

THE 4-BANGER

VOICE OF THE NAPER A's

VOLUME 6, ISSUE 1 ★ SPRING, 2019
 BEGINNING OUR 6TH YEAR OF PUBLICATION

**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**

Winter Tech Session

GAR'S GARAGE □ FEBRUARY 23, 2019 □ NAPERVILLE, ILLINOIS



Dan Manola delivered a masterful presentation on "front end" alignment and steering issues at our Winter Tech Session, hosted at Gar Williams' garage in Aero Estates in Naperville this February 23rd. Dan began by explaining such fundamental engineering concepts as caster, camber, toe-in, and kingpin inclination as they were applied by Ford Motor Company to build the Model A Ford.



Photos
 By
 Kay
 &
 Rich



The coffee & donuts crowd, awaiting Danny's presentation

He noted during the program that after some 90 years of service, many Model A's have endured rough road conditions and accidents resulting in grievous front end alignment issues that must be corrected for optimal steering, handling, and vehicle safety, as well as acceptable tire wear. In the context of a total restoration project, he felt it most advisable to correct any front axle twisting, bending, or other distortions through use of a hydraulic press while the unit was out of the car and accessible to making corrections. He stressed that this process must always be done cold, to retain the original tempering of the forged axle, but never with the application of heat.

THE PRESIDENTIAL ROADSTER IN ITS USUAL POSTURE



DARN OIL LEAKS!

By RON OLSEN

In the winter of 2017-18, I rebuilt my 1931 Tudor steering column. Parts were ordered, including a new worm gear & sector, gaskets, bearings and races. I bored the sector housing at work for the modern sector seal. Dan Manola pressed off my old worm gear and pressed on a new worm. All went well with assembly. I Permatexed the two top sector bolts and two bolts at the horn switch plate which go through to the oil and could leak.



Clamped on the bench, adjusting the sector into the worm gear is a trial and error process, is not so easy and requires patience. The pitman put on the sector end will have no play, forward, backward or in and out and the steering wheel will have no tight spots on rotation. Oil leakage tested negative when propped up on 45 degrees.

Installation went well at the end of March but it soon developed an oil leak. Seemed like it was from one of the top sector bolts. Being close to driving season I decided to keep topping off the box with 600W until the next November. The leak wasn't bad, but annoying. I wanted to fill it up close to the top but the oil leaked out the slot in the back of the housing, more leakage.

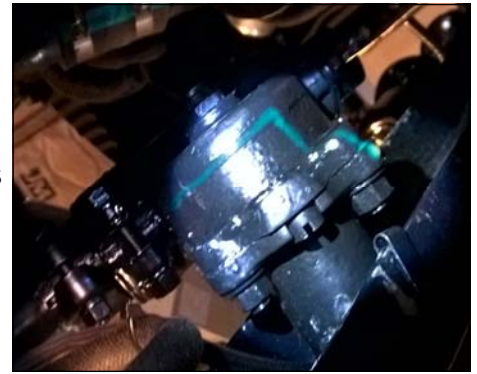
November of 2018 finally rolled around, so I pulled the column out through the bottom frame. I remembered the steering shaft had quite a bit of run-out so the column tube was removed and the run-out



measured about 1/2" total. At work, the worm was clamped in a vise with soft jaws and shaft bent until the run-out measured only about .030" total.

I repeated the Permatexing and replaced the big cork gasket, filling the back slot with Permatex as well. Finally, I readjusted everything and checked for leaks.

Everything was put back into the car with the steering wheel and horn rod, and all bolts and the clamp were tightened. But when I rotated the steering wheel, it was tight almost from left to right. What could have happened? On the table, it had been just fine. I thought it over for some time and considered whether there might be some binding when it got all bolted in. I loosened all the bolts and the clamp at the bottom of the column tube. Now, the steering wheel turned great. So, I re-bolted one point at a time, starting at the frame then moving to the upper column clamp inside the car, and ending up with the clamp at the bottom of the column tube. The binding problem was gone, so now the project is finished and I'm very happy. My Les Andrews book also has lots of added notes.



Tech Tip: While My Oil Gently Drains

By Jim Cannon, MAFA Technical Director



When changing your engine oil, I suggest adding these items to your routine while waiting for the old oil to drain out:

- Check the ignition point gap with a 0.020" feeler gauge. Adjust if required. Look at the points to make sure they still look good (not pitted or burnt).
- Wipe off the ignition cam with a rag. Now put a small dab of fresh cam grease on 2 of the lobes of the ignition cam.
- Put a drop or two of light oil in the little oiler on the side of the distributor. If you have the cam screw with the hole drilled in it, put a drop or two in there, too.
- Put a couple of drops of engine oil in each hole on top of the throttle assembly that is bolted to the back of the engine.
- Check the fan belt for tension.

That's it! In the time it takes for your oil to all drain out, you have taken care of several little routine maintenance items on your "A" that will help keep it running well and avoid problems on the road.



"Chumbalone" -- Noun, pronounced: "chum'-buh-loan" -- A term originated in Chicago to characterize a person who is easily tricked into doing something directly against his or her own self-interest. Synonyms: chump, dupe, stooge, imbecile, sucker, idiot, hick, hayseed, moron, roundhead, dipshit, ignoramus, dumb-ass. Antonyms: urban street-wise dude, intelligent voter, cognoscenti.

This column is dedicated to celebrating the dumb things we all do from time to time without thinking...or, even worse, sometimes even with thinking. We encourage "fessing-up" with your own story, in the interest of helping others avoid the pitfall you fell into.

ALL CONTRIBUTORS SHALL REMAIN ANONYMOUS TO PROTECT THE GUILTY, so don't be shy.

WHEN THINGS GO SOUTH, THEY GO ALL THE WAY . . .

Back in the late '60s, there was a college student but still a gearhead and a diehard Ford guy who regularly drove his Model A Ford to school. During that time, one of his professors inherited a nice old dark blue '53 Ford sedan. It would start, but it looked better than it ran.

It all sounded simple enough. Gearhead + tuneup = drivable old V8 Ford. Also maybe a good grade in the old prof's class.

So one Saturday, following a short trip to the auto parts store for plugs and points, the hood came up and the wrenches came out, with expectations of the old flathead to start humming in an hour or two.

The points and condenser went into the distributor just fine. Ditto the new ignition wires. Then

came pulling the old spark plugs and gapping the new ones...expecting to button up the whole project for a late afternoon cruise. The only problem was that the plugs had apparently been in there since 1953. Seven of them did eventually twist their way out. Number eight, however, gave up the ghost and broke off flush. It was thoroughly corroded and had fused to the head. Yes, it was an awe-s**t moment.

Now the project ramped up to pulling the cylinder head, removing the broken plug, & re-installing the head with a fresh gasket. This process effectively postponed the little victory ride for another week. But at least the old girl eventually ended up purring like a kitten, and she went on to provide a few more years of transportation without further tune-ups..

The moral of this story is twofold:
1. Never tell yourself, "Oh, tuning up an old flathead Ford is easy!" and 2. always pre-soak your old corroded spark plugs with penetrating oil.

With this issue, the Naper A's *4-Banger* begins its sixth year of publication! So, perhaps it's time we took stock and looked ahead to the future.

All in all, this has been a fun project for those who became involved . . . including, of course, myself. Lots of members have pitched in with story and photo contributions, sharing ownership of our little quarterly publication along the way. To them, I must express my personal appreciation, combined with high hopes for their continued participation. When we first discussed starting up the club newsletter, I suggested that it could only succeed if the entire club took part and pitched in. So far, that plan has worked out pretty well, but our baby does need continuous feeding, so we still need your help & support going forward.

During my working years in advertising and publications, many similar newsletters have passed through my hands, largely created for clients and designed to suit their communications needs. Such periodicals were always enjoyable as projects, but were never produced "just for the hell of it." They existed to project someone else's messages and to help one make a living.

The 4-Banger is different. For me, it combines 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 has also opened up opportunities to make interesting new friends, both within our club and beyond, to the larger Model A community out there.

Looking forward, more remains to be done as we forge ahead with our regular quarterly rhythms of the *4-Banger* publication cycle. If you attend events of interest to our club, please take pictures and e-mail them to me with caption information and a write-up. Like Joe Friday used to say, it doesn't have to be fancy, "Just the facts, 'Mam."

WHO? WHAT? WHERE? WHEN? and WHY?

- Car Shows and Swap Me
- 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

Hey, we're on a roll . . . Let's keep it going!

THE
4-BANGER
VOICE OF THE NAPER A'S

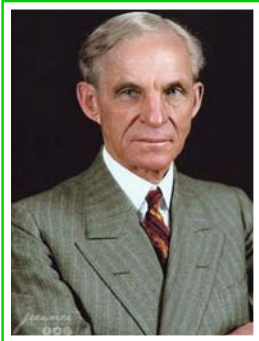
**Editor's
Corner**

By Rich Volkmer



HENRY FORD

DEVOTED SON OF IRELAND
VALUED HIS IRISH ROOTS



HENRY FORD



WILLIAM FORD



IRELAND

By John Emmering



Visitors passing through the town of Ballinascorthy, in west County Cork, Ireland, may well be startled to see a life-size replica of a Model "T" Ford car displayed prominently on the town's main thoroughfare . . . as a memorial honoring American Industrialist Henry Ford. It shouldn't be too surprising, because Henry Ford's family emigrated from this area, and Ireland had always retained a special place in Henry Ford's heart. In fact, Ford's attachment to his ancestral home was not merely sentimental, as he went on to make large economic contributions to the area.

Leaving Somerset, England, in the 1700's Henry Ford's ancestor, Thomas Ford, and his family were sent to Ireland to farm part of the estate granted by the British Crown to a nobleman, William Bena Jones, in Ballinascorthy. Ireland was at that time subjected to British rule and England strongly established a presence in the country. The Ford family worked 44 acres of land at first, expanding later to 200 acres. Living in a small cottage on the grounds of the estate, the Ford family continued in this mode of life for a century.

The potato famine struck Ireland in the mid-1800's putting an end to this arrangement. The land had become unproductive, so the Ford family was dismissed from their tenant farm. As a result, in 1847, Henry Ford's grandparents, John & Thomasina Ford, along with their children (including their son William, age 21, who would become Henry Ford's father) decided to

immigrate to the United States. They planned to join William's three brothers, who were already living in Dearborn, Michigan.

Booking passage on a steam liner to Canada, the Ford family crossed over the Atlantic. Tragically, Henry's grandmother, Thomasina Ford, died during the passage. The Fords continued on to Dearborn from Canada and were able to purchase 80 acres of land for a farm in 1848. William Ford married Mary Litogot, and son Henry Ford was born in 1863. Henry Ford grew up hearing tales about Ireland from his kin and no doubt developed a somewhat idealized picture of life on the Emerald Isle.

Achieving enormous financial success producing automobiles in America, Henry Ford along with his wife, Clara, and son, Edsel, set out to visit Ireland and see first-hand the land of his forefathers. Visiting the small empty tenant cottage where his father had been born, Henry made an offer to buy the house and 30 acres where it sat. The owner, encouraged by the local parish priest to hold out on the price, asked too much so Henry abandoned his plan to purchase the site. The trip to Ireland gave Henry Ford a lasting impression of the poverty that was present there and sparked his personal ambition to "start Ireland along on the road to industry," which would take much perseverance and a large financial investment on his part.

He developed a burning desire to establish a Ford factory in Cork, Ireland, and contacted the head of the Ford organization in Britain, Percival Perry. Mr. Ford suggested Cork as the site of a possible new factory. Perry was against the idea, but years later fate took a turn in Henry's favor.

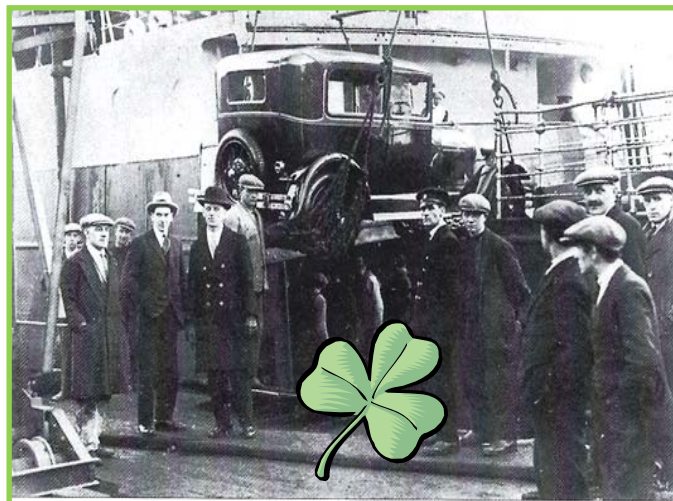
When World War I broke out in 1914, the British Government saw a need for tractors to help its farmers increase domestic food production for the war effort. Impressed with the Fordson tractor as its best option, it authorized the construction of a Ford plant in Cork, under the banner of the Ford & Son Company, a separate entity from the Ford Motor Company.

Clearing the site of a large horse race track, construction began on the Cork Ford plant on what was known as the Marina site. Construction took longer than had been expected. Ironically the first Fordson tractors had to be imported from the U.S.A after they were produced at the Rouge plant. The first tractor rolled off the line of the Cork plant July 3, 1919, but trouble soon followed. First, there was an economic downturn after World War I, and then the Irish War of Independence began. When Ireland finally won independence, a large 22.22% tariff was placed on vehicles delivered to England, thus driving up costs and harming the Ford business plan.

It seems out of sheer loyalty to the cause of helping to industrialize Ireland that Henry Ford kept the Cork plant running in the face of so many setbacks. The plant weathered the storm as a result of Henry Ford's philanthropy and by 1922 15% of Cork's residents were employed by

Ford. Workers received five pounds a week at a time when 30% of the population lived on only one pound weekly. The Ford plant was a great boon to Cork's economy. By 1930, the plant employed 7,000 people, making it the largest foreign Ford employer and the second largest employer in Ireland.

The products of the Cork plant changed over time. With a downturn in tractor sales in 1922, the plant began producing Model "T" parts for Ford's factory in Manchester, England. Later, Model "A" parts also began production for export. The last Model "T" ever made was assembled at the Cork plant in December of 1927.



Beginning in 1928, Model "A" Fords were shipped in from the Manchester, England, assembly plant to the Cork factory without engines. Because Ireland had a car tax based on rated engine capacity, it was more economical to produce smaller-bore Model "A" engines at the Cork plant and then install them in cars intended for sale in Ireland. The 40 hp engine was rated 24hp under the British system. The small Model "AF" engines produced in Cork were rated at 14.9 hp using the British system. Cork exported these smaller-bore Model "A" engines to other similar markets where engine

capacity was taxed in this manner. Tractor production resumed in 1929, and the plant became the sole producer of Fordson Tractors until 1932, when tractor production again ceased due to economic conditions.

With high export tariffs that other European countries charged, the Cork Ford plant turned to assembling Ford cars for sale in the domestic Irish market. This proved to be a winning solution and the Cork plant continued on with relative stability for the next fifty years along these lines.

The 25,000th Ford vehicle was produced by the plant in 1938. The Irish public showed their loyalty through their car buying habits as

more than 50% of the cars sold in Ireland were Fords. The Model "AB", Model "Y", English Ford Prefect, Escort, Cortina and Sierra were made in great numbers in Cork. The plant continued through many stages . . . having employed 20,000 during its 67-year run. Ford Motor company was sadly forced to close the plant during a deep recession in 1984. New rules from the European

Economic Community also caused difficulties leading to the closure.

Henry Ford truly did accomplish his goal of setting Ireland on the road to industrialization through his investment in Cork, Ireland. With establishing and maintaining the County Cork Ford plant for many years, he created a true bond with his ancestral home, thereby improving the lives of many people in the Cork region. Although harsh conditions had forced his father's family to leave Ireland, Henry Ford returned to become a great asset to his family's former community.

35th Annual Winter Parts Swap

Admission: \$5 per-person

Sunday, March 17th, 2019 From 7:00am 'til 1pm


Tommy's Deli Open for Coffee, Donuts & Lunch

Plenty of Free Parking

Friendly Ford, Roselle IL 60172
333 E. Irving Park Rd. between Roselle & Medinah Rd. Just South of 390 Expy.

TOMMY'S Deli and Food Emporium

All Makes and All Models



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Call Mark Maron 847-302-7900 markmaron@gmail.com for information/Larry Rust for Reservations 847-404-9233 larust@msn.com



Tragic Pennsylvania Barn Collapse

MAFFI NEWS MINUTE




Model A Day Is Coming Up September 21-22, 2019

It is not too early to make hotel reservations at the Four Points Sheraton, which is now a part of the Marriott Corporate group. There have been some changes but nothing that affects our bookings. The block of rooms is open for making reservations for Model A Day 2019! This years' room rate is \$108.00 per night and does include their buffet breakfast. Also the Wednesday evening complimentary Brew and BBQ is also being offered. For Reservations use this: [Direct Booking Link](#)



Naper A's December 2018 Christmas Dinner

BOHEMIAN CRYSTAL RESTAURANT □ WESTMONT, ILLINOIS □ DECEMBER 2, 2018



The Naper A's Christmas Dinner enjoyed its usual festive camaraderie on December 2nd, with a sumptuous feast of roast beef, two kinds of pork, and veal with all the potatoes, gravy, dumplings, and trimmings enjoyed by all. Some thirty members and guests spent a very enjoyable evening over the excellent food and copious beverages. Jerry Davis donated roses for the Ladies, Ron Olson ran another one of his inventive car games, and Alan Petrik and Cheryl Egert contributed some memorable door prizes. Lindy gave a report on members' yearly mileages and the top three drivers were recognized. All in all, the event again capped a busy, productive year! As in the past, President Gene Egert officiated as our jovial MC for the evening.



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

Yes, it has been a tough Winter, my fellow Model A'ers! But now we're looking at Spring hiding just around the corner . . . with its promise of better driving weather, so I do hope that everyone is getting their cars ready for a fresh driving season! We have a quite a few of events scheduled for that purpose, so stay tuned to this station. I take it everyone is healthy and doing well. The weather has been quite cold and wet lately but we're making the best of it. Ideally, everyone has all their car projects under way at this point . . . or at least a list prepared for what still needs doing. Our Tech Session on January 19th was cancelled due to snow, but was re-scheduled for February 23rd at Gar's garage, where a good-sized crowd enjoyed Dan Manola's terrific and very informative presentation on Model A front end alignment issues.

I'm still working on my "mechanic's engine rebuild" with the help of Dan And Lindy Williams. As luck would have it, the babbitt on this particular engine was still in good shape, so we're not re-pouring the mains or rods. The block, however, has been bored .040" over, and we've fitted new Ford-type pistons from Bratton's. About 2000 miles ago, Lindy and I installed new adjustable lifters and stainless intake and exhaust valves, so we will be retaining all those parts but will grind the valve seats, lap in the valves, and set up the lifter clearances. This will all take place in the context of yet another Tech Session that we are planning to host that will also be held at Gar's place . . . notices for date and time will follow. It should be fun to share these demonstrations and impart all this information by seeing just how it's done, live and on-stage.

Don't forget our annual Safety Check at Voegtle's Auto Shop in Warrenville on Saturday May 18th, 8:30 AM to 12 noon, rain or shine. This is a must-attend event to enjoy a trouble-free touring season in 2019.

We might be having some hands-on training coming up on rear end differential assembly procedures. Tom Eklund is putting together one he purchased in pieces, but it's all cleaned up and ready for assembly.

Right around the corner, we have the annual Winter Swap Meet coming up on March 17th at Friendly Ford in Roselle, sponsored by the Illinois Region club (notice in this issue) and the Peoria Swap Meet in April (notice to come).



In other news, watch your mail for new developments forthcoming on Ken Ehrenhofer's collaboration with MAFFI and the Gilmore Model A Museum to restore a 1931 Model AA Passenger Bus and put it into service at the Museum for giving rides to visitors. This is a great new project taking shape which will hopefully involve several Model A clubs in our area. I'm told that there may even be a fundraiser coming along to help float the project financially, with two lucky winners being flown out to Los Angeles for a visit to Jay Leno's Garage. More to come...and don't forget that you heard it here first!



THE RARE PUSH-BUTTON STARTER ACCESSORY

This fancy little polished aluminum bracket came with our '29 Fordor many years ago. It is designed to extend the starter rod up from the floorboard of the car (alongside the steering column) to within fingertip reach under the steering wheel. The casting is embossed "Peters & Russell, Inc., of Springfield, Ohio."

Installation is simple; it goes right over the lower steering column bracket using longer machine bolts. The original kit included a threaded extension shaft topped with a Bakelite knob. A search through the old Murray Fahnestock book, "Those Wonderful Unauthorized Accessories," yielded ads for several other starter button contraptions sold for Model A's, but not this one.

USED CAR DEPARTMENT



FOUND ON HEMMINGS WEBSITE:

1929 MODEL A PICKUP TRUCK

Location: Volo, Illinois, 60073

VIN #: A1911138

Price: \$19,998⁰⁰

Solid Model A closed cab pickup, has all original Ford steel body in Kewanee green with black fenders. Clean cab, black leatherette interior, straight bed with wood slats. Side mount spare, Ford script tire cover, Boyce Moto Meter. Engine serviced and detailed, looks like new. Runs and drives great. U-tube video available upon request. Call Volo Car Museum at 815-385-8408 for video and/or more vehicle information.