

THE 4-BANGER

VOICE OF THE NAPER A's

VOLUME 7, ISSUE 1 ★ SPRING, 2020
 BEGINNING OUR 7TH 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**

A "SOCIAL DISTANCING" MODEL A PROJECT

Story & Photos by Gar Williams

This is how I have been "social distancing" with a project car originally bought as a "winter beater." The car, an early October, 1929, 155B Briggs Town Sedan, came from the Warsaw, Indiana, area late last August as a result of a widow's ad on Facebook.



Her husband acquired it years before from a fellow who had it repainted in the early 1970's, but then only drove the car a few times before storing it away.

A neighboring farmer friend was helping her sell the car and had installed a new battery but that was dead when I looked at the car.

I didn't even get in the car, didn't attempt to run it, but thought it looked like a great winter project. Yes, the Corona Virus pandemic still lay ahead at that time, and I never imagined the course that our recent history would be taking. My thoughts were that the old girl had a surprisingly nice original interior and the subframe woodwork appeared to be very good.

So, I trailered the car home, charged up the battery, got her started, and tried a drive "around the block." Well, the brake pedal was locked up and she would not budge. When backing up, the rear left

THE PREZ SAYS...

**A Word
 From
 Gene Egert**



If you like old Laurel & Hardy films, this is where Stan says, "Well, it's a fine fix you've got me in this time, Ollie!" Everything is on hold just now, including life itself, thanks to the Corona Virus pandemic. So stay tuned and we'll keep you informed when new plans become possible for the Naper A's. Meanwhile, sit back and read this story about how member Gar Williams is coping by focusing on his shop with a new Model A project.

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THE PRESIDENTIAL ROADSTER IN ITS USUAL POSTURE



Story & Photos By ED DANLEY

Our 1930 Murray 4-door Town Sedan didn't have functioning shocks. Well, at least it came with two-and-a-half non-functioning shocks. Bear in mind that the car doesn't really fit into any kind of judging category, so I decided to try out a set of Bratton's modern no-drill replacement tube shocks for \$375.00 vs. a \$1400.00 investment for new lever shocks. Shockingly inauthentic for purists, but it all turned out to be a really great experience!

The package weighs a fair amount upon arrival, so don't expect your spouse to pick it up and drag your shipment in off the porch. It comes in a box with another box inside, along with several non-descript part bags and four stock NAPA shocks.

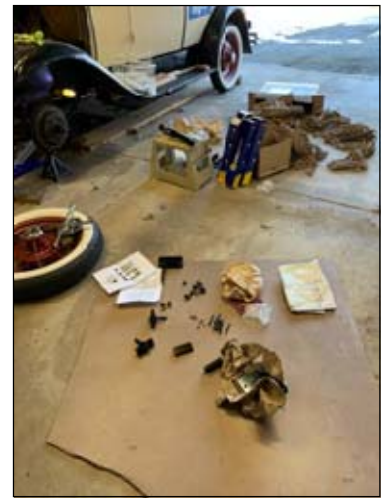
The instructions are buried in with a bunch of packaging so make sure you find them! I think they were in the bottom of the inner box. Those instructions start out telling you to open a package named ABC. (Remember, I said the packaging was non-descript?). Once I figured out which one that was, the next instruction was to open (non-labeled) package XYZ. (Detecting a pattern here?)

Well, once I figured out what was what, now the instructions weren't super clear exactly how to install the parts. But it wasn't rocket science and after several trial and error attempts it started to make sense. The front bracket fits right in where the old shock was on the frame but it doesn't match the overly copied picture in the instructions. The bottom connector clamps to the grooves on the front axle. I found it easier to get the shock out and kind of hold it together to understand how it all went together. Once I wrapped my head around things, it was actually quite easy. One thing they don't tell you is to install the shock on the bottom pin first, then mount the entire upper shock to the frame attachment. The bottom bolt is too long to swing the shock into place if the top is already anchored.

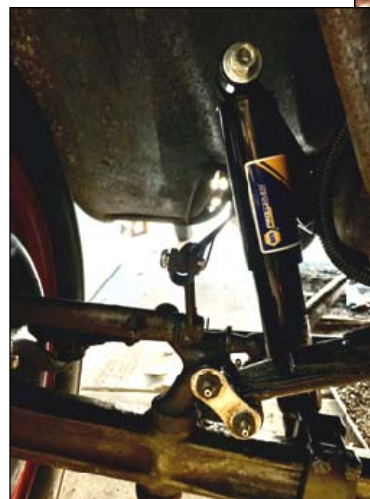
The rear shock was equally confusing yet simple. But it made more sense having done the front shock already. This time, the bottom clamp was to the tapered rear axle. They actually developed a good design so you can't get the axle clamp with the taper flipped. The holes don't align if you don't get it right (I somehow did it correctly by accident the first time.). Interestingly, the rear shock went together easier by connecting the top pin before the bottom pin.

A quick test drive and the ride seemed smoother but I didn't have many bumps and it was only around the block. When our April driving season starts, hopefully it will make a big difference. I do need to remind myself to recheck all of the bolts at the beginning of May, however.

SHOCKING NEWS!



**"Tube Be, or Not Tube Be,
That Was the Question!"**
...with Apologies to The Bard



MAFFI NEWS MINUTE



President's Message

By JOHN BEGG, MAFFI PRESIDENT

The Model A Ford Foundation is nearing a significant milestone, and a huge Thank You is needed to the many supporters who have brought us to this point. I have decided to write this State of the Foundation article to let everyone know MAFFI's current status and the plans for the future.

We are very close to achieving our \$1 million endowment goal. This is a great achievement and it is due solely to the generous donations given by our Model A hobbyists. So, maybe it's time to reflect on the purpose of the endowment and where we go from here. A number of years ago it was determined that to assure the perpetuity of our Museum, a fund would be required to support the long term costs associated with its running. A goal of \$1 million was eventually established in order to generate revenue (if required) from any earnings, without disturbing the principal.

A conservative return of 3-4% generates about one third of our annual operating costs. To be more specific, we spend about \$100,000 per year to run the Museum. This includes our annual fee to The Gilmore, in-

urance, displays and exhibits, publications, vehicle maintenance, transportation and storage expenses. We have no salaries or personnel expenses. We also have no debt to service. From an income perspective, we currently take in about \$30,000 from our annual Model A Day event and about \$70,000 each year from membership dues, club support and individual donations.

Therefore, our income and expenses balance out. Since we can't predict the future, we need a significant financial cushion should income decline. This is why we have an endowment.

Thank you for your continuing support of MAFFI and the Model A Ford Museum. Without you, the Museum would have remained but a dream!

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

This continues to be a fun project for all who become involved . . . including, of course, myself. When members pitch in with story and photo contributions, we share ownership of our little quarterly publication along the way. So, I must express my personal appreciation to all fellow members who have supported the *4-Banger* with their stories. I have high hopes for continued participation.

When we discussed starting up a club newsletter seven years ago, I observed that it would only succeed if the entire club took part and pitched in. That took a while, although Noel did give me a three-part article early on. Mostly, however, I put the first few issues together as a Lone Ranger.

Over a period of time, however, participation gradually picked up and the original plan began coming together. Our strength turns out to be in Tech Articles, which our *4-Banger* offers in more profusion than other area club newsletters. But keep in mind that our baby does need continuous feeding, so let's keep up the flow of articles.

During my working years in advertising and publications, many similar newsletters have passed across my desk, largely created for clients to support their communications needs. Such periodicals were always enjoyable as projects, but

were never produced "just for the hell of it." They were intended to project someone else's messages and they helped yours truly make a living.

The *4-Banger* is a different proposition. It's an opportunity to combine an enjoyable pastime (the old car hobby) with keeping up one's writing, photography, and publication layout skills. It keeps keyboard fingers nimble and opens fresh horizons for enjoyable research and tinkering with artistic page layouts. On a social level, it also provides opportunities to make interesting new friends 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 the regular quarterly rhythms of our *4-Banger* publication cycle. If you attend events of interest to our club, take pictures then e-mail them to me with caption information and a write-up. Please do not send ALL your pictures, just select a few of the best ones. Like Joe Friday used to say, your write-up doesn't have to be fancy, "Just the facts, 'Mam." (THE 5 W's):

WHO? WHAT? WHERE? WHEN? and WHY?

WE RUN ARTICLES ON...

- Car Shows and Swap Meets!
- Technical Topics!
- Your Road & Tour Adventures!
- Your Current Projects!
- Your Car's History!

Make your choice, but send something.

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



Three coats of Bondo and copious sanding yielded a satisfactory outcome on our column tube. See photos 4 and 5....



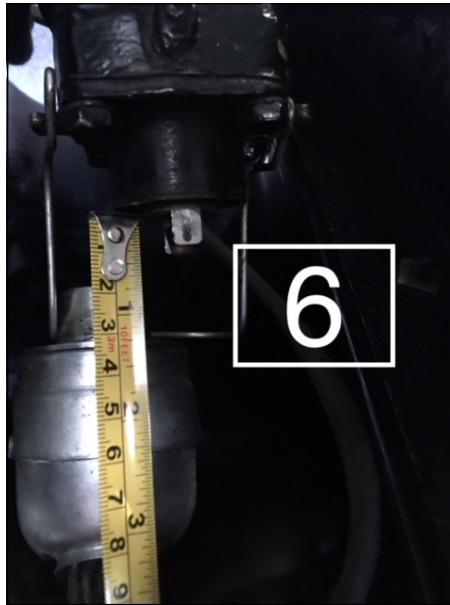
After a great deal of Dremel tool and sanding work on the control rod quadrant, it was became reusable. The new upper steering shaft bushing needed the outer diameter turned down to fit into the column, and the two small screws that hold it and quadrant in place had to be drilled and tapped into the bushing (thanks to Lindy's lathe and drill press).

I used the updated version of the gear box end plate and gasket, the one with the oil retainer tube. This prevents any oil leakage out of the bottom of the gear box into the light switch assembly. The tube extends high enough in the gear box to be above the oil level and it allows a path for the horn rod to pass through. It also then replaces the need

for the bottom felt gasket and washer which leaked over time in the original design.

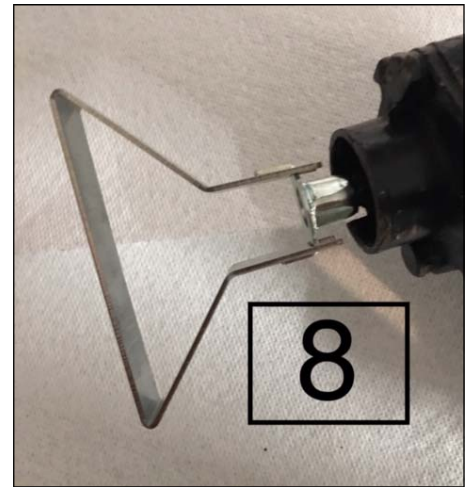
As to the horn rod, the Model A parts houses offer only one Gemmer 1929 horn button style rod length. Once it was assembled, ours was about 1/4 inch too long at the light switch end.

See photo 6 (original 7-tooth rod end) and photo 7 (new 2-tooth rod end). After some lost sleep and the required mods on this one, the light switch fit fine.



See also photo 8, which shows a great little tool used to engage the switch spider and it allows you to push against the horn rod spring to allow for the retainer clip installation. This tool was

only a couple bucks and it made the process effortless.



Now to my garage house call. The day before, I did a s much as I could. Carpet, mattes, and floor boards out, pedals loose, pitman arm off, 2-tooth gear box at frame bolts loose, battery disconnected, starter motor bolts loose, steering column support loose and so on. The team including Lindy Williams, Jim Weaver, Rich Volkmmer, Ray McMahon, Tim Shackelford, and Ken Jagodzinski arrived to assist. Having the extra hands available was key. After removing the starter, I thought we could remove the column assembly with just the clutch peddle disconnected and pulled rearward, but nope, we needed to remove the clutch peddle from the shaft and loosen the brake pedal and move it rearward.

Once completed, we were able to then remove the entire old assembly easily out of the car through the driver's side door with the steering wheel attached. After protecting scratch points with tape and rags, the new assembly went in as smoothly as one could possibly expect. With the teams help and patience, we got bolted up, reassembled, cotter pinned, and reconnected. Note: prior to use, the new bolts from Bratton's needed to be chased with nuts as the cotter pin holes left burrs in the threads.

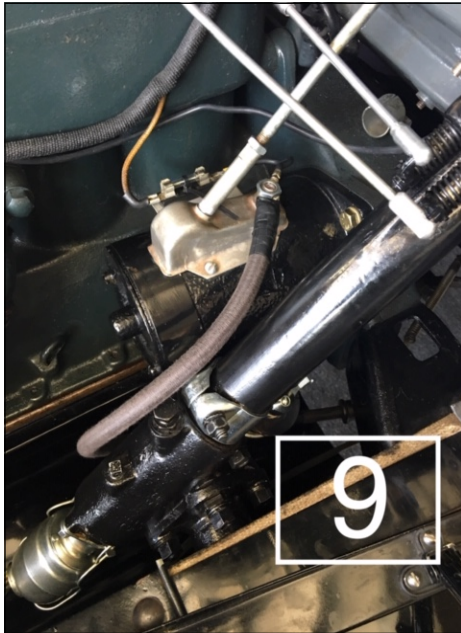
Three hours had passed and we were ready to connect the battery and start the car. Lights were good, horn was good, but the starter would not start. For whatever reason, the starter switch was not making good contact. After

Some conversation and an adjustment to the starter rod length, it started. All good! The team departed by noon and by early afternoon I had all the odds and ends reinstalled. The test drive was next and it was great. Much tighter steering.

See photos 9 and 10 of completed installation.

Diamond Blasting for the sandblasting, to Lindy Williams and his shop for all the help at critical points, and to the A Team House Call Squad, including Lindy, Jim, Rich, Ray, Tim and Ken. Thanks a million to everyone who helped, including my dear wife, Diane, whose homemade cheese cake made for a very happy crew.

Total costs for parts, paint, materials, blasting, and shipping charges came to about \$450⁰⁰. Not bad, considering the tremendous improvement!



My goal was achieved much earlier than I expected. However, I now still have a Winter project....I have this used 7-tooth column to rebuild....

Many thanks to Tom Marks for the 2-tooth column I was searching for, to Bratton's for all needed parts, to

“SOCIAL DISTANCING” MODEL A PROJECT *Continued from Page 1...*

wheel locked up. It turned out that the rear engine mount rubbers were totally deteriorated and the engine mounts were metal-to-metal on the frame. That caused the front of the driveshaft to rest on the brake cross shaft which locked the brake pedal. So, I replaced the rear rubbers and front mount “spring assembly.” In doing that, I further discovered that the one-piece belt pulley had cracked. Replacing that, I found the aftermarket fan damaged, and so installed a reinforced original Ford fan. I also installed a nice original late ‘29 radiator with new hoses and clamps that I happened to have, then repaired the radiator shell and removed the non-original stone guard. While in the engine compartment, I installed a new stainless muffler, original clamps front & rear, a better exhaust manifold, a correct carburetor, and replaced a bunch of clamps, nuts, bolts, & wires that were not Ford parts.

At that point, because the car was a repainted “unrestored” example, but poorly maintained, I decided to drop the plans for a winter beater, remove the non-Ford “stuff,” save the interior, and upgrade the maintenance level. It also appears that this car is an example, as described in the Judging Standards, of a late ‘29 that had Chromed, not Nickled radiator shell, cowl band, and other unique exterior parts.

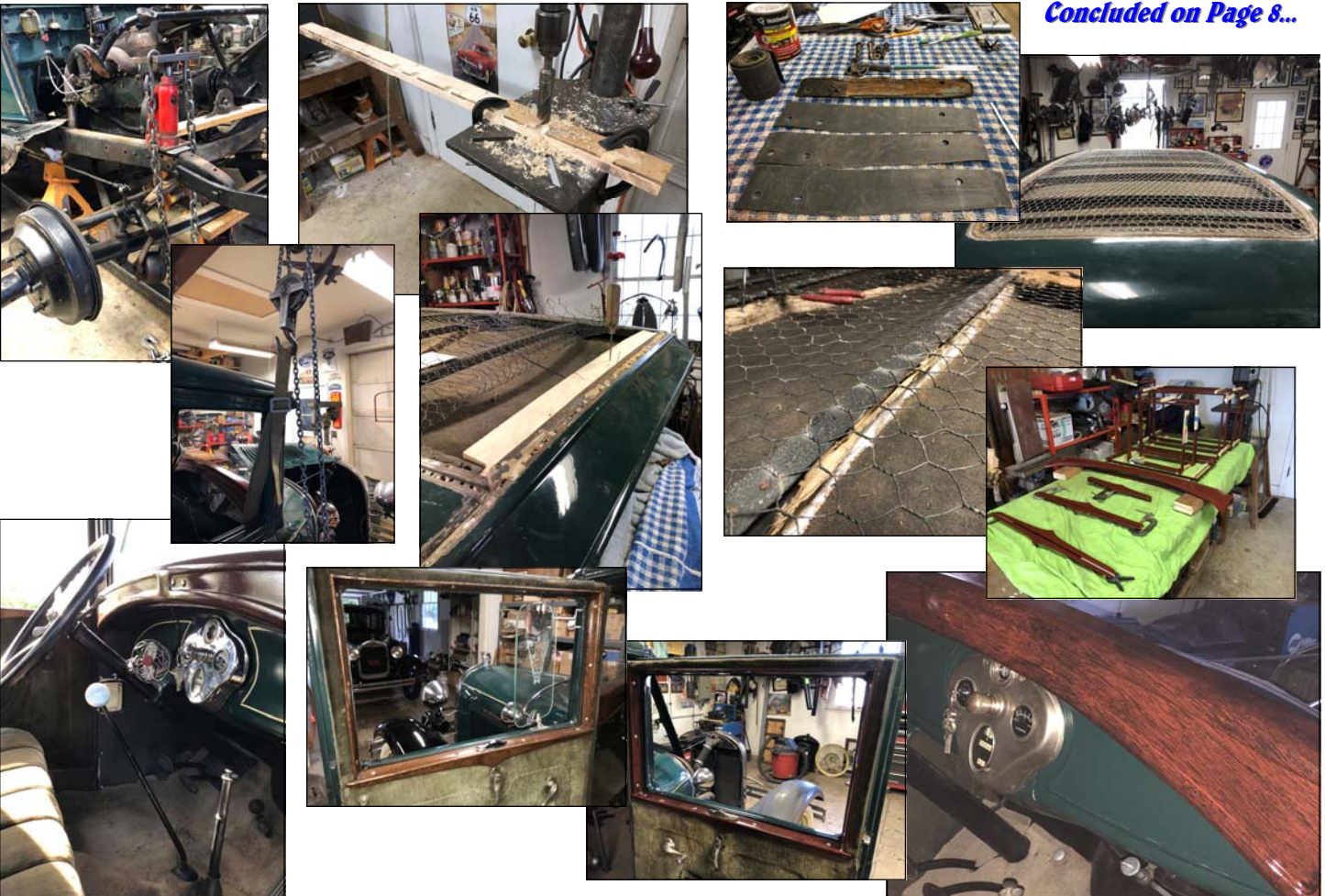
The rear wheel lockup was due to a totally shattered left side parking brake. This probably was caused by an attempt to stop the car when its regular brakes failed. Remember, it is a parking brake, not to be used when moving! This discovery then led to replacing the entire left side rear brake assembly. And, while at it, I relined the shoes on all four wheels and replaced the front wheel bearings, which appeared to be damaged from over-tightening. I also

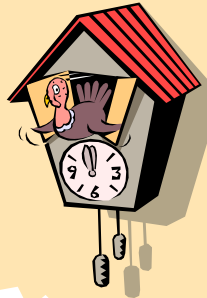
replaced all six brake rods (the old ones had been “bent” to make them shorter in order to “adjust” the brakes) with very nice originals from my collection. New clevis pins from Bratton’s then completed the brake work.

As I was installing the “original” type replacement radiator, I recognized that there was no way that I could get an engine crank to engage. Here we went again on another surprising little voyage of discovery!

It turns out, there was damage from a front right fender bender accident that had bent the right-hand frame rail 3/8” to the left and slightly more than 3/8” up. So, I removed the right hand fender, (which was an early ‘28 version) and later fitted the correct ‘29 from my collection. The right hand front fender brace had also been replaced, and it did not match the other side. The short story is that it appears that Ford used a

Concluded on Page 8...





TALKING TURKEY

ELBURN LION'S PARK □ ELBURN, ILLINOIS □ NOVEMBER 3, 2019

AT THE 6th ANNUAL TURKEY DINNER

Hosted by the Illinois Region Model A Restorers Club, last Fall's Turkey dinner attracted over 150 attendees from several area Model A Clubs plus the Studebaker Club, the Early Ford V8 Club, and the Thunderbird Club. Many thanks to Melinda and Dan Pritchett for organizing and promoting the event, which has now become a favorite for all the involved clubs and even more, a common meeting ground for a broad spectrum of the antique and collectible automobile community.

As usual, attendees enjoyed their fill of roast turkey, mashed potatoes, dressing, gravy, corn, and all the trimmings...plus coffee, pumpkin pie, and a big selection of other sumptuous desserts.



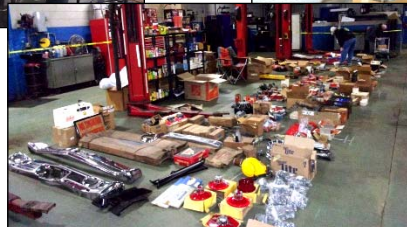
36th Annual Swap Meet at Friendly Ford

Story & Photos By John Emmering

Having rented a space to sell extra Model "A" and Ford V-8 parts accumulated in my garage, I soldiered on and attended the 36th Annual Swap Meet held at Friendly Ford in Roselle. The event was sponsored by the Illinois Region Chapter MARC / MAFCA Club on Sunday morning March 15th.

With all my items prepared for sale, I sat back and waited for customers. There were fewer vendors and the crowd was a little sparse compared to last year. Ken Ehrenhofer set up a large area for parts sales, bringing a trailer full of donated items to raise funds for the Model "A" Bus Restoration Project. Ken said afterward that he made \$500 through sales and \$100 in cash donations.

Several fellow Naper A's members dropped by my booth, so I saw Jordon Beller with Judy Siegel, Ray McMahon and Dan Manola. All were shopping for items they might need, and I bought some original shop manuals myself. Noticeable health precautions were being taken, with lots of elbow bumps taking the place of handshakes. It was an enjoyable event although conducted under the cloud of our current health crisis.



“SOCIAL DISTANCING” MODEL A PROJECT *Continued from Page 6...*

unique style brace for a short time in early October of 1929. I searched for several months, and finally found the correct brace on EBay for \$19. With the fender off, I was able, using a steel tube, hydraulics, and my gas welding torch, to straighten the frame. The left hand side was only sprung and thankfully did not need to be straightened.

Saving the interior was another 100+ hours time-consuming problem. I replaced all glass with safety glass (grandkids will be passengers) including a new windshield which was yellowed with age. That required removing the nailed on door panels. The panels crumbled as I removed them! Using 3/32" picture framing material from Hobby Lobby, I pressure-laminated that cardboard over the inside of the door panels using Gorilla glue being very careful to not push the glue through to the mohair fabric. Upon reinstalling the panels after cleaning and lubricating the cranks I then installed new channels for the glass. Also realigned the doors while the panels were off. The left rear door had opened "in flight" sometime in the past. It required removal and rework of the upper hinge. The right front had sagged and destroyed the dovetail. That was fixed by removing three front body bolts, then lifting the surprisingly flexible front door post, and

replacing the body pad.

All of the woodgraining had been previously destroyed with an over-paint of brown and gold, so I purchased the tools to woodgrain all of the trim. Big job! Also replaced the after-market interior handles with some originals from my collection.

To save the original headliner, which was sagging terribly, I decided to remove the old top, which was not an original but very old. What had caused the headliner to sag was simply the fact that most of the retaining tacks had pulled out. That was aggravated by the fact original padding had disintegrated and was now adding its weight to the headliner. I had to remove the bent and damaged chicken wire to get at the mess. Reinstalling all of the missing tacks, I carefully "painted" all of the weak cotton strips and the sewn (to the headliner) joints with Gorilla glue to add some strength.

With the top off, I now realized that the front wooden header was badly deteriorated so, having no choice at this point, I milled a new header from Maple boards that I had on hand. At this writing, the new chicken wire is in place, the 90 year old headliner is "up" and the new header is in place.

Much work remains, including some body work on the right hand front fender, painting the header sheet metal and the hood. The hood was peeling, revealing the original colors which are not the greens currently displayed by the old repaint.

Without doubt, there will be more discoveries before this story is over, but our "sheltering in place" will continue for the foreseeable future, so this ongoing project will at least keep me off the couch. It's something to think about other than Corona Virus!

It has been a very enjoyable return to the challenges of repairing a Model A, which I had been away from for now almost 20 years. It has also been quite useful in terms of using up some of the old "stuff" stored around the shop!



USED CAR DEPARTMENT



HEMMINGS Ad
#2364052

**1928
MODEL A
BOATTAIL
SPEEDSTER**

**Location: Medina,
Ohio 44256
VIN #: A22538**

Price: \$47,000

PRIVATE SELLER

Transmission: Manual B-W 5-Speed
Condition: Excellent
Exterior: Red Interior: Tan Leather

This car has a 1928 Model A Chassis. Body is hand-built fiberglass over a wood frame. Rebuilt engine has SU Carbs and a 12-volt system. 4-bar rear suspension. Cable brakes. 16" wire wheels. Excelsior tube tires. Custom fabricated folding windshield, with top and side curtains. Only 4,190 miles since completion.