

THE 4-BANGER

VOICE OF THE NAPER A's

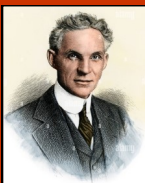
THE 4-BANGER VOLUME 10, ISSUE 3 ★ FALL, 2023

AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA



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"Coming together is a beginning. Staying together is progress.

And working together is success."

— HENRY FORD

KEN & SUZIE RIDE AGAIN!

Story & Photos By ALAN PETRIK

For the last two years, several Naper A's club members had urged Ken Jagodzinski to accept an "intervention" to help get his 1929 Model A Pickup truck back on the road. We discussed this option at our club meetings and weekly luncheons. The club even made a Garage Tour visit at his home in 2022.

Ken acquired this truck in Central Wisconsin back in 1965, using it for daily transportation and driving it to date his future wife, Suzie. He bought it from a farmer for \$150. Now, long married to Suzie, and living in Bolingbrook, the truck was stored and not started or driven for more than 40 years. Yes, time flies.

Ken had started repair work himself, including new brakes and mounting newly-acquired wheels that were powder coated and installed with fresh tires and tubes. He worked on the engine and tried to adjust the valves but the valves were out of adjustment and had old style non-adjustable tappets. After dropping the

oil pan, he discovered that the rear main bearing cap oil return tube was missing. Removing the distributor was difficult, so he pulled the cylinder head. As Ken reported at our lunches throughout this work, we'd keep saying, "Ken...let us come over and help you! Your engine needs to be pulled to check the rest of it out and make it easier to complete all the repairs."

In May, Ken finally gave in. We scheduled his first Club Garage Call for June 19th, and our group showed up with the club-owned engine hoist and engine stand. Ken had prepared his garage space and our Club crew pulled his engine in less than two hours. Now

with the engine out, block number *A2795027* was broken down and a parts list was developed. The overall condition of the engine inside was very good. The cylinder walls, pistons, babbitts, valves and valve seats were all in good condition.

A full review included Ken's repairs completed to date, the desired work to complete, and the needed repairs discovered. Club members made some recommendations. A work plan was developed that centered upon mechanical and operational safety.

At the end of the day, the club committed to help Ken get his truck back on the road and planned a



Continued on Pages 2 & 3...



GENE'S CAR. FOLLOWING NEW ALTERNATOR INSTALLATION

Ken Jagodzinski 1929 Model A Pickup Truck



This family photo was taken on June 30, 1967, which was Ken & Suzie's wedding day. He was on his way from Fort Gordon, Georgia, to Fort Sill, Oklahoma, to attend Officer's Candidate School, so their wedding got spliced in between those two Army assignments. Later, he went on to serve in Vietnam as a First Lieutenant.



Alan and Gene gave Ken's '29 Pickup a good wash and wipe-down before taking a short trip around the neighborhood with Ken relaxing in his lawn chair backside, in the bed.



At the final work session, workers included (left to right) Tim Shackelford, Alan Petrik, Ken Jagodzinski, Gene Egert, Lindy Williams, and Rich Volkmer. Earlier sessions included Bob Fields, Jim Weaver, Paul Herbert, Dan Manola, Ed Danley, Nick Mazarella, Bob Verando, Jim Stulga, Ray McMahon, Steve Paul, and Jerry Rigatos. Apologies to any participating members overlooked!



Ken is proud to proclaim that "I still have my first girlfriend and my first car. He and Suzie have been married now for 56 years. He bought the Pickup Truck from a farmer in Wisconsin for \$150.



We caught Ken hugging his newly rebuilt engine following its thorough mechanics' rebuild. The Project commenced on June 19th, the engine was rebuilt and started by August 1st, a First Drive was made by August 15th, and the final spit & polish and a Shakedown Drive brought Project Closure by September 25th. Since then, Ken has taken his first Club Road Tour.

Off for their Shakedown Drive around the neighborhood, with Gene driving, Alan riding shotgun, and Ken parked in the bed behind them in his lawn chair. Ken's project was completed on schedule!



Ken Jagodzinski 1929 Model A Pickup Truck

schedule of recurring Tuesday afternoon work sessions. The goal was set, to have Ken on the road by Fall, 2023.

The first of 14 parts orders was placed June 20th. Work progressed each week, and more parts were then ordered to support the next week's work plan. All orders were purchased from Bratton's and Snyder's Antique Auto Parts. Some parts were donated from member stock as well.

Ken had started on brake system work. He ordered backing plate out refurbishment and replacement work from vendor Randy Gros in Cerritos, California.

While we cannot report every task or part replaced or repaired, we will touch upon the major tasks. The engine and drive train work included setting main bearing and connecting rod clearances to tolerance, installing the missing main bearing oil return tube, servicing the oil pump, installing new adjustable valve lifters, lapping in the valves with clearance set to .015 for exhaust and .013 for intake. The motor got a new timing gear, a copper head gasket, and a distributor rebuilt by Lindy Williams. It now has a new clutch plate, and a new pilot bearing. Numerous smaller parts and gaskets were installed. The block, covers and housings were freshly painted in Ford engine green. The transmission tower was removed for inspection and found to be in excellent condition, so it and the differential were serviced with fresh 600W lubricant.

We reinstalled the now overhauled engine along with a new partial wiring harness to allow for a successful first start effort (see photo of Ken hugging his re-built motor). With fresh hoses and clamps, a good starter, a temporary generator, a new battery, and battery box, it was ready to go.

The engine was successfully started on Tuesday, August 1st. All present agreed that the engine sounded great.

Work sessions then shifted to brake system work. We followed the Les Andrews method of adjusting the new brakes. Then, a complete new wiring harness was installed. The two-tooth steering gear box was serviced and found within tolerance. These steps allowed for a first test drive on Tuesday August 15th. With all running well, smooth, and strong, Ken took it for a trial spin around the block.

Further observations of the old pickup noted that it was free of general rust and had no rusted-through areas, which was welcome news. But the radiator leaked, so Ken ordered a new replacement unit that we then installed. The headlight buckets were rebuilt and installed and Lindy donated new matching LED tail lights. A new ignition switch, fresh hood latches and floorboards, a newly rebuilt alternator, a brake light switch, and a battery disconnect switch were all installed. Reassembly work included the hood shelves, splash guard, headlight bar, bumpers, radiator shell, and tailgate chains. The body was rubbed down and power buffed. The vinyl-covered steel roof was also coated with black waterproofing.

On the next engine start, Tuesday September 19th, a bad knock presented itself, and Steve Paul found that the re-used two-piece crankshaft pulley was loose and could not be tightened properly. A new pulley was ordered and installed; problem solved.

On Tuesday September 26th, Gene and Alan drove the truck around Ken's neighborhood with Ken sitting in a lawn chair in the truck bed. Since then, Ken has added break-in miles and that prove its reliability. He even joined the White Pines Fall Tour.

While Ken's pickup is now road worthy, there remains more to be done. He will re-install his horn after Steve Paul refurbished it, replace his dash panel with a new one donated by

Rich Volkmer, re-install the hood after painting, and replace the door glasses. He is considering future improvements, such as adding turn signals and seat belts. So, there may be more special garage calls if needed.

Naper A's Members involved in bringing Ken's pickup out of its long hibernation included Gene Egert, Lindy Williams, Bob Fields, Jim Weaver, Paul Herbert, Dan Manola, Ed Danley, Tim Shackelford, Nick Mazzarella, Bob Verando, Jim Stulga, Ray McMahon, Steve Paul, Jerry Rigatos, Rich Volkmer, Alan Petrik and, of course, Ken Jagodzinski himself. It has truly been a great Naper A's Team Effort.

Recap:

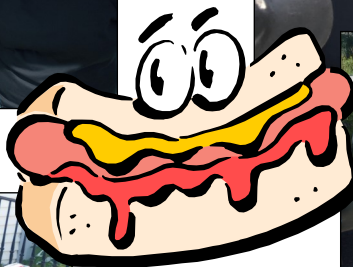
- June 19...Project Start
- August 1...Engine Start
- August 15...First Drive
- September 25...Shake Down Drive and project closure

The total cost of all parts was \$5,848.00 not including the value of donated parts.

The collective knowledge and skill of involved Club members, plus their enthusiasm and commitment to this project is recognized and enjoyed by all members of the Club. Our goal of Ken driving by this Fall was achieved, so now he is once again driving the truck after 40 years. We are all proud that Ken and Suzie can now enjoy this truck again, reviving all of their old memories while generating fresh memories for today and tomorrow!



NAPER A's 2023 PICNIC



2023 WHITE PINES FALL COLOR TOUR

Story By GENE EGERT & Photos By ALAN PETRIK

The Naper A's annual drive Fall Color Tour to White Pines State Park for Sunday Brunch was



TOM'S FAN BELT CAPER

held on Sunday, October 8th. The weather was cool, cloudy, and dry. Eleven cars and 17 people enjoyed the Brunch.

Steve Paul's radiator developed a leak and Tom Eklund's fan belt broke upon arrival at White Pines. Spare water and use of Ron's spare fan belt got everyone home. Members attending were Jerry Rigatos and Linda, Alan Petrik and Diane, Jim Stulga, Ron Olsen, Bob Fields, Steve Paul, Jimmy Egert and Jessica, Tom Eklund, Lindy Williams, Ken Jagodzinski (first long drive!) and Gene Egert and Cheryl plus their friends that met the Naper A's group at White Pines.



We Learned Something Today...

Story by Alan Petrik & Photo by Jerry Rigatos

Jerry Rigatos reported that his Roadster ran sluggish and lacked power. So, he requested a quick House Call from the Club. So, after our Wednesday Club Lunch, a few of us gathered at his garage. The first suspect was timing and points. With the engine cold, timing was checked & adjusted slightly. The point gap was small, this was adjusted to .020.

We then started the engine. Steve Paul sensed that the engine was missing. He touched the exhaust manifold adjacent to each exhaust port and found that #1 piston was cold while the other three were warming up. So, we then grounded the spark on each cylinder and confirmed that #1 was not firing. The plug was pulled and Steve quickly cleaned the plug by using a propane torch to burn off the fuel residue. With the plug reinstalled and the engine re-started, #1 was still not firing. Upon removing the distributor body, we found a small crack in the body and evidence of carbon

tracking following the crack (See photo, a "tree like" pattern on the inside face of the distributor cap body) all adjacent to the #1 piston electric spark path. The cap body was failing. This was replaced with a new spare body. With the engine re-started again, we found that #1 was now firing perfectly.

Jerry and Gene went for a short test drive. Jerry was all smiles. It's great to run a Model A on all four cylinders. Thanks to Steve's diagnosis and his simple exhaust manifold test, we all learned something today. We are never too old to keep learning. Our Attendees were Steve Paul, Ken Jagodzinski, Alan Petrik, Gene Egert and Jerry Rigatos.





LADIES CORNER



Legends Born in the 1930's:

- Clint Eastwood
- Buzz Aldrin
- Warren Buffet
- Gene Hackman

Some Christmas Garb...

Women of the 1930s abandoned trouser suits and embraced more feminine and ladylike styles, characterized by dresses with nipped-in waists, ruffles, bows, and sophisticated hats. They also began to dye their hair blonde and perm it, as well as wearing a lot of silk, fur, and velvet. The backdrop of 1930s America was an ongoing Great Depression. Maybe as a reaction directly opposed to those dark times, popular colors of the era were lighter, softer hues ... seafoam green, muted gold, pale blue, and lavender helped mark the 1930s.

1930's SLANG

- Shake a leg – hurry up**
- Whacky – crazy**
- Snipe – cigarette**
- Slip me five – shake my hand**



NAPER A'S BIRTHDAYS IN OCTOBER, NOVEMBER, & DECEMBER;

Nick Mazzarella 10/9, Lindy Williams 10/9, Gar Williams 10/26, Reuben Taylor 10/31, Al Junco 11/9, Jerry Rigatos 11/11, Tim Wiggins 11/17, Alan Petrik 11/27, Mark Benischek 11/30, Bob Verando 12/5, Cheryl Eggert 12/16, Mary Mazzarella 12/26, Mary Burgermeister 12/28, & Ed Danley 12/29.

SOME FAVORITE 1930's COLORS:

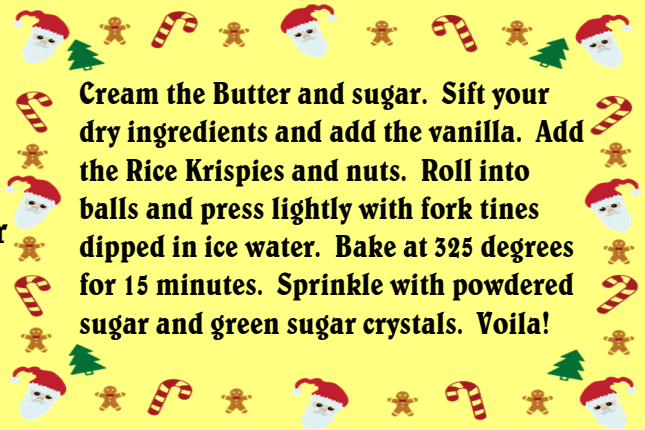
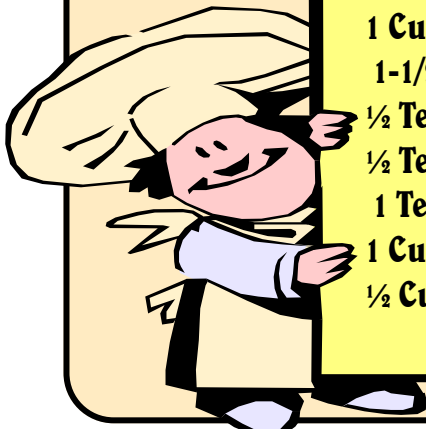


One Final Note:
Don't find fault, find a remedy!

CHRISTMAS COOKIES

- 2 Sticks of butter**
- 1 Cup of sugar**
- 1-1/2 Cups of flour**
- 1/2 Teaspoon of baking soda**
- 1/2 Teaspoon of baking powder**
- 1 Teaspoon of vanilla**
- 1 Cup of Rice Krispies**
- 1/2 Cup of chopped nuts**

Cream the Butter and sugar. Sift your dry ingredients and add the vanilla. Add the Rice Krispies and nuts. Roll into balls and press lightly with fork tines dipped in ice water. Bake at 325 degrees for 15 minutes. Sprinkle with powdered sugar and green sugar crystals. Voila!





ANNUAL GARAGE TOUR

September 9, 2023 — Garage Tour Chairman Ron Olsen planned a terrific 2023 Garage Tour this year. Twelve Naper A's Members assembled at Lindy Williams home for a day of Garage Sailing, moving on for stops at Ken Jagodzinski's place to see his '29 Pickup Truck project, at Ray McMahon's to review his 495-point '31 Slant Windshield Cabriolet, and at Gordon Coleman's to see his new '29 Fordor Town Sedan.

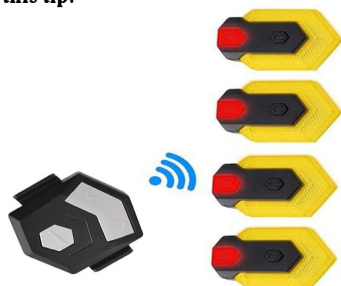
Perhaps best of all was our fourth stop, for a delicious barbecue feast prepared by Chef Alan Petrik and his lovely wife, Diane.

CARRYBRIGHT TURN SIGNALS

Jerry Rigatos and Alan Petrik have put these little wireless turn-signals on their cars with great success. The brand name is CarryBright, and they are LED remote-control direction indicators. They are available for \$56.99 from Amazon, just search the name "CarryBright" on Amazon's web site.

These lights are charged with a USB charger provided in the kit. You get four flashing arrow devices to fasten to your bumpers and a control switch that can mount on the steering wheel. The kit comes rubber bands to attach to round attach points. This system is wireless, cheap, and fits perfectly on both Model A bumpers and steering wheels. The charge holds well on these little devices. They work perfectly for front and rear direction indication.

Many thanks to Jerry & Alan for this tip!



Searching for Fashion By DIANE PETRIK

O	T	O	D	S	F	A	S	H	I	O	N	O	H
D	E	R	A	D	L	S	R	E	S	U	O	R	T
R	A	A	W	P	E	H	O	S	I	E	R	Y	E
E	R	L	S	H	R	E	N	I	L	M	E	H	L
S	U	E	G	Y	A	E	R	S	E	V	O	L	G
S	O	V	S	H	P	C	A	S	A	O	I	L	S
A	A	C	R	V	P	O	S	H	A	W	L	S	S
H	E	D	O	W	A	I	S	T	C	O	A	T	G
U	U	C	S	S	U	I	T	F	I	A	R	O	N
C	S	L	A	D	I	E	S	W	E	A	R	A	I
A	C	C	E	S	S	O	R	I	E	S	F	R	R
T	U	F	L	A	N	N	E	L	T	I	R	S	R
W	H	G	S	H	A	T	E	L	E	E	O	O	A
E	C	R	O	C	H	E	T	D	L	I	E	U	E

- GLOVES
- WAISTCOAT
- EARRINGS
- FLANNEL
- SUIT
- ACCESSORIES
- APPAREL
- TROUSERS
- LADIES WEAR
- FASHION
- SHAWL
- DRESS
- HEMLINE
- HAT
- HOSIERY
- CROCHET
- ERA
- CAN**
- YOU**
- FIND**
- THEM**
- ALL?**

A Word From Gene Egert **THE PREZ SAYS...**

Hello my fellow Model A'ers! A New Year is fast approaching along with the cold weather we dread every year this time, and the another long Winter.

So, let's turn to the urgent business calling out for our attention this Fall. In addition to our steady diet of local House Calls to render assistance to our Naper A's members, we are donating some manpower to Ken Ehrenhofer's big Model AA bus restoration project. Four years ago, Ken, his brother, Ron, Wayne Stanek, and Ken Kalck had committed to this monumental five-year undertaking and it is taking shape very

nicely. The chassis was done by the Coastal Carolina A's, Rich Falucca gave a new engine, Bratton's donated chassis parts, and all the passenger seats are already rebuilt and upholstered.

We have completed one work day up at Ken's country garage near Woodstock and scheduled another. The fuse is running on having this bus ready for its debut at Model A Days in Hickory Corners, Michigan, next September.

Ken has an ambitious schedule for completing work on the five main panels that comprise the sides, corners,

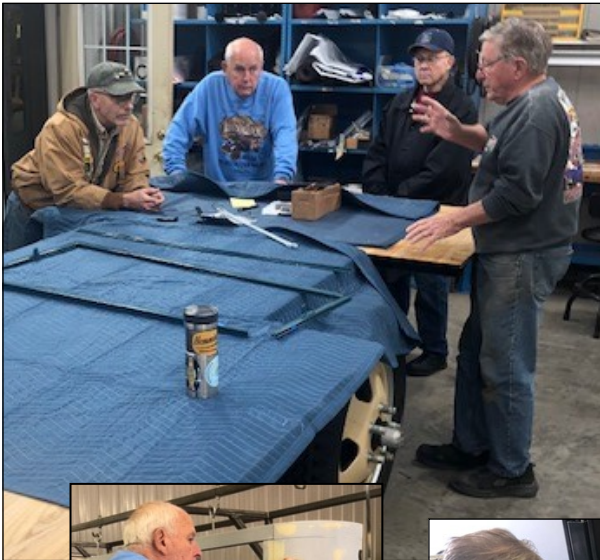
and back end of the bus. He hopes to have those

panels in place, mounted to the floor of the bus and be started on reconstructing the wooden roof in 60 to 90 days. The main panels will be black inside and have two coats of blue on the exterior. Final coats will be applied at Friendly Ford in the Spring. Then final fitting and trim will be completed in time for Model A Days next Fall. Hope you can pitch in as we schedule more work sessions!



GET ON THE BUS!

**WE NEED YOU
For This Project**



Photos By RAY McMAHON & ALAN PETRIK

