards away. Craig opened up his shop, we pushed the car into it, and we had an immediate garage tech session. Thank you Craig!

The irony of it all was that we were actually off-route. A left turn earlier should have been a right turn. Without this wrong turn, I would have broken down someplace else but not in front of

Craig's house. We tried to change my distributor but it was frozen to the head. Once we changed the condenser and the fuse we had spark and the car started. We limped home at 35 mph as my engine was running strong but missing above that speed. I used the club puller and with ideas from Ron Olsen and Dan Manola (PB Blaster Solvent instead of Liquid Wrench) I got the distributor changed and reset the timing. I traced all electrical connections and wear points from the headlights to the tail lights including the light switch. I cannot replicate the cause for the blown fuse. The only thing I know is that I was rapidly moving the headlight switch back and forth to flash Lindy ahead of me at the same time the car died. I have now put over 100 miles on the car on various drives and no further issues have appeared.

Looking back at that day when I was Found On the Road Dead (FORD), no club member left me stranded. You all helped in every way possible, so I am proud to say "Thank You!"



Bill's 8/7/20 Country Roads Tour



Story & Photos By Bob Fields

Well, it was a great day to take a little ride into the country with nine Model A's cruising across the back roads. This was my time to get out with fellow club members to enjoy some fresh air and fellowship. I was in the middle of the pack and enjoyed the ability to see the cars in front and behind every time we made a turn in the road.

Our total mileage to the lunch stop was 41.47 miles (if you believe my GPS) My max speed was 42.8 MPH with an average speed of 15.488 MPH. I believe this was off because I started recording when we were

still talking at the Speedway in Batavia. The total time was 1:44:35 to the lunch stop.

I was last to leave the parking lot and was delayed by a fine classic 1957 T-Bird cruising the same route when we left. It jumped in the line but soon pulled over to let me pass. All in all, it was a great day for all and I look forward to attending more driving tours. That's what these cars were made for, to hit the open road. Perhaps at the next monthly meeting, we can practice our parking skills for a picture.

Many thanks to Bill Johnson for setting up the tour for sharing the routes of some of his favorite Model A friendly highways and byways!

Photos By Bob Fields & Alan Petrik

A week later, we planned another outing which launched from our home in Woodridge, where everyone got a chance to see my Model A Buggy project car. We took some back roads through Lemont, stopping at the old Joliet State Prison historical site, then continuing on Route 66 into Wilmington to see the Rocket Man statue at the Gemini Restaurant. Then we settled into enjoying our picnic lunch at a Wilmington park beside the Kankakee River before the group headed back home.



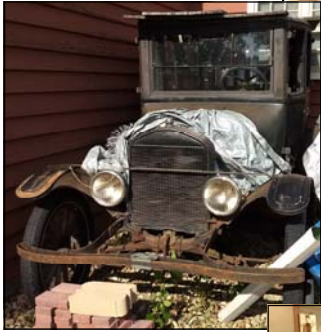
8/14/20 Covid-19 Prison Break Tour

2020 Garage Tour



HISTORIC MEETING

Despite the limitations imposed by our ongoing Covid-19 crisis — and the recurrent need for Zoom conference monthly meetings — the Naper A's did manage to conduct an open-air meeting in person on August 4, 2020, at our usual meeting site, the Warren Tavern. Although since then returning to Zoom conferencing once again due to weather conditions, the fresh air and camaraderie was a welcome break from our enforced isolation!



Ron Olsen devised a great route for the 7/18/20 Naper A's Garage Tour with stops at Dan Manola's place in Addison, then on to Tim Perfitt's garage and Lindy Williams home in Naperville. Dan demonstrated the club's new 3-In-1 machine and a press tool for tightening '30-'31 hubcaps. Tim toured his eclectic collection of treasures (both Ford & Chevrolet), and Lindy demonstrated the Naper A's tool library. The fourth and final stop was for lunch at Alan Petrik's, where all feasted on Alan's charbroiled burgers and Dian's delicious baked beans!



LES ANDREWS HONORED BY MAFFI

Well-known Model A expert Les Andrews has been inducted into the MAFFI Model A Museum's Hall of Fame. The ceremony took place at the Gilmore Car Museum campus in Hickory Corners, MI. Les has authored three of the Model A Ford hobby's most important technical "Mechanics Handbooks" and served as 2009 President of The Model A Ford Club of America. In addition to serving as MAFCA's President, he has also been the Technical Director, the Advertising Director, the Publications Director, and the Membership Director. He regularly authors articles for *The Restorer* magazine and in 2011 was recognized as Volunteer of the Year by MAFCA. In 2014, MAFCA presented him with their highest award, Honorary Lifetime Membership.



By RICH VOLKMER

Naper A's Club & Studebaker Club To Share Use Of 3-IN-1 Machine!

Some years ago, I bought this 3-In-1 machine, planning to fabricate sheet metal parts for our '29 Model A restoration project. It languished in our garage, unused . . . largely for the reason that all the floorpans and sheet metal parts on the car proved to be in great condition and nothing really needed replacement.

So, in the year 2015, I made a deal with Scott Stastny, of DeLuxe Auto Werks in West Chicago, to move the machine over to his shop with the understanding that it should remain available to my pals in the Studebaker Club and the Naper A's for their sheet metal work. Alas, the machine again hibernated for lack of a bench, and then Scott sadly passed away last Fall.

Over last Winter, I built a sturdy new bench and recruited Dan Manola to get things rolling again. It needed a stout stand because the machine weighs 328 pounds and it exerts considerable force in use. The bench puts it at working height and allows for the needed leverage. We retrieved the machine from Scott's shop and took it to Dan's place, where he cleaned it up and mounted it on the new bench. Getting closer now . . .

On July 18th the 3-IN-1 machine at last debuted for attendees of the Naper A's Garage Tour, when Dan demonstrated its capabilities for bending, rolling, and shearing sheet metal. Hurrah! But Dan's garage space couldn't allow it to stay there, so it still needed a home.

Enter long-time member Reuben Taylor, who has graciously offered to now move the machine into his shop at 1528 West Adams Street in Chicago and willingly make it available for the use of members of the Model A and Studebaker clubs.

Should you need to fabricate some sheet metal for bodywork repairs, brackets, or even your non-automotive shop projects, this handy machine will now be available for your

use. It can cut, bend and roll mild steel material up to 20-gauge (1 mm) thickness.

Club members from the Naper A's as well as the Black Hawk Chapter Studebaker Driver's Club will have access to its use. Reuben will be utilizing it himself at his shop, but members of both clubs will be welcome to arrange with him to stop by and use it for their own personal projects.

Interested club members should contact Reuben in advance at 312/213-7026 to arrange to use the machine at his shop.

Many thanks to Dan for all his time spent cleaning up the machine to put it into service, and also to Reuben for agreeing to give it a new home!

**NEW BENCH BUILT
FOR THE 3-IN-1 MACHINE.**

**DAN MANOLA DEMONSTRATING
USE OF THE 3-IN-1 MA-**





Some Words From Gene Egert...

THE PREZ SAYS...

Let's hope we've all driven some solo miles this summer, as our events and car shows have been pretty sparse. The club has, however, nevertheless been able to host four Covid-19 tours with sack lunches at the end and enjoyed nice weather on all those tours. We even drove to Sharon, Wisconsin, since we missed the annual Sharon Model A Day...and, of course, the big Model A Day at the Museum in Hickory Corners was also canceled. The next tour planned at this writing will be to White Pines State Park for a sack lunch on Saturday, October 17th.

Some of us have used this down time to work on our cars. Bob Fields has put together a cool open buggy-type car, and we got to see it on one of tours as a starting point. Let me know what you're working on these days!

We did incur sad news this past year, beginning with the passing of Roger Sutfin. More recently, Jerry Davis also lost his wife, Doris. And now the news has arrived that Roddy Barton passed away out in Arizona. These dear people will all be sorely missed by the Naper A's Club.

On the brighter side, several long-term memberships in MAFCA have recently been recognized, including national pins for Noel Delessio with 35 years, Lindy Williams with 40 years, Rick and Mary Burgermeister with 30 years, and Rich Volkmer with 30 years. All of these folks have helped other members of the Naper A's over the years with car problems and projects.

Spoiler Alert: the Christmas Dinner is on hold due to the Covid-19 crisis. If someone has alternative ideas of something else we can do to celebrate the holidays, please let me know.

This Winter, I'm planning on doing some work on my roadster since I will be retiring in January. That being said, plan on some wrenching at my place because those House Calls work in both directions! Also, if anybody else needs help working on their car please call. We can still make a house call with

some socially distanced wrenching.

We had a good turnout for the Club Picnic on Saturday, September 26th at Cerny Park in Warrenville. All told, 18 people and 9 cars showed up for hamburgers and brats. The weather was not as sunny and warm as they promised, but the day and the event still turned out fine and was much enjoyed by all attending.

Finally, it's time to start thinking about winterizing our cars before we lose the pleasant early Fall days and freezing temps once again fall upon us. Yes, when the aroma of pumpkin spice fills the air, it's time for our old cars to hibernate for Winter. But you can't just park them in the garage and hope for the best. You need to winterize your Model A to keep it safe for next Spring and ready to roll into another more mellow season.

Here are seven steps to keep your favorite ride safe all winter:

Get it clean. Wash, wax and polish it up. This helps prevent corrosion and tarnish. It also keeps grit and grime from scratching your car when you put on its cover. Don't forget to vacuum and wipe down the interior, too. While you're in there cleaning house, scatter around a few Bounce dryer sheets to ward off mice. Lay them around in the engine compartment and trunk, too. Everything will also smell better than mothballs next Spring, too.

Fill 'er up. Fill your the gas tank and add fuel stabilizer. The stabilizer will prevent evaporation that can lead to corrosion in the gas tank. Without a stabilizer, fuel can deteriorate and gum up the old Zenith, making it difficult to start the engine come Spring. After you add the stabilizer, run the engine for a few minutes to distribute it throughout the system.

Change fluids. Change the oil and replace your old coolant to prevent corrosion during the Winter months. Top off the steering box, transmission, and differential lubes as needed.

Keep it dry. While in hibernation, moisture and humidity can lead to

mold on upholstery and carpet. Placing several open boxes of baking soda throughout the interior can help absorb excess moisture.

Pump up the tires. If you are storing your car for less than a few months, you can prevent flat spots on the tires by slightly overinflating them before hibernation. If you are storing it for longer than six months, your best bet is lifting the car onto jack stands, which prevents strain on the tires, or using a set of round-bottom wheel dollies.

Unplug. Disconnect your battery terminals or remove the battery entirely to keep it from discharging in storage. Use a battery tender to keep the battery charged until it's time to cruise again, not a trickle charger. If you remove the battery entirely, store it properly. If you store a car battery long enough, it's guaranteed to discharge, no matter the temperature. In particularly bad scenarios, the depleted battery's electrolyte gets to freezing temps, and can crack the internals (and sometimes the case itself). So store your battery indoors even if the car stays in a cold garage. The battery tender is important because it has intelligent circuitry inside to cycle on and off and keep the battery at the right level without overcharging. They're perfect for winter lay-up or any kind of long-term vehicle storage. You should inspect the battery terminals and cables, cleaning off any corrosion, then apply some dielectric grease to prevent further corrosion. Then slap on the included alligator clips and let your battery snooze until needed again.

Cover up. Cover your vehicle with a breathable car cover (not plastic), which will prevent moisture buildup beneath the cover. The storage area itself should be dry. Take precautions to ward off rodents that may crawl into the car for warmth and end up chewing on your wiring or upholstery. Some people use electronic varmint-scaring devices that you plug into a 110-volt outlet nearby the car.

If you follow these steps, your sedan, roadster, pickup, or coupe should be ready to roll come Spring. One last tip: don't forget to temporarily suspend your road insurance, but keep the fire and theft coverages going, just in case...