

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

Hello again everyone! Enjoying these warm sunny spring days? Guess I'm hoping everyone is thinking about tour ideas for this summer. We haven't had the cars out much yet, but fair skies just cry out for the sounds of some Model A's chuffing around, don't you think?



Many thanks to Michelle Samuels (my fellow Nalco employee) who attended our Pre-War Ford Roundup last fall and took the pictures that ran in our last issue!

At this writing, half way through March, the Model A Club 32nd Annual Winter Parts Swap just took place at Friendly Ford in Roselle, with a good turnout of Naper A's members wandering the aisles in pursuit of bargains. The meet isn't as big as it was in years past when held every January out at the Kane County Fairgrounds, but still a very worthwhile opportunity to get out of the house, find parts, and see old pals.

Quite a bit of work has been accomplished on several cars during the winter, including a clutch on Fred Kauper's 1930 coupe, driveline work on Paul Herbert's 1929 Leatherback, and an engine pull on Ron Olsen's 1931 Tudor due to bad noises. On Saturday, March 5th, the club also hosted a tech session on generators and starters [see Page 1] and a few of us had our generators checked out. There were enough coffee and donuts to feed an Army!

And it won't be long until the club's Annual Safety Check comes up on May 7th (8:30 AM to 12 noon at Voegtles Auto Service in Warrenville). This is your best possible opportunity to make sure your car is safely driveable for the season ahead as it will get a thorough shakedown of the steering, suspension, brakes, lights, and cooling system.

We have several events coming up soon. Paul Herbert is busy organizing a unique event at Cantigny in conjunction with the Model T Club for Sunday, April 24th, with more detailed information on times and specifics forthcoming. We plan to include breakfast and a tour of the working Big Red 1 historic Army vehicles. On Sunday, May 15th, we are planning to have a brunch and tour to

Starved Rock State Park. There will be more detail available at the next meeting, once we have established our times and rendezvous point. Don't forget the Naperville Memorial Day Parade on Monday, May 30th, where we always gather for launch at 9:00 AM in front of Centennial Beach...or the Downers Grove Cruise Nights every First Friday and featuring Model A's and T's on June 3rd...or the Father's Day Car Show in Naperville on June 19th. There will only be room for 100 cars at the latter, so you have to sign up early. Finally, we have the Warrenville 4th of July parade kicking off on the afternoon of July 3rd so you can be in more than one parade. It should be really easy for Stu Carstens and Tom Eklund to participate in that one, as it runs right down Curtis Avenue past their houses!

In closing, I must belatedly thank Michelle Samuels for donating many beautiful pictures of the cars at our Pre-war Ford Roundup last fall at Shabbona that were published in the previous 4-Banger (see sidebar featuring the radiator and hood of my car!). Now we are hoping that Michelle can join more of our future events and, of course, bring her camera along for more artistic shots of the old cars!



**NAPER A 's 2015
INCOME AND EXPENDITURES**

Prepared by Lindy Williams, Treasurer

INCOME:

Dues received (42 paid members)	\$840
Deposit received for Moline trip	55
Paul Herbert donation to club	50
Total Income	\$945

EXPENDITURES:

Place mats	\$39
MAFCA Insurance	75
MAFFI donation	25
Postage	209
New website and old web domain	221
Gift for Voegtles' Garage and donuts and coffee	87
Picnic supplies	59
Post Office Box	80
Reimbursement and gift to Chris Scherrer	135
Donation to Rivermont Prep school	100
Donation to Naperville responds to veterans	100
President's Gift and Prizes	62
Net cost of Christmas Dinner to club	98
DONKA annual donation	50
Total Expenditures	\$1340

* Roses for Christmas Dinner donated by Jerry and Doris Davis and game expenses donated by Ron and Barbara Olsen.



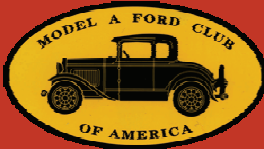
**2-MINUTE
TECH TIP
FATHER KNOWS
BEST DEPARTMENT**

Our Dad was a chemist. Some years ago he easily solved some nasty rust staining on our bathtub (we had well water) with a trip to the drugstore. The friendly pharmacist gave him a small vial of white crystals, which he mixed with water to a paste-like consistency and smeared onto the rusty areas. Voila! Within an hour, the porcelain was white again, and we had learned all about Oxalic Acid. Oxalic Acid is an organic compound with the formula H₂C₂O₄, and it is a colorless crystalline solid that forms a colorless solution in water. Oxalic Acid's main applications include cleaning or bleaching, especially for the removal of rust. Bar Keepers Friend and Iron Out are examples of household products that contain oxalic acid, but your best bet is to buy 100% pure Oxalic Acid crystals at a paint store where it is sold as "Wood Bleach" because it removes black water stains from oak. The stuff is amazing for converting rust on any surface. Its utility in rust removal agents is due to its forming a stable, water-soluble salt with ferric iron. You can also get a 12-ounce container on-line for \$5.29 from Hardware World at <http://www.hardwareworld.com/Wood-Bleach-Concentrated---12-ounces-pKZR1W0.aspx?gclid=CNI9f9EzesCFVc1aQodfAODKw>.

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

VOLUME 3, ISSUE 1 ★ SPRING, 2016

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



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**SHE KISSED THE HAIRBRUSH
BY MISTAKE
SHE THOUGHT IT WAS
HER HUSBAND JAKE**

WORK DAY AT PAUL'S PLACE



March 11th was a busy day in Paul Herbert's garage when Lindy, Ron, Gene, Fred, and Alan all came over to help put in a new clutch, pressure plate and throw-out bearing, replace the water pump, and re-install the rear end with a fresh rear spring that Ron had rebuilt. While Lindy was grinding away on a water pump shaft, heavy work was under way installing the rear end on Paul's 1929 Briggs Fordor Leatherback. Thanks to Gene and Alan for taking pictures!

2016 WINTER PARTS SWAP



**March 20, 2016
FRIENDLY
FORD
Roselle, Illinois**

Noel DeLessio, Fred Kauper, Lindy Williams, and Paul Herbert (top left) attended, as well as Ray McMahon, Fred Kauper, and Gar Williams (bottom left). The Kauper Twins are always in every picture.

THE PRESIDENTIAL ROADSTER IN A TYPICAL POSTURE



DONKA Changes the Lives of Disabled People Through Technology

Members of the Naper A's sometimes inquire about our chosen annual charity, which is Donka, Inc. Let's take a closer look at Donka to understand just why we support its programs.

Technology has come a long way in the last 30 years. In hindsight, it's hard to imagine nowadays how we could even be productive with earlier computers. But back in late 1980's, the IBM PC and Apple computers of the day were groundbreaking technology that enhanced our lives. For a group of folks at the DuPage Convalescent Center in Wheaton, it forever improved theirs.

The Early Days

Donka, Inc. was founded there in 1987 by a long-time volunteer, Don Van Haveren. Don was very forward-thinking, seeing how technology could help disabled people in the Center stay as active as possible and become much more self-sufficient. He named the new program Donka (which means "thanks" in Dutch) in gratitude to the residents for allowing him to help them. Since its inception, the Donka program has grown from a two-computer startup into a state-of-the-art lab providing skills training and ready access to computers to residents throughout DuPage and

Kane Counties.

Helping Those in Need

Donka serves clients who are 16 years and older who were either visually or physically disabled at birth or became so later in life. Everyone served by Donka has different needs but they all strive to accomplish a goal that is a personal gain for them.

One Donka client, for example, was a student who had suffered a severe head injury. Unable to return to school, he achieved his goal of learning to write again through Donka's programs.

Another client was, a businessman who suffered a severe stroke and had been told that he would never leave his bed. Donka inspired him to take classes and he regained his ability to communicate.

Assistive Technology

Customized assistance fits people with adaptive technology that meets their needs and a curriculum is created that meets their personal goals. Assistive technology includes voice recognition software, text-to-speech programs, screen reading magnification software, accessibility apps, and online keyboards. It can also include devices such as puff

switches, which send signals using air pressure sipped or puffed through a tube, or head controllers which allow the user's head movements to control the movement of a computer mouse.

Donka works with motivated individuals regardless of their particular physical or visual disability. Clients can either visit Donka's main facility in Wheaton or a satellite office at the Illinois WorkNet Center in North Aurora. Donka also provides onsite assistive technology training at a client's workplace through a mobile services program. The goal is to help as many people as possible to become more independent.

Through its Train-the-Trainer program, Donka works with local universities to teach future educators about the ways that assistive technology can help their students enjoy greater success in the classroom. The program also trains teachers and other professionals who employ people with disabilities.

Now You Know Why!

So, now you know all about Donka and why the Naper A's support the program so whole-heartedly every year!

Excerpted from an article by Julie Duffin in the February 2016 issue of the Naperville magazine.

With this issue, the Naper A's 4-Banger enters its third year of publication! So, it's time to take stock and look ahead.

All in all, this has been a fun project for those who became involved...not the least of which would include myself. Lots of members have pitched in with story and photo contributions, sharing ownership along the way. To them, I must express my personal appreciation combined with hopes for their continued participation. When we first discussed starting up a club newsletter, the idea was that it could only fly if it became an undertaking for the entire club. So far, the plan has worked OK, but the beast needs continuous feeding so we still need your help.

Over my working years in publishing, many similar newsletters have come and gone through my hands, largely created for clients and designed to suit their communications needs. While perhaps enjoyable as projects, such publications are never done "just for the hell of it." They exist to project someone else's messages and, of course, to help one make a living.

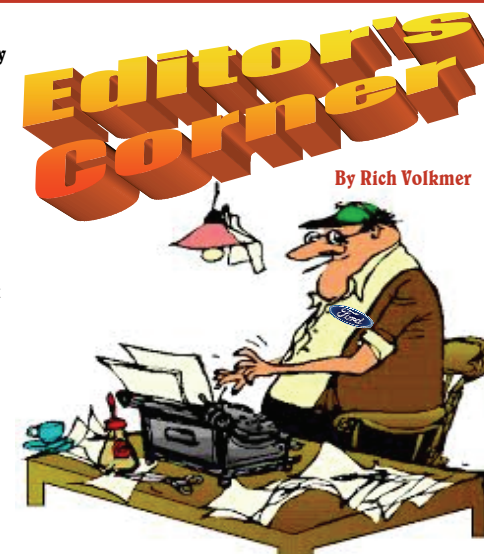
The 4-Banger is different. For me, it links an enjoyable pastime (the old car hobby) with what an old retired guy used to do for a living. It keeps the keyboard fingers nimble and opens fresh horizons for enjoyable research and tinkering with interesting page layouts. It's also a way to make interesting new friends, both within our club and the larger Model A community out there.

Looking forward, much remains to be done as we forge ahead with a quarterly 4-Banger publication cycle. If you attend club events, please take pictures and e-mail them to me with caption information and a write-up. It doesn't have to be anything fancy, just the facts, 'mam:

WHO? WHAT? WHERE? WHEN? and WHY?

- ☐ Car Shows and Swap Meets
- ☐ Tech Articles
- ☐ Road Tour Adventures
- ☐ Current Projects
- ☐ Your Own car story

Send all 4-Banger photos & article submissions to Rich Volkmer, Editor, at rich.association@sbcglobal.net



NAPER A's TOOLS & EQUIPMENT

Tools, equipment, and videos are available on loan for the use by any club member free of charge! If you need something, just contact Lindy Williams at 630/420-0433.

Brake shoe rivet tool
Helicoil for head studs
Carburetor jet tester
1/2" reamer for distributor
Clutch disk alignment tool
King pin reamer
Crankshaft nut socket wrenches
Pedal bushing reamer
Socket wrench for main bearing bolts
steering wheel/fan pulley puller
Frame spreader
Pinion gear puller
Gas gauge tools
Spring Shackle bushing tools
Generator and Starter armature out-of-round tool
Shift lever spring tool
Hydraulic body and frame pump
Cotter pin holder
Magnetic crack detector
Hinge pin remover
Rear axle seal installer
Engine turning tool, flywheel end
Rear spring spreader
Frame rivet tool
Socket wrench for windshield wiper motor
Head puller/engine lifter
Timing gear nut wrench
Eye bolts and chain for engine
Torque wrench
Hub puller
Valve guide remover

Valve spring compressor
Engine stand
Brake shoe centering tool
Front spring spreader
steering ball plug tool
Flywheel/housing checker
wheel stud swedging tool
Engine hoist
Brake pedal adjusting tool
Coil polarity tester
coil voltage tester
Distributor puller
Coil polarity tester
Steering wheel puller

BOOKS

Model A service bulletins
Model A shop Manual (Jim Schild)

MOVIES (DVD and VHS)

Carburetor rebuilding
Rebuilding shock absorbers
Distributor rebuilding
Install turn signal
Generator rebuilding
Rebuild two tooth steering
Horn rebuilding
Model A keys and locks
Overheating
Tour of Lebaron factory
Brake rebuilding
Autumn trails
Timing the ignition
Story of Henry Ford
Roadside trouble shooting
Transmission Rebuilding

USED CAR DEPARTMENT



FOUND ON HEMMINGS WEBSITE: 1929 FORD MODEL A LEATHERBACK

Location: Clovis, California

VIN #A869303

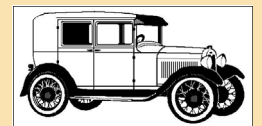
Color: Rose Beige & Seal Brown

Interior: Brown Mohair

Price: \$18,500 Or Best Offer

1929 Ford Model A Fordor sedan, Briggs-bodied "Leatherback" California car, with a body-off-frame restoration in 2006., new rear end, and less than an hour (35 miles) on a rebuilt engine. Lebaron Bonny interior.

Price: \$18,500 (OBO)



Contact Owner at 559-287-1256

LunchTech 101:

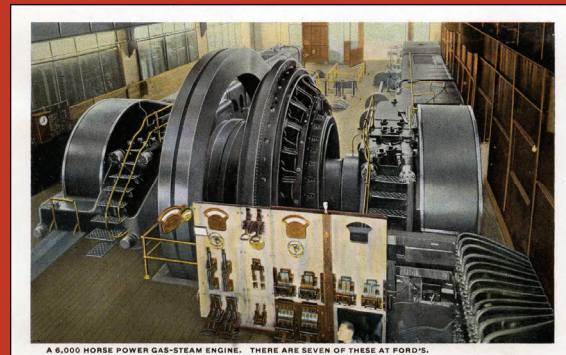
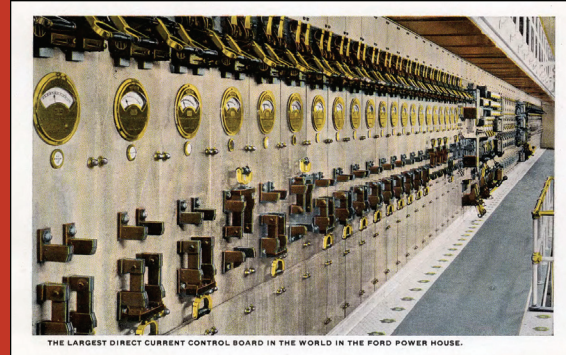
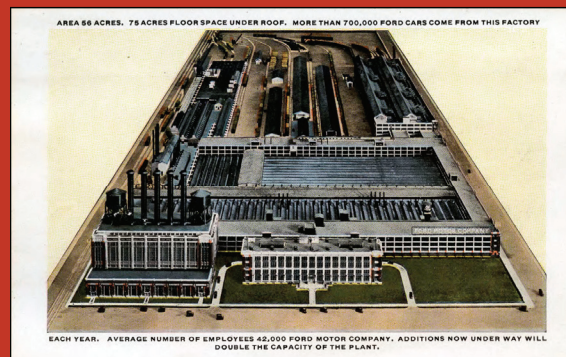
Noel inspects, trouble-shoots, and repairs former Naper A's Member Bob Reynolds's distributor during our regular lunch at the Colonial Cafe. Where else could you get your Model A repairs while you wait...for the price of a hamburger?

- ☐ Noel checking Bob's distributor.
- ☐ Noel inspecting Bob's distributor.
- ☐ Noel disassembling Bob's distributor.
- ☐ Noel checking for shorts.
- ☐ Noel, Fred, Bob, and Lindy "Thumbs Up!"

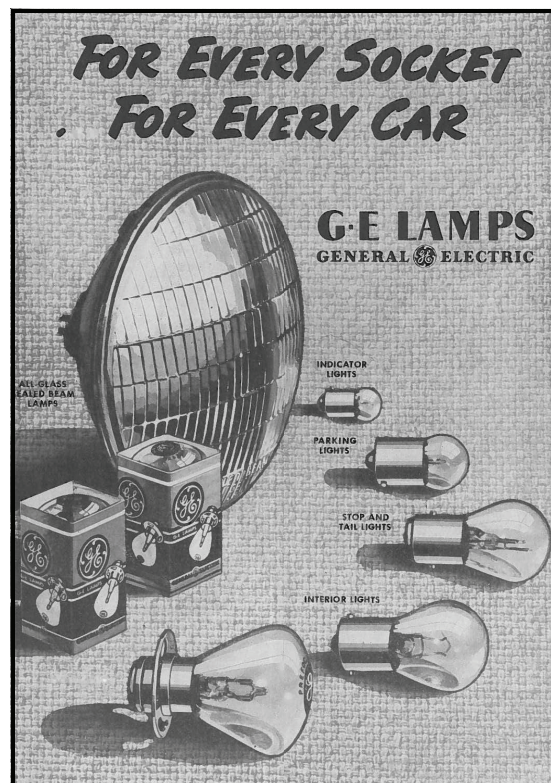


HIGHLAND PARK PLANT POSTCARDS

Gar Williams submitted these antique postcards of the old Ford Motor Company Highland Park plant produced in 1917 with breathtaking views of the facility and its power generating and distribution system.



General Electric continued making replacement bulbs for older cars long after sealed beam headlights came in, as this ad from the July, 1947, issue of Motor Age (submitted by Stu Carstens) attests. G.E.'s earlier products employed the Mazda trademark and were sometimes termed "Mazda globes." The word Mazda actually comes from the faith of Zoroastrianism, wherein Ahura Mazda represents the Supreme Being, as a deity of goodness and light.



"Chumbalone" -- Noun. Pronounced: "chum'-buh-loan" -- A term originally used primarily in and around the Chicago area to describe a person who is easily tricked into doing something directly counter to their own personal self-interest. Synonym: chump, dupe, stooge, imbecile, sucker, idiot, hick, hayseed, moron, roundhead, ignoramus, dumb-ass, dipshit.

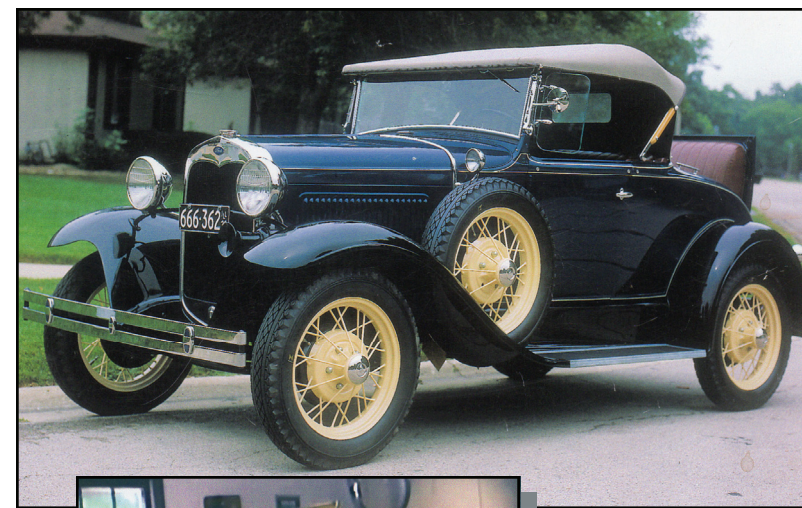
ALL CONTRIBUTIONS TO THIS COLUMN ARE PROTECTED BY THE SEAL OF CONFESSION!

Once I bought a Model A that needed some cosmetic restoration. Luckily, the car came with some of both colors of green lacquer that were on the car and an unlabeled gallon can of black that I assumed was the black lacquer that was on the fenders. I prepared all the spots on the fenders for paint that had "road rash" and thinned out the black paint with lacquer thinner for spraying. I applied three coats of the black and thought I was doing a good job. I came back three days later and found that this paint was still tacky to the touch and had a brownish look to it...totally unlike lacquer, which should dry to the touch in no more than 30 minutes. After much head scratching, I finally realized that this paint was not black lacquer at all but the asphalt paint that someone painted all over the underside of the fenders. Needless to say, this fiasco turned a little job into a big job just because I was so sure of myself that I didn't check it out thoroughly. Lesson: **Never trust an unlabeled can of paint!**

About the Ford Motor Company Postcards...

The full set of Ford Motor Company 1917-era postcards includes 22 photos depicting factory scenes at Ford Motor Company...rare photo images of the historic Highland Park Plant. At this plant, Henry Ford introduced industrial innovations like a crane for lifting materials in the central atrium to upper floors, from where parts would then either slide or be crane-dropped to lower floors for progressive operations. This is where Ford introduced the auto assembly line. Of the seven huge electrical generators Ford built here, one was eventually moved by rail for installation at the Henry Ford Museum to be kept on view for all to see forevermore.

LINDY WILLIAMS 1930 ROADSTER



shade, sported a red and blue scotch plaid top, and was thoroughly punctuated with rust. At least it was original and complete, not butchered or modified.

Undaunted by the challenge that faced him when the car came home that July day in 1996, Lindy resolved to build the sad heap back into the highest point car that his abilities and wallet would allow.

First came a thorough assessment of his situation, which led to the complete disassembly for a thoroughgoing restoration. So, Lindy worked on the body for over three years every spare moment, even over vacations. During that time, he searched everywhere for parts. People all over the country sold him what they had and gave leads further leads to other contacts during his seemingly endless quest for original parts.

By the summer of 2000, things had moved along to the point of assembling the car for a trial fit. The sheet metal was in final primer and no rust remained...there seemed to be a "dim light" at the end of his tunnel, but still miles to go.

Progress plodded on steadily for two more years, until all painting and assembly work was finished in 2002. Interior and top work was completed the following year. It was getting closer to completion, but the 2003 MARC National Meet in Dearborn was coming up too quickly for him to participate that year, so Lindy wisely decided to shoot for the following year in Madison, Wisconsin.

That intervening year was spent in a methodical study of the Judging Standards and many discussions with fine point judges to avoid any last-minute panic. Still, with only a month to go, there was a mad scramble to locate the proper rumble seat mat, complete endless touch-ups, and correct an obvious paint defect.

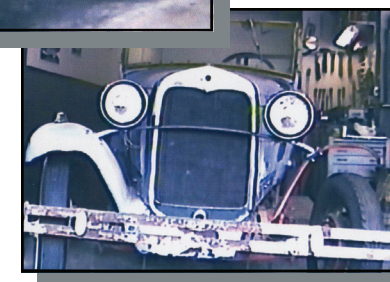
Trailering the now-pristine 1930 Roadster up to Madison, Lindy helped others with their judging, enjoyed the company of so many other Model A enthusiasts, then waited nervously for results to be announced at the Awards Banquet. It was all worth the effort when they announced that he had won a MARC of Excellence award with 454 points out of 500 and enjoyed finding his car on the cover of the September-October 2004 Model A News.

Lindy has enjoyed a long run as a member of the Naper A's since joining the club in 1980. Originally from St. Louis, he majored in Accounting at the University of Missouri in Columbia. Working for the IRS for a few years, he then spent most of his working career as an Auditor for the U.S. Department of Energy before retirement in 2004. He and his wife, Linda, go back even farther, to Junior High School where both played violin in the school orchestra. Lindy and Linda moved to their present home in Naperville when it was built in 1977. They raised two children, Larry and Lynette, and now enjoy life with five grandchildren.

(AFTER)



(BEFORE)



Over his plentiful Model A years, Lindy Williams has now tackled three of his own restoration projects, and helped other club members with too many additional cars to possibly count.

His first project was a 1929 Tudor. This was completed between 1980 and 1985, and provided the family with many enjoyable drives. It also launched him seriously into the hobby. The next, a 1930 DeLuxe Roadster, was an altogether more serious challenge.

It came along just as Lindy was becoming interested in fine point judging and feeling confident enough to tackle a very difficult restoration. The car eventually took nine years worth of countless hours to complete but was rewarded with a MARC of Excellence Award with 454 points at the 2004 MARC national convention.

A chance conversation with a fellow Model A enthusiast had launched him headlong into the daunting project. Telling his buddy that he was in the market for a later-year roadster (and forewarned that two other enthusiasts had already taken a pass, due to the car's poor condition), he found the vehicle in a dark, musty, garage. The tired 1930 Roadster had been haphazardly painted in a horrid purple

SPOTLIGHT ON CHRISTY & NORM STRONG



Our Great American Tour Log



Norm and I purchased our 1930 Model A Town Car in the Fall of 2012 from friends in Kansas. On our way home, we stopped by our daughter and son-in-law's home in North Platte, Nebraska, and they encouraged us to put it in a car show that weekend. So

Norm did a quick vacuum, found a lot of live and dead mice, washed the car, and entered it in the car show. We won a trophy in the original class.

During the cleaning process we realized the upholstery was ruined from mice, so decided to reupholster it. As you know, one thing leads to another. Four months later and a lot of midnight hours we had accomplished a feat we never imagined we could. We completed a total frame-off restoration, which included installing all new wood in the roof because it was rotten. During the restoration, we decided to install an overdrive so someday we could take it on Route 66. Little did we know at the time that we would have an interested buyer approach us to purchase our farm in the fall of 2014. During the winter, we were discussing we would like to enter the Great Race someday to test our rally talents, as we have rallied in the Sugar Valley Rally for 15 years. When I looked at their website it showed they had a Great American Tour of Route 66 planned for the summer of 2015. We jumped on the opportunity and the rest is history.

There were 25 cars entered in the GAT, ours being the oldest. It was to run on June 19th-26th from Illinois to California. We left our home near Denver on Sunday, June 14th so we could arrive in St. Louis, Missouri a couple days early, in case we needed to order parts for the car and make adjustments or repairs. Prior to leaving, we bought every part that bolted to the engine, inner tubes, and basically any other part that might give us trouble at Bert's Model A in Denver, which filled our trunk.

JUNE 14th: Mile 0 of 4441 — We left Larkspur, Colorado for St. Louis Missouri, trying to drive on two-lane roads as much as possible. Heading down the highway, we felt we were really living a dream. Our newly-upholstered seats were so comfortable and the weather was perfect. The hum of our Model A was wonderful. We received many honks and waves going down the road and had a great time driving the backroads of Colorado and Kansas. We encountered 30 minutes of rain prior to stopping in Glasco, Kansas, to visit the original owners of our Model A. The car ran well and Rain-X kept the windshield clear.

June 15th: Mile 414 of 4441 — We had a nice drive across Kansas, saw lots of box turtles, snapping turtles, and armadillos. There were pretty rolling wooded hills with shoulder-height corn and wheat ready to combine. If we had a dollar for every compliment we have had on the car, it would pay for our trip. It had been a nice drive so far, and we were excited to meet up with all the other cars.

June 16th: Mile 749 of 4441 -- **HUMIDITY!** Norm had to buy driving gloves because the humidity has made his steering wheel sticky! We hoped to make it St. Louis between storms. (Hurricane Bill brought a lot of moisture into the St. Louis area). We had a short day today, just over 100 miles, and arrived at our final destination until the activities would start on the 18th.

As other cars began to arrive at the Motel, we realized that the majority of them were trailered in or had their cars delivered. They were all amazed we had already driven 800 miles. Because our car was a 1930, the tour officials were concerned about our safety and the mechanics of the car. As it turns out, little did we all know that our car and one other would have no mechanical issues on the tour!

June 18th: We received our Great American Tour package with route information, a Guide Book, car signs, decals and so forth

June 19th: Mile 883 of 4441 — on Route 66. We had a rainy morning, but saw a lot of pretty scenery. We drove up to Mount Olive, Illinois, where they officially started our Route 66 Tour. Stopping at the oldest gas station on Route 66, we also saw the famous Clydesdales at Anheuser-Busch and took a tour of the brewery. Drove through a lot of flooded roads, luckily no deeper than our running boards.

June 20th: Mile 1013 of 4441 — Touring Route 66 begins today with a police escort from our hotel to the starting line of the Great American Tour. All entrants were parked for spectators to admire. We were the official starting car for the Great Racers, and drove 80 miles to the Wagon Wheel Motel in Cuba, Missouri, the oldest continuously-operated motel on Route 66. The sun is finally came out.

The Great American Tour participants and leaders quickly realized it was a feat to keep 25 cars plus the sweep vehicle and tour guides all together, so the brave participants teamed up with a car or two and then just met up at the attractions and for meals. We teamed up with a nice couple from New Hampshire driving a 1971 Mustang. We traveled at speeds of 45-55 mph and the car ran well. Stopping in Waynesville, Missouri for the Route 66 Festival, we then drove on to Springfield to tour Guy Mace's Vintage Car Collection. The weather was sunny and getting warmer. We had a great day driving through the rolling hills and enjoying the scenery.

June 21st: Mile 1245 of 4441 — It was again sunny today, acting like it would be a hot one. We have been very thankful that we lined our car with Dyna-mat insulation when we restored it. Today we enjoyed a Route 66 Drive-In Theater in Carthage, Missouri, and drove 20 miles through rolling hills to the Cars on the Route (a restored old Route 66 service station in Galena, Kansas, said to have inspired the character Tow Mater in the movie *Cars*). From there, we drove 25 miles to Miami, Oklahoma, to tour the Coleman Theater. What an awesome theater! All participants took up a collection to "buy" a chair in the

theater. It was nice to know that our Great American Tour group left their "tireprint" in the Theater. Driving 100 miles to Tulsa, Oklahoma first for lunch, we then logged another 120 miles getting into Oklahoma City to visit the Oklahoma City Memorial. Everywhere we go, people are interested in our car and taking photos of it. Because our car was so much older than all the others, it made us unique...so we stood out from the crowd.

June 22nd: Mile 1533 of 4441 — It was once again sunny and shaping up to be another hot one! We stopped at several Route 66 Museums during the day. While at one of the Museums, a group of tourists had their picture taken in front of our car. We heard it was going to be in the local newspaper. Enroute to Amarillo, Texas, we stopped at the Cadillac Ranch and had fun spray painting on the old buried Cadillacs. It got up to 90 degrees, but felt a bit cooler because there is less humidity. Running with our windshield out has made a nice Air Conditioner. We are averaging 10 to 12 miles per gallon and with a 10-gallon tank, we make sure not to pass up any gas stations.

June 23rd: Mile 1805 of 4441 — It was cool this morning, then warmed up. It was a hot one, running up to 105 degrees today! Coming into our Motel at the end of the day, our car sputtered and the gas boiled. We put a can around the sediment bowl hoping to keep the gas cool. We eventually figured out we were using too high of an octane of gasoline, and once we used lower grade gas, the car ran fine. We enjoyed several Route 66 Museums and took the Tram up Sandia Peak. We had a nice dinner and watched the sun set before descending off the mountain.

June 24th: Mile 2096 of 4441 — We had a much-needed morning off to wash, service and look the car over, then had lunch in Albuquerque, New Mexico, and headed out to Gallup, New Mexico. We enjoyed a nice cloud cover this morning which really helped the car, touring the El Rancho hotel in Gallup and later the New Mexico Mining Museum in Grant. There were wonderful red mesas on the north side of the interstate and green pine tree covered hills to the south. We have most assuredly enjoyed the scenery of the backroads and driving the slower speeds with less traffic than one finds on the interstate.

June 25th: Mile 2235 of 4441 — It was cool and sunny today. We had a great drive through the Painted Desert and the Petrified Forest. The Great Racers were driving through in the opposite direction, so we were able to enjoy the other band of old cars. We all enjoyed our overnight at the Wigwam Motel in Holbrook, Arizona. During lunch in Winslow, Arizona, we stood on the corner singing "take it easy." The farther west we travel, the hotter gets!

June 26th: Mile 2491 of 4441 — Today we enjoyed the Grand Canyon Train to the Grand Canyon. Spending time at the Canyon, we took off for Kingman, Arizona. Luckily, it was early evening so heat wasn't a problem.

June 27th: Mile 2611 of 4441 — We crossed the Mohave Desert today where temperatures were predicted to be 115. We packed ice bags today to keep Norms feet cool. At 9 A.M. the floorboard heat was 173. We put the bags of ice on Norms feet. The car ran well. We left 1 ½ hours ahead of the rest of the group, just trying to beat the heat, but then missed the burros in Oatman, Arizona. However, we did see a group as we were leaving town and were able to call them down for a treat. We drove the Model A at a steady 50 mph, trying to keep the engine cool, but still going fast enough to keep air moving thru the car. We kept the windshield cranked wide open! What a relief it was to finally arrive at San Bernardino, California. One more day remained until our arrival at Santa Monica Pier and the end of our Great American Tour of Route 66.

June 28th: Mile 2895 of 4441 — Driving at last through Pasadena, California, we followed the route of the Rose Parade through six lanes of Los Angeles traffic and ended at the Santa Monica Pier. It brought tears to my eyes when we finally saw the Santa Monica Pier Route 66 sign. To think our first frame-off restoration was a quality build, to travel 3000 miles in rain and heat, and to suffer no problems felt like an amazing accomplishment. We were so thankful all those in the Model A community who shared their restoration information, so our car is really a testament of their hours of research. Our final Great American Tour meal together was enjoyed at the end of the Pier, where we all said our goodbyes with hopes to meet up again on another tour.

June 29th: Mile 2983 of 4441 — We left Marina Del Rey, California, early in the morning, homeward bound with a head start on rush hour traffic. We enjoyed a nice

ocean breeze turning inland towards Escondido and the vineyards, orchards and farming area. We took two-lane roads with little traffic in the rolling hills, not realizing that we would hit a wall of heat during the day. After driving over miles of dry desert ground, the Salton Sea and Date Palm groves came out of nowhere and we found the last couple hours of the day's driving through the sand dunes brutal. So, we decided to spend the night in Yuma, Arizona, before heading on to Tucson early the next morning. There, a Yuma policeman either didn't like Norm's "California stop" or he wanted to take a closer look at our Model A. He was nice, though, and only gave him a verbal warning. The car really seems to handle the intense heat very well. Norm plans to service the car and pack the wheel bearings while we are in Tucson.

June 30th: Mile 3291 of 4441 — Today we again headed out before sunup to beat the heat. It was 108 last night, but went down to only 90. With the wind is blowing 35-40 mph, Norm had a tough time keeping the car on the road. Luckily the wind died down after about 35 miles travel down the road. We enjoyed a drive thru the Saguaro National Park and Tucson Mountain Park.

Norm packed the bearings and checked the car out at our winter place in Tucson, Arizona, and we spent four 4 days there, just resting and relaxing.

July 4th: Mile 3553 of 4441 — We went North of Tucson to stay on as many two-lane roads as possible, traveling on the Arizona Trail and Route 66 and enjoying the nice green desert. Our stops along the way included Globe, Show Low, and Holbrook. We drove across the bridge that divides the White Mountain Apache Tribe from the

San Carlos Apache Tribe, then stopped at the rest area at the bridge. When I got out of the car an elderly Apache Indian was sitting there. He said "Do you want to know how many years I have sat here waiting for you to arrive in that car?" I told him we had driven 3600 miles to get there. He loved talking about the good old days and Route 66. It brought back so many memories for him.

When we left, they followed us for 30-40 miles in their own car before finally passing. We also talked to a guy who lost his dad five weeks prior, who had worked in the Ford factory building A's. He said his dad would have been pleased to see it. They both made our day! We drove through Canyon de Chelly and enjoyed the windswept red canyon walls with adobes at the bottom of the canyon walls, then it started raining and rained all night.

July 5th: Mile 3911 of 4441 — We departed from Chinle, Arizona, at sunup with a light rain, hoping to make a long day and arrive back in Larkspur before dark. We drove thru desert areas, mountains, red rock formations, and up and over Wolf Creek Pass at elevation 10,856. Yes, it was a pretty good hike for the 1930 Model A Ford. We had light rain until noon, driving through Pagosa Springs, but had a flat tire about 100 miles from home. Luckily we had a spare, and this was our only breakdown on the entire trip. The last day of the trip was terribly long, logging 530 miles!

By final count, we had driven a total of 4441 miles. It was an unforgettable trip, the trip of a lifetime! We had the oldest car, yet only one other couple drove their car back home, everyone else had them shipped to the start and home from the finish.

