

THE 4-BANGER

VOICE OF THE NAPER A's

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**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

THE GANGSTER MODEL A

The Hamilton brothers harrowing Model "A" ambush!

By John Emmering

Raymond and Floyd Hamilton were cautiously chugging along in a 1930 Model "A" Ford Tudor down the alley behind Harrison Street in Dallas, Texas on the night of February 4, 1935. Raymond, with his older brother Floyd sitting in the passenger seat, hoped that

he and Floyd would not be spotted by the law. The brothers had earlier that day swapped the Ford V-8 they had just used in the robbery of a bank in distant Carthage, Texas, for the Model "A" and they had hoped to sneak into Floyd's rented duplex at 2614 Harrison Street undetected. That was not to be.



As a former member of the Barrow gang, younger brother Raymond had developed a real penchant for the speedy Ford V-8's while running with Bonnie and Clyde. He knew that the police would be watching for a V-8 rather than an older Model "A" Ford. Raymond was the most wanted man in Texas at that time and he had led his older brother Floyd into a life of crime.

Continued on Page 3...

OUT WITH THE OLD, IN WITH THE NEW!



President Gene Egert pulled the tired engine on his 1930 Tudor at home on December 16th with a little help from his Naper A's friends, including Steve Paul (right). A newly-rebuilt mill is in place and running well!

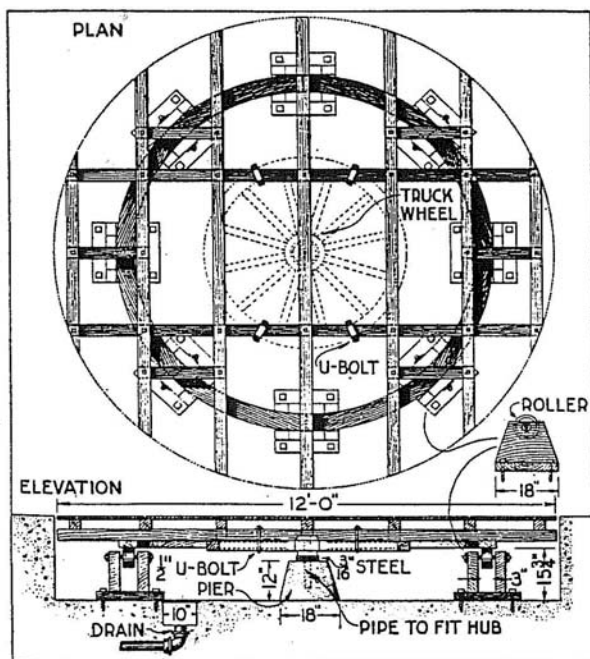
THE PRESIDENTIAL ROADSTER IN A TYPICAL POSTURE



HOW TO BUILD A GARAGE TURNTABLE

THE advantages of a turntable, especially for the small garage where space is quite limited, are apparent to many automobile owners, but the expense of installing one is usually considered prohibitive. Under these circumstances, the turntable shown in the illustration was designed, and proved comparatively easy to build and thoroughly satisfactory. The turntable was designed to be housed in the garage, and was built in a pit provided in the concrete floor. It may also be built in the open, or protected by a roof. Such a turntable in the garage is very convenient in washing the car, in making repairs, and in taking down the various parts, especially if used in connection with suitable overhead rigging for differential, or other heavy-duty pulleys and tackle.

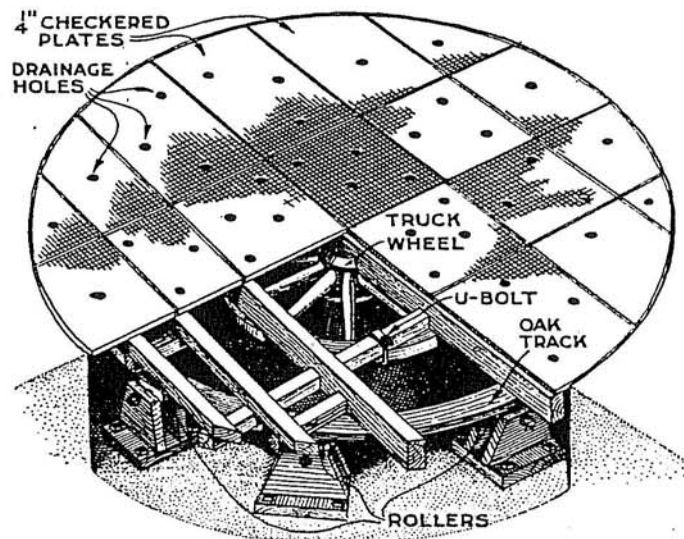
The details of construction are shown in the plan and elevation views.



This Turntable for the Small Garage was Designed to be Built at a Minimum Cost, and Yet Provide a Substantial Construction

The general arrangement of the parts is shown in the sectional perspective view. The floor pit is built of concrete, 2 ft. deep and 12 ft. in diameter. It is fitted with a drainage pipe and

outlet. A heavy truck wheel provides a center bearing, and is mounted over a pipe, imbedded in a concrete base.



The Framework is Built of Heavy Timber and the Turntable is Carried on Rollers, Bearing against a Wooden Track

Steel washers, $\frac{3}{16}$ in. thick, are set between the foundation and wheel, as bearings. The framework supported on the truck wheel is built up largely of 4 by 4-in. timber, with three 4 by 8-in. pieces, arranged as shown in the plan and bolted at the joints. U-bolts of $\frac{1}{2}$ -in. round iron, with clamping plates, fasten the main frame to the truck wheel. An oak track of $1\frac{1}{2}$ by 6-in. timber extends around the lower edge of the framework. The curve for this track is struck with a radius of 4 ft. 6 in. for the inner edge, and the segments are one-eighth of the circumference in length, approximately 4 ft. 8 in., allowing for trimming. This track bears on eight roller bearings, mounted on supports, as shown in the sketch, and detailed in the elevation. The rollers are 3 in. thick and 6 in. in diameter, of cast iron, and mounted on steel shafts, $\frac{11}{16}$ in. in diameter, with cotter pins at the ends. The wooden supports are of 3-in. stock, and carry $\frac{3}{4}$ -in. pipe for bushings. The supports are bolted into the concrete.

The framework of the turntable, as originally designed and built, was covered with $\frac{1}{4}$ -in. checkered-surface plates of sheet iron.

GANGSTER MODEL A:

Continued from Page 1...

Floyd stepped out of the Model "A" Tudor. Cautiously approaching the rear entrance to his duplex, he knocked on a window to see if there was a reaction within. When he heard the sound of men's feet moving inside he called out to Raymond, "It's a trap!" Dallas police had, in fact, staked out Floyd's duplex and were waiting inside for the pair to return. Within seconds, a volley of intense police gunshots issued from a window in the duplex, striking the Model "A" and smashing the windshield. Raymond quickly exited their Model "A" unhurt, using it for cover. He and Floyd quickly took off on foot in opposite directions. As fate would have it, the two brothers, who had been so close, would never see each other again.

Jumping into a Dallas Gas Company truck parked nearby, Raymond drove off to make his escape, while Floyd made his way to a bus depot and safely caught the bus to Shreveport, Louisiana. There, an alert police officer spotted Floyd the next day and took him into custody. Raymond avoided immediate capture and soon joined his friend, fellow Bonnie & Clyde associate Ralph Fuels in a two-month crime spree that extended throughout the south. Raymond stayed on the run until his April 5, 1935, capture by police in a Dallas train yard and was executed by the state of Texas on May 10th of that year as a "habitual criminal." He had been a prison escapee, and a guard had been killed in that escape by one of the other escapees. Then and now, the law in Texas had no sense of humor about gangsters like him who got involved in deaths of fellow police officers.

Unfortunately, witnesses to the Hamiltons' Carthage Bank robbery were unable to identify Floyd as one of the robbers, so authorities were only able to convict him of a Federal charge of aiding and abetting his

brother Raymond and the Barrows. He then returned to crime after his release from a year-long sentence served in Leavenworth prison that had been imposed upon him. Once again he was apprehended after series of robberies and auto thefts, but this time he

Raymond (left) greeted brother Floyd in an earlier jail visit that had been allowed.



pulled hard time, serving a long hitch in Alcatraz Prison for bank robbery. Finally, Floyd turned over a new leaf after his release from Alcatraz and doing a stint in Texas state custody in 1958, and ultimately became a good citizen. Although over twenty years had passed, he no doubt never forgot that harrowing Model "A" ambush on the streets of Dallas back in 1935.



HAMILTON BROTHERS ELUDE FEDERAL OFFICERS — Raymond and Floyd Hamilton were using this 1930 Model A Tudor at the time of the ambush.



Model A Mechanics Sheet

COURTESY OF MODELABASICS.COM & THE UTAH VALLEY MODEL A CLUB

MODEL "A" MECHANIC'S SHEET

Customer's Name		Address		Speedometer Reading		Motor No.		Date		
G	F	R	Description Operation	G	F	R	Description Operation	G	F	R
			EVERY 500 MILES				EVERY 2,000 MILES			
			SPARK PLUGS-Clean				Remove floor board, lubricate clutch bearing			
			Set Gap .035							
			DISTRIBUTOR-Hone Points							
			Set Point Gap .018 to .022				EVERY 5,000 MILES			
			Set Rotor Gap .025				FRONT SYSTEM --Remove hubs			
			Oil Shaft				Clean hubs and bearings			
			Vaseline cam				Examine bearings			
			CHECK TIMING Reset if necessary				" brake drums			
			SEDIMENT BULB-Drain				" spindle bearings			
			" Clean Fuel Screen				" brake shoes			
			CARBURETOR-Clean Fuel Strainer				STEERING GEAR Tighten pitman arm clamp bolt			
			Check Idle--Adjust				Tighten steering box to frame			
			RADIATOR HOSE-Tighten				Adjust steering sector shaft			
			" Condition top				TRANSMISSION -Drain and flush			
			" " side				Inspect gears			
			" " lower				1 pint new lubricant *(600w oil)			
			WATER PUMP Condition packing				Grease thrust bearing and adj.			
			Grease & Tighten if necessary				HORN Sand commutator, clean grooves w/toothpick			
			STARTER-Tighten J studs				Oil and adjust			
			MOTOR cylinder to cylinder with in 5 psi				REAR AXLE -Test for wear			
			Compression No.1 65 psi.				Drain and flush			
			" No.2				Renew lubricant, 21 oz. *(600w oil)			
			" No.3				Tighten all housing studs			
			" No.4				Brakes-General inspection			
			CRANK CASE OIL 5W-40				Adjust if necessary			
			Drain and Change (4 1/2 qt) 5qt if pan was removed				SHOCK ABSORBER --Check glycerih			
			HORN Adjust, clean and oil				Quality and quantity			
			BATTERY-Add distilled water				SPEEDOMETER Lubricate flexible shaft			
			G--Fully charged 1225 to 1300 Gravity Cell No.1				CLEAN OIL PUMP SCREEN			
			F--Fair 1150 to 1225				GAS TANK -Clean filter screen			
			P--Low 1150 and under				NOTE-Always use special lubricant in steering gear case. *(600w oil)			
			Clean off any corrosion							
			Wipe battery with a rag and ammonia							
			Tighten cable connections							
			Cover the terminals with Vaseline							
			Tighten battery in carrier							
			G--Good, F--Fair, R--Replaced/Repaired							
			*(600w oil) Can be purchased from your favorite Model A vender.							



G--Good, F--Fair, R--Replaced/Repaired
*(600w oil) Can be purchased from your favorite Model A vender.

If doing a 1st start after setting for a long period of time, remove oil pan and valve cover to clean out sludge.

If you are not a Model A guru, like some members in the club, you like to have ready references to reassure yourself that you are doing things correctly. Here is a handy maintenance checklist from Model A basics.com that can keep you on track.

Naper A's Newcomer Kits

By Lindy Williams & Rich Volkmer



We decided that the best way to make new Naper A's members feel welcome and provide them with basic club information would be to build a package of most-often-needed information and tuck it into a folder that they could keep to use for ready reference.

So, we bought some pocket folders and made up big labels for the cover, saying "Welcome To The Naper A's!" Smaller labels are posted inside on the front pocket, to identify our President, Vice President, Secretary, and Treasurer. Into the left pocket, we tucked a back issue of *The Restorer* magazine, using a supply provided by MAFCA, and an Application Form to join MAFCA.

In the right pocket, we included a Naper A's Welcome Letter, an inventory sheet of available club Tools, Books, & Videos, Minutes of our most recent meeting, the current Naper A's Membership Roster, a copy of our local *4-Banger* newsletter, and a notice for our next meeting. At this writing, ten such Newcomer packets have been prepared and are being distributed.

INSTALLING SEATBELTS

Everyone agrees that seatbelts are a good idea for Model A's. But if you do a search, the ideas for installing them vary a lot... some being a little scary. Our search rounded up six or seven articles and assorted internet videos, but none of them pertained to our car, a 1929 60B Briggs-bodied Fordor "Leatherback." There is more information available for Coupes, Tudors, even a Victoria.

A couple articles featured elaborate bracketry schemes and direct-to-the-frame mounting plans. Such installations are not really a good idea - I reasoned - because in a horrendous crash, the body of your car can separate from the frame. The objective is to stay within the body if your doors pop open, and to avoid striking the windshield. For that, you need to find body attachment points on a stout body crossmember. You don't really want to be attached to the frame.

The best plan for our car resulted from visiting Model A friend Russ Knaack down in Joliet, who just installed seatbelts in his '29 Briggs-bodied 60C "Steelback." His back seat mounting points were perfect, but the front seat plan wouldn't work for us because his 60C Model A came with an adjustable front seat. Ours is rigidly attached to the "B" pillar. Many trips under our car and back up topside revealed a stout body timber just underneath that seat, which would yield perfect attachment points.

The seatbelts we purchased came from www.seatbeltsplus.com for \$86.60 total, including mounting hardware and shipping for four sets. We ordered 60" brown belts for the back seat, and longer 74" belts for the front. Consider your tummy size when ordering for enough belt length to pass up between the cushions from your mounting points!

Several weeks of research and planning boiled down to just one day of drilling holes and bolting in the belts. That said, we did make an extra trip to Ace Hardware for some longer Grade 8 bolts to penetrate the thick wooden body crossmembers.



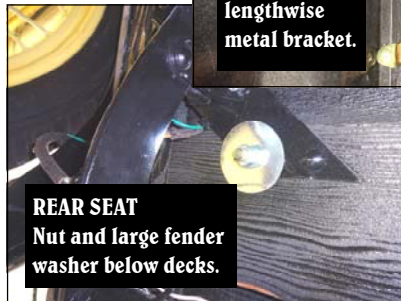
FRONT SEAT
We used the provided huge fender washers on the back side to spread the load. Some installers make up a lengthwise metal bracket.



MEASURE TWICE, DRILL ONCE DEPT.



REAR SEAT
Nut and large fender washer below decks.



REAR SEAT
Another body timber lies beneath at the back of the car, perfect for four attachment points.



Winter Parts Swap

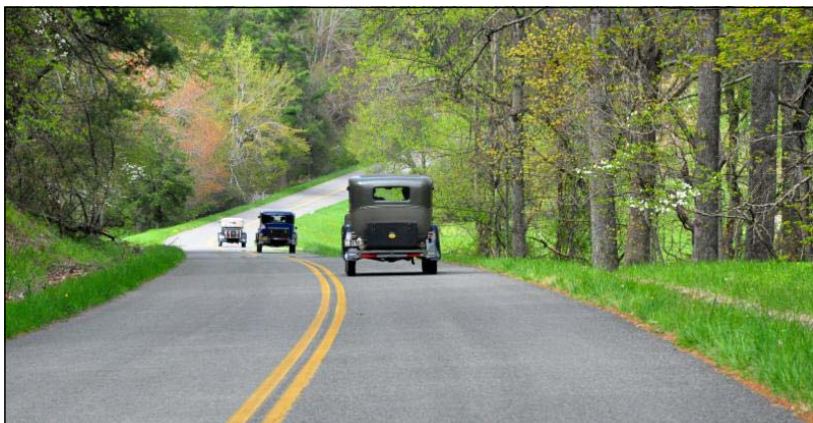
FRIENDLY FORD, ROSELLE ☐ MARCH 18, 2018



EARLY SPRING TOUR

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Sunday, March 25, 2018



We will be touring to the Private Museum and Car Collection of Randy Yockey, Co-owner of Friendly Ford in Roselle (where we attend the Spring Swap Meet every year). Plans are to meet at 10:30 AM at the McDonald's Restaurant 89 W. North Avenue, West Chicago (Located at the Northeast Corner of Route 64 & Route 59).

At 11:00 AM, we will proceed 12 miles west in a caravan and visit Randy's museum, which is located at 6N228 Far View Court in St. Charles, Illinois. The group itinerary includes taking Route 64 (North Avenue) west 10 miles, turning right onto Burlington Road, and then turning left onto Far View Court.

Please R.S.V.P. your attendance & tour participation to John Emmering

Shoeboxford.john@gmail.com

Or call him at 630-213-9944 to leave a message!

"Methods of Aligning the FORD Model A Front Axle & Use & Information on the 'Brake Dokter' Tool" by Dan Manola

**2018 Membership Meet Granville, Ohio
Cherry Valley Lodge**



AUTO PANTRY BOX ON REAR LUGGAGE CARRIER

Intended as a convenient means of carrying food and provisions on auto trips, a pantry box has been made which is fastened on the rear luggage carrier. The box, a foot deep at the base and 28 inches high, has a curved felt-padded back which fits snugly to the back of the car. The front of the closet is equipped with a hinged brace and drops down, forming a table for four. Of the 13 compartments for supplies and kitchen utensils, four have specially in-



In the Illustration to the Left, the Pantry Box is Shown Open for Lunch-con. On the Right, the Box is being Taken Off at the End of a Trip. Note the Padded Back

RED CARPET TOUR

**12th Annual Red Carpet
Corridor Festival May 5-6
On Historic Route 66 2018!**

Salt Creek Chapter departs from the bank at 8:00 AM, Joliet Region depart from Joliet Area Historical Museum, 205 N. Ottawa St. at 9:30 AM

Visit these towns along the way:

Joliet, Dwight, Elwood, Odell, Wilmington, Pontiac, Braidwood, Chenoa, Godley, Lexington, Braceville, Towanda, and Gardner. We will be staying Saturday night in Bloomington, IL, at the Eastland Suites. Make your room reservations no later than April 13th call (309) 662-0000 and reference Group Code 2695 or the Model A Club. The rate will be \$95.00 + 12% tax of 11.40 = \$106.40 for either a single queen bed room or two double beds room and \$115.00 + 12% tax of 13.80 = \$128.80 for a studio king suite or a one bedroom king suite.



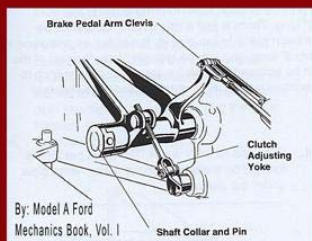
Jim's technical tip for March, 2018
by Jim Cannon, MAFCA Technical Director

Clutch Pedal "Free Play"

You don't want to drive your car without any free movement or play in the clutch pedal before it starts to disengage the clutch. The clutch pedal must have at least 1" free movement or play at all times. As the clutch facings wear, this play gradually becomes less, and, if not adjusted back out, will result in clutch slippage and a burned out clutch.

The free play is adjusted by removing the clevis pin on the clutch actuating arm, below the clutch pedal. Screw the clevis rod out to increase pedal movement, to compensate for wear. Replace clevis pin and cotter pin.

Make checking the clutch pedal clearance and adjustment (when needed) a part of your routine maintenance checklist, and Have a Model A Day!



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

Greetings to my fellow Model A'ers! We're starting into Spring with some better weather these days, so hopefully everybody's getting their cars adjusted properly and tuned up for a fresh driving season. We have a quite a few of events scheduled that are coming up soon, more about that below.

There is a small group of members who have been helping Larry Benischek cure his serious Model A noise problems on several occasions, including Dan Manola, Lindy Williams, Jim Weaver, Alan Petrik, Ron Olsen, and myself. The work started with opening the inspection hole to check the throw-out bearing, then removing the transmission and driveline and rebuilding the bellhousing assembly with new pedal shaft bearings. The transmission was opened up and cleaned in good shape, and a new U-joint was installed. When removing the torque tube, the real source of trouble was revealed, with 1/4" of forward-backward play going on in the differential. The ring and pinion were bad, so Larry replaced them with new parts and installed used axles in great shape to complete the repairs. While in that neighborhood, the rear brakes were rebuilt and new rods installed. We all hope to see him back on the road this summer with all these proper repairs accomplished.



ALAN'S GARAGE CREW AT WORK

Gordon Coleman, Gar Williams, Nick Mazzarella, and myself helped out that day, and after about three hours of toil were rewarded with a delicious chili lunch that was prepared by Alan's wife, Diane. Alan had already installed a fresh set of shock absorbers on the car from Bratton's Antique Auto Parts.

Ido believe we got all the minor bugs worked out of this newly-acquired vehicle, so it should be a real roadworthy driver. It's a pretty car, an older restoration recently obtained from a gentleman in Naperville who never belonged to our club. Apparently no one knew that the car even existed — right under our noses — until Alan noticed it listed in Hemmings.

On another House Call, we visited Alan Petrik's home on March 9th to go over of his new '29 Tudor's steering, give it a tuneup, and set the timing. Lindy Williams, Jim Weaver,

Imyself have disassembled my old engine discovering that all the Babbitt bearings seem to be intact. It looks like I'll need to bore out the cylinders and then get new pistons and rings, re-grind the valve seats and valve faces, and then start reassembling the whole thing to have a standby motor. Hey, everybody needs a spare, and not necessarily just a tire . . .

Tom Eklund and Pam and Cheryl and I will departing for the Route 66 tour to Bloomington overnight on May 5th and 6th, anyone else is welcome to join us, but please make arrangements for your hotel and let us know. Our Christmas dinner destination has been voted upon and it was decided to return to the Bohemian Crystal on Sunday, December 2nd. The club is buying a memorial brick at the Ford Museum in Hickory Corners, Michigan, to be installed by Model A Day.

Finally, I must call your attention to an Early Spring Tour planned for Sunday, March 25, 2018, to Randy Yockey's Private Museum and the MARC Membership Meet on April 12-15, 2018, in Granville, Ohio, featuring a Seminar conducted by our own Dan Manola on "Methods of Aligning the Ford Model A Front Axle and Use Information On The Brake Dokter Tool."

USED CAR DEPARTMENT



FOUND ON HEMMINGS WEBSITE:

**1930 FORD
MODEL AA
ROADSTER
PICKUP**

Location: Essex, Connecticut

Color: Red Interior: Black

Price: \$26,000

*Fresh service truck restoration,
new steel body with dual side
mount spares & fresh interior.*

**Contact Owner Bill At
860-304-0126**