

THE 4-BANGER

VOICE OF THE NAPER A's

VOLUME 4, ISSUE 1 ★ SPRING, 2017

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



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THE ONE WHO DRIVES
WHEN HE'S BEEN DRINKING
DEPENDS ON YOU
TO DO HIS THINKING

2017 GARAGE TOUR PLANNED!

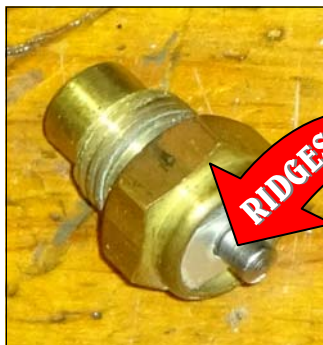
On June 24, 2017, we will meet at 8:00 AM in the Walgreens parking lot on the southwest corner of 75th Street and Janes Street (second light east of Rt. 53) and convoying to visit 4 Members' garages...

- ☐ Nick Mazarella, 6923 Redbud Lane, Woodridge, IL 60517
- ☐ Ron Olsen, 644 Douglas, Addison IL 60101
- ☐ Bill Johnson, 1N528 Seminole Lane, Winfield, IL 60190
- ☐ Alan Petrik, 633 Zaininger Avenue, Naperville, 60563.

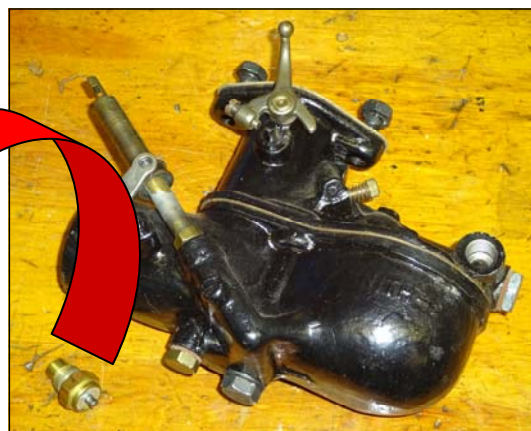


The 2017 Naper A's Garage Tour will end at Alan Petrik's place for lunch. If rain prevails, use modern cars. Each stop will take 45 minutes! More questions? Call Ron Olsen (630-833-7352).

An old float valve can develop ridges that hang up the float, keeping it from rising up



and closing. This will make your Zenith leak like a sieve. Replace it!



YOU CAN REPLACE THOSE OLD PEDAL BUSHINGS!

Why is Naper A's member Ken Jagodzinski so happy? Maybe it's because he is cutting out the worn bushings from his pedal shaft assembly. You can, too . . . after reading Ron Olsen's tech article on Page 2 of this issue!

THE PRESIDENTIAL ROADSTER IN A TYPICAL POSTURE



REPLACE THOSE OLD PEDAL BUSHINGS!

By RON OLSEN



Cutting the old pedal bushing with a hacksaw blade prior to driving it out.

Are your brake and clutch pedals loose or do they wiggle from side to side? Perhaps they don't have grease fittings or someone never put grease into the bushing area. Those pedals do a lot of work under pressure and they deserve some lubrication attention on a regular schedule. Otherwise, they will wear and can wear completely through to the pedal steel to become oval. I made a couple of slick tools to service worn bushings but there are a few tricks to replace them.

One tool punches out the two old bushings in each pedal and the other installs the new bushings without the split ends overlapping. In order to get an old bushing out with ease, it needs to be cut almost through the bronze with a hack saw blade to relieve the pressure on their diameter. Sometimes the bushing is worn through and cutting is not necessary (see picture). The punch-out tool is inserted into the bushing inside diameter and the bushing is hammered out into a upside down socket or something that will support the bottom of the pedal. Use your discretion.



Removing the old pedal bushing with our new tool.

With the old bushing out, clean the pedal inside and use a file to put a small chamfer on each end of the pedal hole to prevent shaving the new bushing & help with a lead-in. Then, file a small chamfer on bushing to help lead it into the pedal hole. The install tool has a circle groove to hold the new



Filing a lead-in chamfer on the pedal.

bushing from overlapping when you hammer it into the pedal. Visually measure the two bushing lengths and the pedal hole length, so if the bushings are installed flush with outside of pedal hole they still are apart enough to let in grease from the fitting. If not, then file a triangular hole on each bushing and line up when installing. You will need to use a separate block to finish setting the bushing to depth on the pedal end with the travel stop castings.



Installing a new pedal bushing with our other new tool.

Hand reaming the new pedal bushing...easy does it!



Bushings in, they have collapsed and will need to be hand reamed to a slip fit in the pedal shaft attached to the clutch housing. Do this by holding the pedal in a vise and adjusting the hand reamer small to begin with and then proceeding in very small increments until size is made. Go teensy-weensy adjustments. Take your time. Warning ---- at no time is the hand reamer to be put in a drill press, hand drill or ever turned counter-clockwise (backwards)! For best results use a two-handed tap wrench and not an adjustable or open end wrench. A tap wrench will give you the control you need.

— MEMBERS CAN BORROW THESE TOOLS FROM THE NAPER A'S LIBRARY OF SPECIALIZED MODEL A TOOLS —

Frostbite Tour:

April 23, 2017

By Alan Petrik

This Sunday was a beautiful and perfect day. It did start with a little frost in some towns, quite appropriate. The tour was sponsored by the area Model T Clubs and they invited the Naper A's to join in.

Representing our club was Gene & Cheryl Egert, Tom & Pam Eklund, Lindy Williams, Alan & Diane Petrik, and Steve Paul driving his "T". Over 20 cars made the journey as the sun warmed the route through various communities along the Archer Avenue/IM canal corridor. Our stops along the way included:

- St. James Cemetery.
- The site of the fire destroyed Willowbrook Ballroom (a group is planning to re-build the ballroom on this site).
- The stone historical marker for Sante Fe Speedway, which site is now a residential subdivision.
- Myths and Legends micro-brewery in Westmont, very nice beers on Sunday morning.
- Papa Passero's on Cass Avenue for a buffet lunch that was enjoyed by all for \$10.29 a person, not bad.

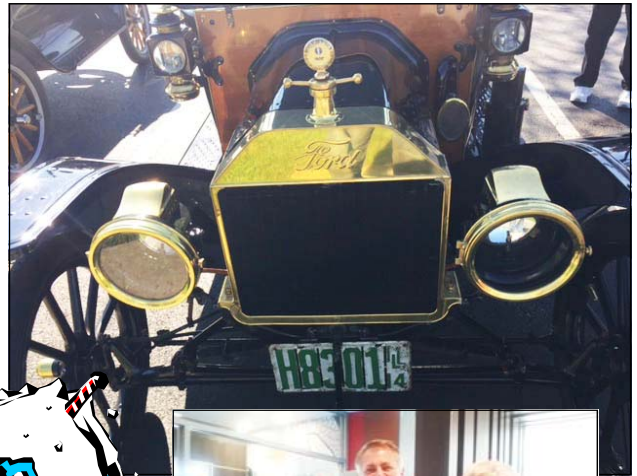
The Model T group was very friendly and inviting. The tour was well planned and the very clear and organized directions made it easy to get around as it is hard to keep such a large group of cars together considering the traffic lights involved.

As to our group, an honorable mention must go to Lindy. After the micro-brewery stop, Gene's starter was stuck engaged with his flywheel. The Key Steps taken to resolve sort of this issue:

1. Get a few guys to help,
2. Push in the clutch and put transmission in high gear,
3. Get the guys to push the car backwards,
4. Engage the clutch briefly to disengage the starter gear. These steps worked perfectly, you could hear the gear "pop" back, then the engine started normally.

Thanks to Lindy for the process reminder and Naper A's technical know-how.

All in all, the event provided a very nice start to the 2017 Naper A Driving Season, along with a side adventure!



Lindy, Tom & Gene.



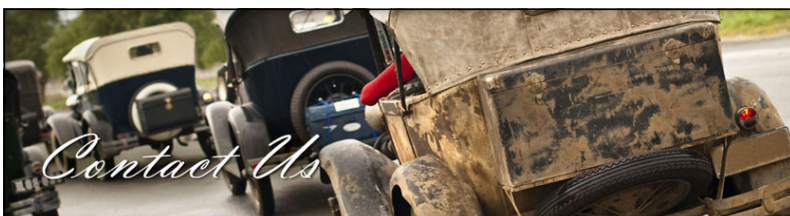
Tall "T" Hosts

Alan, Lindy & Tom.

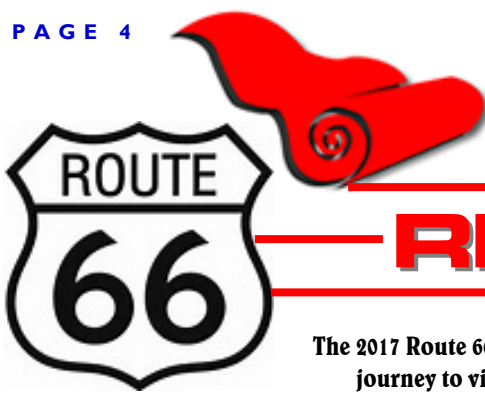


Myths & Legends
Micro-Brewery.

Santa Fe Speedway
Site Memorial.



All Naper A's Members are invited to submit their stories, photos, and tech articles for publication in the 4-Banger newsletter. Please send to the attention of Rich Volkmer, Editor, at rich.association@sbcglobal.net.



FASHION NOTE: When touring back in the day, earlier travelers in open cars usually wore caps, dusters, and goggles to survive a motoring trip. This is, of course, a far cry from the cool comfort we enjoy these days in our air-conditioned modern cars!

RED CARPET TOUR

The 2017 Route 66 "Red Carpet Tour" gathered forces at the Joliet Area Historical Museum to launch a two-day journey to visit the towns of Elwood, Wilmington, Braidwood, Godley, Braceville, Gardner, Dwight, Odell, Pontiac, Chenoa, Lexington, and Towanda along the way. The Tour Group stayed overnight in Bloomington at the Eastland Suites. Many thanks to Jerry Sund, of the Salt Creek Chapter, for organizing our participation in the event.



Downtown Naperville "Invitational" Classic Car Show

Saturday, June 17, 2017 — 9:00 AM to 12 Noon

Up to 100 cars will participate! E-mail your name and the year/make/model of your car to: Katie Wood, Executive Director, Downtown Naperville Alliance, 55 South Main Street, Suite 351, Naperville, IL 60540. Email: kwood@naperville.net, Phone: (630) 544-3372, Mobile: (630) 926-1336. For those that request them, dashboard signs will be provided if pre-registered by June 9th based upon information you provide. These will be available when you arrive on Saturday, June 17th. (No signs for those registered after June 9th). Check-in will be at the corner of Webster and Jackson and your signs will be there. Cars will again be displayed on Jackson Avenue from Eagle to (just past) Webster. The road will be closed to all automotive parking during this time. Sign up now!

Model A Fords Steal The Show At The 55th Annual World of Wheels

By JOHN EMMERING

WOW, a car enthusiast's dream come true, the World of Wheels 55th Annual Show graced the Donald E. Stephens Convention Center in Rosemont from March 3rd-5th earlier this year. Visitors were treated to displays of five different categories of automobiles, which comprised street rods, customs, trucks, "street machines", and restored cars.

This automotive event has been going strong in Chicago since 1962 and was sponsored this year by O'Reilly Auto Parts and presented by South Oak Chrysler. The show hosted "The Legend Cup" competition and winners were selected for the International Show Car Association Championship Finals covering the five vehicle categories.

A visitor could spend hours roaming the floor viewing a huge variety of Rods, Customs, and some beautifully-restored stock vehicles and almost get lost amongst the hundreds of cars. Some really interesting vendors offered nice tools, accessories and decorative items displayed for sale.

Amid the fancy Rods and Customs present at the show, the beautifully arrayed Illinois Chapter M.A.F.C.A./Illinois Region M.A.R.C. display came into view, consisting of Model "A" Ford vehicles and some interesting exhibits. A sharp yellow 1931 Model "A" Cabriolet was featured along with a wonderful display

of a pristine 1928 Tudor exhibited as "The New Ford." There were some other outstanding Model A's along with a cut-away Ford Model "A" engine display. It really was no wonder at all that our friends from the Illinois Chapter/Region won the award for the Outstanding Club Display of the 2017 World of Wheels event for the third year in a row.

If you missed the event, never fear. World of Wheels will return for the 56th Annual show in March 2018 at the same venue with more great cars and hopefully more Model "A" Fords!



Amidst these beauties, one can only say, "WOW!"



Lovely cars professionally displayed earned the Illinois Chapter/Region "Outstanding Club Display" at the 2017 World of Wheels event for the third year in a row.



2017 SAFETY CHECK

VOEGTLE'S GARAGE, WARRENVILLE ☐ MAY 13, 2017



Nine cars, one DOA. That pretty well sums up one of the most successful Safety Check events in Naper A's history. All went smoothly, with the exception that Ed Danley's timing gear stripped some teeth on the way to the event and he needed a

tow home. Here is how his car's fiber timing gear looked upon removal. In other news, Megan McMahon not only brought the delicious crumb cake, but also got her first lesson on a Model A lube job!





ASK NOEL, THE ELECTRO-DOC

Hi Noel,

Working on distributor this morning, I first tightened the nut under the points post to the ignition wire under top plate, then adjusted the points with a dial indicator & retimed to -5 degrees retard. Dwell is @ 50 with points @ .021". Decided to put on my old lubricate felt rub block from the modern setup to keep the dist cam lubed. Works well with modifications.

The copper tab @ the starter switch bolt you recommended for connecting test equipment is on my mind, could I use brass instead of copper? At work we recycle brass strips .093" thick x 3/4" wide, left after we divert water lines in new molds. Is brass good @ the starter for a jump or charging?

I haven't started testing my headlight wires yet and found some 32/2 filament bulbs as replacements in my electric storage box.

Ron Olsen

Ron,

It looks like you've made good progress! The numbers for timing, point gap, and dwell sound good.

Now is the time to measure the voltage drop with a digital voltmeter across the closed ignition points (ignition switch on & engine not running.) It should be about 0.2v or less between the movable point and the grounded point. It should read 0.4v or less between the red wire on the ignition coil and ground. This measures the voltage drop across ignition wiring and ignition switch in addition to the drop across the points. For both measurements, the ammeter should read one to three amps discharge.

As you drive the car, the distributor needs adjusting most often to compensate for wear on the rubbing block on the points (narrowing the point gap and retarding the spark) and to compensate for the increasing of the electrical resistance across the closed points (reducing the current flow through the coil.)

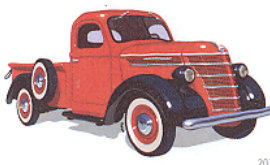
Recognize that you can run a quick, easy and effective check on these critical wear areas of your distributor by measuring the voltage between the coil's red wire & ground and verifying that the voltage is less than 0.4 (electrical resistance is ok (clean or replace points if greater than 0.4v.) After doing this, check point gap by measuring dwell or timing. If either dwell or timing is different from your earlier settings, adjust point gap on by turning threaded stationary point until dwell or timing is correct (if one is correct, the other will also be correct, providing you haven't "adjusted" the distributor cam.) The digital voltmeter costs < \$10 from harbor freight and a 6v dwell-tach can be gotten for <\$10 at a swap meet. They both can be hooked up to your Model A without touching anything else and the tests done in 5 minutes.

You can use brass. However make sure that your alligator clips bite into the brass and don't slip off.

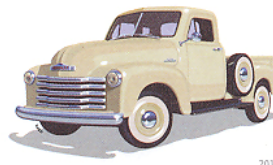
If the bulb really reads 32/2, it is very likely a 12v stop/tail light bulb and not of much use on a 6v Model A. If it is really 32/32 and has both filaments that came to a point rather than having at least one filament fan out, then you probably have a 6v Model A headlight bulb.

Noel DeLessia

1938 International Harvester D-2
FOREVER USA



1953 Chevrolet
FOREVER USA



1948 Ford F-1
FOREVER USA



1965 Ford F-100
FOREVER USA



**Now Available From the U.S. Post Office
For Truck Fans Needing 20-Cent Postage**

Jim's technical tip for May by Jim Cannon, MAFCA Technical Director



"Most carburetor problems are electrical." In other words, when your Model A starts running poorly and you think you have a carburetor problem, first look at the ignition system. How old is your condenser, how good are your points, is the point gap correct? Are all of the connections between the coil, ignition switch and distributor clean and tight? If you have a wire inside your distributor between the lower plate and the upper plate, what condition is it in? Is the ignition switch making a good connection inside? These things are as common as carburetor problems, if not more so, to cause your engine to run poorly.

MAFFI MINUTE:

Last year at Model A Day, we featured one of the four Model A's that traveled around the world in 1982. What a trip! Following the trip, Dianne Davis wrote a book about it and a DVD was compiled of the presentation that Bob and Dottie Myers made after returning. MAFFI is fortunate to have several copies of both the video and the book and they are available for a small donation on a first-come, first-served basis. If you are interested, please email me at president@maffi.org with your name and we'll go from there, but please remember, there is a limited supply. This trip was the adventure of a lifetime and it is a thrill to read and hear about it. Don't miss this opportunity!

LOUKIE SMITH, MAFFI President
president@maffi.org



TOOL CRIB UPDATE

**THE NAPER A's TOOLS & EQUIPMENT LENDING LIBRARY NOW
INCLUDES TWO PEDAL SHAFT BUSHING TOOLS CREATED BY RON
OLSEN. ASK LINDY FOR A COMPLETE LIST FOR YOUR NEXT PROJECT!**

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

Alan Petrik did a great write-up following our April 23rd participation in the Model T Club's Frostbite Tour, which you can read elsewhere in this issue, but I would like to add a personal note about my starter locking up along the way. It wouldn't disengage from the ring gear, maybe the Bendix spring is getting weak. But we managed to get around the problem easily enough by putting her in high gear and pushing the car backwards...which popped it right out and allowed the car to start up again OK. Worth recalling if you run into that particular problem yourself whilst out on the road.

We put three Naper A's cars into the Route 66 Red Carpet Tour on May 5th & 6th, driving about 130 miles to Bloomington and back for an over-nighter. Tom & Pam Eklund and Jim & Robin Weaver brought their cars, and my family's little group included myself, Cheryl, and my younger brothers, Zack & Ryan. There were three more cars from the Salt Creek Chapter for a total of six in our contingent. Many thanks to Jerry Sund, of the Salt Creek Chapter for helping organize our participation. I just love this event, it is so much fun stopping at the various little towns along the way for food, attractions, and to pick up a special city button at each stop.

On May 13th, we staged one of our best Safety Check events of all time at Voegtler's Garage in Warrenville, with nine cars making the grade and one DOA enroute to attend. Yes, Ed Danley's timing gear broke on the way and he needed a hook to get home. His fiber timing gear stripped some teeth, a real disaster to have happen if you're more than a 50-mile tow from home base. But the event went forward OK and numerous minor issues needing resolution were detected on the cars we put up on the rack, but fortunately no critical safety issues.

Looking forward, we have our regular participation in the Naperville Memorial Day Parade coming up on May 29th, wherein you have an opportunity to drive a Veteran through the parade. Stu Carstens is organizing our group, so contact him if you want to go along.

Then, the Downers Grove Cruise Night featuring Model A's and Model T's is scheduled for June 2nd. It's important to arrive early in order to park together, as they do not set aside areas for each marque.

Also, our Model A Day Tour to Sharon, Wisconsin, comes up on June 4th. We're using this opportunity to record our cumulative one-day mileage to contribute to MAFCA's 100,000 mile goal for the day. Don't forget, official participants must be MAFCA members prior to the event to maximize our club mileage for the day.

Nick recently sent out a notice for anyone interested in the Naperville Father's Day morning car show on Saturday June 17th which starts at 9 AM. Only 100 cars will be allowed to park. Everyone attending must pre-register by e-mail with



Katie Wood, Executive Director of the Downtown Naperville Alliance (kwood@naperville.net). Alan Petrik plans to attend and would welcome fellow Naper A's to join the fun.

Next up after that, Ron Olsen is planning our Garage Tour for June 24th. The Naper A's will start the tour at 8:30 with a stop at Nick Mazzarella's garage at 6923 Redbud Lane in Woodridge. We will spend 45 minutes at each garage. The second stop will be at Ron Olsen's garage at 644 Douglas Street in Addison. The third garage stop will be Bill Johnson's garage at 1N528 Seminole Lane in Winfield. The fourth and final stop will be Alan Petrik's garage at 633 Zaininger Avenue in Naperville. Alan has generously offered to provide lunch for all those who make the tour! There will be more details discussed at the June meeting and Garage Tour maps will be e-mailed out by Nick.

And the Warrenville 4th of July Parade will be launching on the evening of July 3rd. Stu is coordinating Naper A's participation, so be sure to contact him if you want to join the fun. Best of all, he has invited everyone back to a Yard Party at his house after the parade is finished

That enough to keep you busy the next month or so? I thought so...!

USED CAR DEPARTMENT



FOUND ON HEMMINGS WEBSITE: 1929 FORD MODEL A "LEATHERBACK"

Location: Wake Forest, North Carolina
Color: Black Interior: Gray Mohair
Price: \$13,400

New Cartouche interior, new whitewall tires, new radiator, rebuilt front axle, water temp gauge, fresh top, trunk carrier and trunk, sound deadening insulation. Clear North Carolina title with new VIN stickers added to body and firewall. Leatherback model, no rear quarter windows, top material is pebble grain artificial leather. Body produced by Briggs at the Highland Park Ford plant, first available in mid-May 1928.

Contact Owner At Hemmings Ad #1920409