

THE 4-BANGER

VOICE OF THE NAPER A's

VOLUME 8, ISSUE 1 ★ SPRING, 2021
 BEGINNING OUR 8TH YEAR OF PUBLICATION!

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



INSIDE THIS ISSUE:

- Paul's 60B Fordor 1
- Towing & Trailering 1
- Busline News! 2
- Gene's Tech Time 3
- Paul's 60B Fordor 3
- Towing & Trailering 4
- Towing & Trailering 5
- Towing & Trailering 6
- Frostbite Tour 7
- Editor's Corner 7
- New Fuel Line 8
- Model A Day 8
- Used Car Department 8



**ANYONE WHO DRIVES
 AFTER DRINKING
 DEPENDS ON YOU
 TO DO HIS THINKING**

UPDATE: PAUL'S 1929 60B

Story & Photos by Paul Herbert

My '29 Fordor is now nearing its completion at the Model A Garage in Luray, Virginia. The most unpleasant surprise of the project was that the top wood was shot. You really can't be sure without taking off the roof and taking out the upholstery and then you're in for a huge project. The garage team was pretty certain so I said go ahead. The pictures show what they found and did.

Should you worry that your wood is in similar shape? No, not unless there's evidence showing, I'd leave it alone. Any indication of water in

the interior, like stains on the headliner, is one indicator. So are fasteners pulling loose. The best preventive measure is to ensure that all the roof and body seams are well sealed.

Continued on Page 3...



Looking better! Note unique 60B Fordor roofline angles.

TOWING & TRAILERING



Need to move an "immobile" Model A? There is little choice. You must tow that beast one way or the other. Turn to pages 4-5-6 for our best advice!

THE PRESIDENTIAL ROADSTER IN ITS USUAL POSTURE



BUSLINE NEWS!

MAFFI's 1931 FORD BUS RESTORATION PROJECT

By KEN EHRENHOFER

This past year, the bus body sides have been completely restored with all the side sheet metal repaired by Chicago Parts and Sound (CPS). Sam Waltermire of CPS is a master in sheet metal and he has done a miraculous job. We still need his expertise on three doors. Sam will also fabricate some interior window moldings which were missing from the outset.

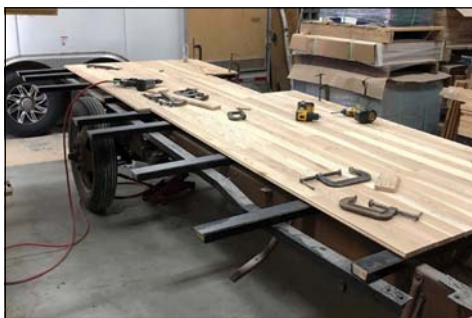


The bus chassis has been moved from North Carolina to our barn here in Woodstock, with many thanks to the Coastal Carolina A's headed up by Don Temple and Grier Fleischhauer. That group worked so hard on it and did a really great job.

During this time Ron Ehrenhofer and Sam Waltermire were working on the cowl for the bus. The original cowl was all rusted out and required new pieces to be manufactured and welded into place. This took many hours from Sam and Ron before the cowl finally started to come together.



Simultaneously, Russ Moss (Moss Designs) in Wisconsin was chopping down trees to kiln dry for making new floor for the bus. Russ is the son-in-law of Jerry and Mary Braasch, and all are avid Model A Restorers. Russ cut out a new floor and duplicated the original floor in his shop.



The new floor has since been moved to our barn for final assembly with the bus body. The new floor is an exact duplicate of the original, so "thanks" is not enough to say to the Braasch and Moss families for the job they have done to support the Bus Project.

Very quietly working in Michigan is the roof group, headed up by Larry Wallace, with Steve Burton and Larry Sikes. They are working so hard that the entire roof wood is now completely ready to go including the basswood slats. They have left a cut in each bow uncut so one final cut will fit the body as it comes together. We'll assemble the body this spring and summer, so a plan is in place, thanks to the Roof Group!



Brother Ron and I visited friends in the Greenfield Village shops where they work on their bus and the Model T's, and they have loaned us two seats out of their bus so we can duplicate them. They went to Addison Auto Interiors for disassembly to duplicate the framework, then moved on to Chicago Tube and Iron for a quotation on making eight double seat frames for our bus. Then they went back to Addison Interiors for completion.

We are also making some new parts for the Greenfield Village Bus as well as repairing a broken part for them. As in the past, we have helped their shop work on their bus in the spirit of cooperation. A big Thanks goes to Gordy, manager of the Greenfield Village auto shop operation.

Recently, on a trip to Custom Plating in northern Wisconsin, Terry Meetz agreed to do all of the plating on the bus as his donation to the MAFFI Bus Project. This generosity by Terry will be a big part of our

project, so remember Custom Plating in Brillion, Wisconsin, and by all means please recommend his shop to fellow Model A'ers.



The gas tank for the bus has been dipped in a huge tank of acid for cleaning completely inside and out by Restoration Specialists in Franklin Wisconsin. This process cleans the tank right down to the bare metal. Then the tank is lined with a product called Red Lining, which, when cured, gives a lining that is impervious to all gas products. This was achieved by Tim Dundedale of Revcore Radiator here in Woodstock. Tim was kind enough to donate his work at a value of \$250. Thanks, Tim!

The latest task we have undertaken is to organize all of the interior trim pieces for the bus. I asked Dan Hedges of Woodgrain Specialists to do the wood graining in the bus three years ago at an AACA Meeting in Philadelphia and he agreed to donate this effort to the bus project. Recently I called just to make sure he understood how many pieces are involved. (I was surprised to find out myself). I had to inform him that there are over 60 trim pieces in the interior and he still said yes to helping us out. I cannot say "Thanks" enough to Dan and Woodgrain Specialists in Littlestown, Pennsylvania.

Of the many interior pieces from the bus, a few pieces are missing and will have to be manufactured and then wood grained. Looking at the graining, one can imagine how beautiful the bus will be on the inside, where all of the trim will have this beautiful wood grain lustre. This is not a plain school bus but an adult passenger bus featuring an elegant interior, so watch for the mirrors on the inside next time!

In closing, I can report that the Bus Project is moving right along and does not show any signs of slowing down thanks to all the Model A Family that are helping out. Special appreciation must go to Ken Kalck, Wayne Stanek, John Krenger and Ron Ehrenhofer who are the "Barn Crew" that keeps the Bus Project rolling. This I say in memory of Steve James, who recently passed and is truly missed by the rest of the Crew. R.I.P. Steve!

If you wish to contribute your time, funds, or materials to the MAFFI Bus Project, give Ken a call at 630/697-3906.



GENE'S TECH TIME



Story & Photos By ALAN PETRIK

On April 11th at Gene's Garage, a group of Naper A's met for his tech session on generators, starters and coils using his very nice test engine stand. Attendees included Steve Paul, Ken Jagodzinski, Pete Pope, Lindy Williams, Tim Perfit, Alan Petrik, and host Gene Egert.

Gene's Test Stand Engine makes it easy to change out engine parts and it allows many to gather

around to easily observe. First, we installed rebuilt generators for Pete and Alan. Lindy did the rebuild work, and both tested well.

Then we tried testing Tim's starter motor, which reportedly would not turn the engine over much at all. We found that the starter would "motor" when not installed but would not turn with resistance. Several of us felt that grounding might be the issue, but Tim assures that all of his electrical connection points were clean and sound. So... we don't know what we don't know. We are suspicious of the stator. For now, Tim will install a spare starter motor that

Lindy has. This test helps answer Tim's questions and provides some direction to solve the issue.

Next was a test of two used coils. One was for Ken and the other was Gene's. Both tested well using the club Voltage Tester, but both coils were cold, so we do not know how they will perform when they get hot under normal driving conditions.

It was a very good session for all and nice to be together discussing various tech topics over the three hours spent together.

Excellent pastries, juice, and coffee too. Thanks for everything, Gene!

PAUL'S 1929 60B

Continued from Page 1...



Badly rotted wood cannot hold the nails and screws that bind the top together.



The wood kit is cut to Ford's dimensions.

Most of the top steel pans were shot through with dozens of pinholes, too many to repair...swiss cheese, really.



But no wood kit fits well without lots of measuring, cutting, sanding, and shaping the pieces to fit the car.

TOWING & TRAILERING

MUCH APPRECIATION FOR INFORMATION PROVIDED BY HAGERTY DRIVERS CLUB & THE FORD BARN

"A" Photos Courtesy of Ken Ehrenhofer

Dive deep enough into the wormhole of tired project cars, and you may well find yourself hitching up a tow bar, car dolly, or car trailer for the first time. Here in the United States for the most part, drivers don't need a commercial driver's license (CDL) to haul around a car. But it's hard to know where to start, the equipment needed, and to develop the skills needed to safely tow your find.

THE HITCH

One of the trickiest components is the hitch. The hitch system you end up with will ultimately be determined by the trailer and tow vehicle's capabilities. The vehicle carries the receiver and the hitch mount (a ball or pintle), while the trailer holds a coupler, safety chains, and the electrical connections.

HITCH CLASSES

Depending upon your vehicle's GVWR (gross vehicle weight rating) and towing capacities, the Universal Five-Class Hitch Rating System matches the hitch type to the trailer's size and weight. You'll often see unibody vehicles with a small 1-1/4-inch receiver hitch (Class 1 or Class 2) because it limits the weight of their load by using hitch that only fits smaller trailers. Classes 3, 4, and 5 utilize the familiar 2-inch receiver hitch found under most pickups.

GTW stands for gross trailer weight, as in the weight of the trailer and its load. TW is for tongue weight, which is the amount of weight on the hitch.

RECEIVER HITCHES



Trailer Hitch Class Capacities			
	GTW	TW	Receiver Size
Class I	1,000-2,000 lbs	100-200 lbs	1-1/4"
Class II	2,000-3,500 lbs	200-525 lbs	1-1/4"
Class III	3,500-8,000 lbs	300-800 lbs	2"
Class IV	5,000-12,000 lbs	500-1,200 lbs	2"
Class V	10,000-25,000 lbs	1,000-4,000 lbs	2", 2-1/2", or 3"

etrailer.com

Most vehicles use a receiver-type hitch. A receiver hitch bolts to the chassis of the vehicle and uses a standardized size square slots that *receive* the necessary hitch mount. The standardized sizes for these receivers and mounts are dictated by the hitch's weight rating.

BUMPER HITCHES



They are less common today, but older trucks had bumpers with hitch ball mounts. They were generally rated for Class 3. Still, if you use one, make sure of the rating and your load to avoid a recipe for disaster. They are not as strong as receiver hitches!

CONSIDER A RECEIVER UPGRADE

Even a factory receiver hitch can be classed lower than what the vehicle is ultimately capable of handling, so it's common to upgrade a factory Class 3 receiver to a Class 5. Class 5 receivers

are typically built with thicker steel and utilize more attachment points on the frame to better distribute the load.

LOADING

Once a trailer is hitched up, loading it is the next adventure. There is an infinite number of trailer & load combinations possible. Each situation has different variables for each particular job.

BALANCE vs. SWAY

One of the biggest mistakes new trailer users make concerns balancing the weight of the trailer such that it doesn't oscillate or "sway" laterally. Tongue weight is critical to ensure that the front tires aren't unloading and reducing their stopping capability and that the tow vehicle can manage the trailer's weight shifts.

Generally, the weight should balance forward of the trailer axle(s) or centered on them, to ensure that the tongue weight is correct for the given load. Concentrating the weight behind the axle(s) is how you get a tail-wags-the-dog situation.

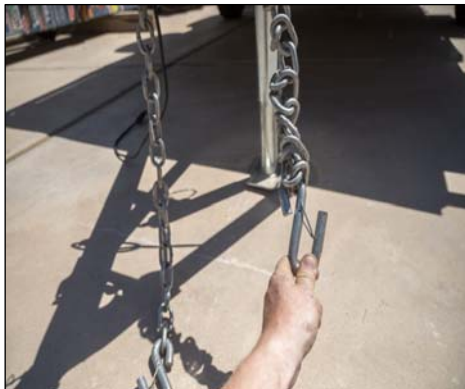
Tongue weight should be roughly 10-15 percent of the trailer's total weight. In some bumper-pull applications, tongue weight can upset the balance of the towing truck itself.

STRAPS

Straps are also critical for securing the load so it doesn't shift enroute. Good straps are well worth spending money on. A broken strap or a chintzy ratchet can turn a routine road trip into a nightmare. Generally, experts agree that it's better to strap the vehicle at four points to the trailer corners, without crossing the straps in an X-pattern left-to-right. For small loads, use what's appropriate for the weight. Tension, or cam-lock, straps are useful for light items, but ratchet straps are the norm for anything heavier than an average-weight person.

SAFETY CHECKS

Put your trailer up on jack stands and inspect everything. Check every bit of hardware. Inspect brakes and wheel bearings and fix wiring underneath. Cops love to harp on details like bad trailer lights to issue tickets, so it pays to be ready for a surprise inspection. Extra wheel bearings and hubs can be life-savers on the road. Some people carry spare trailer brake light kits.



SAFETY CHAINS

Safety chains are essential for safety in trailering. When crossed, they act as a catcher's mitt for a loose hitch, allowing

the tow vehicle to control and stop the trailer with relative ease. Effectiveness relates to how much slack there is in the chains; there should be enough for the trailer to articulate through its range of motion without pulling the chains taut, but if they're too loose, the trailer has more room to free roam until you come to a stop, like a long playground swing. The secret is to twist the chain, which shortens its effective length. Twisting the chain is also great for when they're dragging on the road. Once you put a few miles on the road, stop and double-check everything once your load and trailer have had a chance to settle in . . . especially the straps securing your load and the safety chains.

THREE WAYS TO GO

In decreasing order of expense, there are three ways to tow a car. With a car hauler trailer, all four wheels of the towed vehicle are off the ground. With a tow dolly, only the front two wheels are off the ground. With a tow bar, all four wheels are on the ground.



CAR HAULER TRAILER

Car hauler trailers come in a variety of styles and shapes. An open bed tandem axle trailer with a wooden deck and a receiver-style hitch setup is basic. Avoid single-axle car trailers. Full decks make them good for non-automotive uses, which increases functionality and makes them easier to justify financially.

Treated wooden decks are versatile. They handle abuse well, and temporary blocks (as well as other items/structures) can easily be attached with screws or bolts. Trailers with stake pockets adapt to landscaping work and remodeling tasks when not hauling cars around.

Metal decks are neater, and easier to clean or degrease. Heavy car parts slide easier on metal decks. Aluminum decks weigh less than steel, which lowers the overall trailer weight, but cost more. Lighter weight saves fuel when towing empty, and allows heavier vehicles to be carried. It's the combined weight of

the trailer and its cargo (GTW, Gross Trailer Weight) that counts.

Trailers with just two tire tracks and an open center are fine for cars, but lack flexibility for non-automotive uses. Ramps for open trailers vary in design and length. Longer ramps are better for low cars. Solid ramps are easier to roll a non-running car up. Battery-powered, 12-volt winches are inexpensive and great loading aids. A winch with a remote control is best. A good trailer has four-wheel electric brakes. Electric brakes are better than surge brakes. Some cheap trailers only have brakes on one axle. Many states mandate four-wheel brakes for tandem axles. Trailer-specific wheels and tires are better than passenger car wheels and tires.



TOW DOLLY

A tow dolly simply elevates the front wheels of the vehicle being towed and carries half the weight. It is like a small trailer with the front wheels of the towed car strapped down. A tow dolly is the way to go for low costs, small vehicles, and local moves. A car trailer is the better option for traveling long distances. Operate a tow dolly at comfortable speeds, but do not exceed 55 miles per hour on regular highways.



RIGID A-FRAME TOW BAR

Unlike trailers or tow dollies, a tow bar pulls the car behind on all four of the car's own wheels. It can be stored most

TOWING & TRAILERING *Continued from Page 5...*

easily and is the minimum of towing equipment. A-frame tow bars are the simplest and least expensive towing option. Also referred to as “four down” towing (referring to the wheel count contacting the pavement) this method consists of a tow bar, brackets installed on the towed vehicle, a wiring kit for lights, and safety cables.

Although tow bars have been used to move cars hundreds of miles, even thousands, they are best used for short car moves on a local basis.

BRAKES

Smaller trailers and car dollies may not have their own brakes. Larger trailers have electric brakes manually actuated by the driver using a controller unit inside the towing vehicle, connected through the lighting harness plugged in beside the hitch. A gentle touch on the controller lever can be better than using the towing vehicle’s brakes for easy stopping, but both sets of brakes should be used for more urgent stopping power. Without auxiliary brakes, be aware that you’re asking the towing vehicle to do all the braking work, which heats up its brakes and makes them less effective. Use a light touch when braking to avoid overheating.

DRIVING HABITS

Actually driving and maneuvering with a trailer or a car being towed requires a great deal of common sense and a high attention level on the road. Take your time getting the feel of towing when starting out, particularly if you are inexperienced. Take your time in the slow lane as well. If on a two-laner and faster traffic is piling up behind, take the first opportunity to pull over and let them pass. It doesn’t hurt to fasten an SMV (Slow Moving Vehicle) triangle sign like the farm folks use on the back of a towed car. Stay alert and safe at all times, and anticipate driving situations unfolding in front of you, particularly the need the slow down or stop. Know your vehicle’s limits as well as your own, for towing another vehicle is far more exhausting than just taking your average casual cruise due to the need for constant driver alertness.



FORD BARN DIALOGUE ON TOWING A MODEL A

QUESTION: Is it a complete no-no to tow a Model A with a car dolly rear wheels on the pavement? I do not plan to take the car too far maybe 25 miles from home and parades. I wanted an option to get it home if for some reason she decided to die. A car dolly is cheaper and smaller to store than a complete all four wheels off the ground trailer. I have been through this before and many new cars do not want to be towed this way because of lack of lubrication in the transmission, probably a whole different story for a Model A.

ANSWERS FROM MULTIPLE CONTRIBUTORS: *I don't see why it would be a problem. My family has flat towed many early fords from the New England-New York area to New Jersey with no problems. The driveshaft was left connected. The more important question is about your state laws and enforcement. Many states have laws requiring braking for anything you tow over certain weights. This has caused people to get tow dollies or use trailers. I mention the laws as there are various stories by guy who ended up having to pay someone to tow cars after the police stopped them. These laws and enforcement vary widely by state. You can go to a RV website to learn the laws.*

I have towed with just a tow bar many times. This has come up before on Ford Barn and everyone has a thought about the matter. The tow bar mounts to the front bumper and I remove the drag link. The car tracks and turns just fine. Don't have to remove anything else. If I recall from a past post someone mentioned their concern over the whole weight of the car basically being pulled by the front bumper clamps, but I use originals and just have not ever had a problem, and that includes towing a car from Washington State to Long Beach CA and back.

I have thousands of miles on my towbars, but I wouldn't tow a Model A by the front bumper. I would remove the bumper clamps and run bolts through the bumper braces. I've never had to remove the steering drag link.

Just something to think about. If you were to tow hundreds of miles, I wouldn't with the rear wheels on the ground. Why? Because with the transmission in Neutral and the engine off the only thing turning inside is the mainshaft. All of the gears would be stopped. If no gears are turning there will be No lubrication splashing around to keep the mainshaft lubed. It is possible to have the mainshaft seize with one of the gears not turning. It usually is first gear. I've seen a few Muncie 4 speeds do this over the years. You would have to be towing several hundred miles before things would get hot I believe.

(REFUTATIONS OF PREVIOUS ADVICE)

What you want to do is OK, just put the transmission in neutral. The 1st gear in the trans splashes oil around and lubes the whole transmission. I've flat-towed Model A's for many miles.

The cluster gear sits in transmission in oil, deep in the case, and spins constantly whether towed or driven, so there is plenty of lubrication inside the case at all times. It spins but just not with a driven force, because the trans is disengaged in neutral. This is called "gear roll over."

(AND - LAST BUT NOT LEAST- FROM THE EASY-WAY-OUT GUYS) ...

You could always join AAA and have them carry it home for you if "she decided to die." Solve your towing device storage problem at the same time.

Basic AAA coverage only tows you for a few miles. Deluxe AAA gives you four one hundred mile tows a year . . . a great deal and no worries about carrying around all that equipment. Better yet, through my antique insurance I added on flat bed towing for just a few extra dollars each year. Up to 50 miles at no charge, it was a no brainer.

Frostbite Tour



APRIL
25th
2021



On Sunday morning, April 25th, 34 cars made a 50-mile trek with a sack lunch finish at Potawatomi Park in St. Charles. The Naper A's contingent joining the Model T Club included Gene Egert and his nephew Zach, Lindy Williams, Bill Johnson, Alan Petrik and his wife Diane, Ron Olsen, Bob Fields driving a T Speedster, and Steve Paul with his T. Gene's nephew, Zach Egert, was driving a Model A for the first time, and he did quite well at the controls!

With this issue, the *4-Banger* begins its eighth year of publication! So, once again it's time to take stock and look 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 Naper A's members who have been supporting the *4-Banger* with their stories and photos. I have high hopes for continued participation.

When we discussed starting up a club newsletter eight 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 immediately. Mostly, though, I put the first few issues together "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.

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 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." (ALWAYS INCLUDE THE 5 W's):

WHO? WHAT? WHERE? WHEN? and WHY?

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

Send your 4-Banger photos & article

submissions to Rich Volkmer, Editor,
at rich.association@sbcglobal.net

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



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

Hello my fellow Model A'ers! Hope you are all doing well, staying healthy, and have gotten your Covid shots by now. It looks like the country might start opening up before long, so we're all hoping for a normal season of tours, car shows, and other events like we used to enjoy not all that long ago.

The club has lined up several events, starting with the Frostbite Tour that already took place on April 25th. We had hoped to conduct an open air meeting at the Warren Tavern on May 4th like we

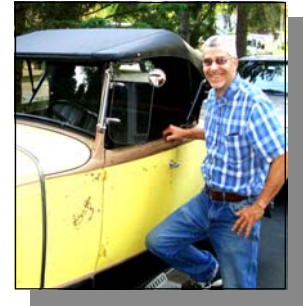
had last September, but the weather forecast predicted rain so we stuck to just having a Zoom meeting this month. Maybe we can have our next meeting outdoors at the Tavern.

I hosted a club Tech Session at our home on Sunday, April 11th, using my test engine. We tested one starter, two generators, and two coils. It was received very well with good results. We had a starter from Tim Perfitt that had stumped all of us. In the car, it appeared to be a short (high amp draw). We took

it out and laid it on the ground, hooked it up and

got no amp draw . . . the starter ran but with no torque. I could stop it with my foot. Lindy is on the problem . . .

Check the Club Calendar that Nick sends out now & then for our news about upcoming events. Many thanks to Alan Petrik for updating the schedule!



Annual Model A Day
Swap Meet
Fashion, Seminars,
Food and Fun!
 September 17th & 18th 2021 9-5pm

The Gilmore Car Museum
 6865 W. Hickory Road
 Hickory Corners, MI 49060

SAVE THE DATE

For more Info 269-615-3719 Jerry Morrissey
 For Seminar Information Ken Ehrenhofer 630-697-3906
 For Swap Reservations Mark Maron 847-302-7900

INSTALLING A NEW FUEL LINE *By Jim Cannon, MAFCA*



When installing a new fuel line between the sediment bowl and the carburetor, you want to get the little brass ferrule locked down on the tubing about 1/8" from the end of the tubing. It is difficult to see where the ferrule is located on the tubing, though, when the end is inside the carburetor or the sediment bowl. Here's my little trick to getting it where you want it.

On the bench, before installing anything on the car, slip the tube nut and ferrule on the end of the fuel line like it will be installed on the car. See the photo. Place the ferrule on the tubing with 1/8" of tubing showing on the end. Gently press the nut up against the ferrule and mark that location with a little piece of masking tape.

Now when you install the tubing on the carburetor or sediment bowl, you hold the tubing in so that the tape is right at the edge of the nut while you tighten the nut. When the ferrule gets clamped down on the tubing, it will be in the right spot. You can take it apart to check.

I apply a few drops of oil to the threads of the nut and to the ferrule when tightening it all up for the first time, to help everything turn smoothly as it's being clamped in place. Teflon tape should not be needed on these tube nuts and ferrules; they are designed to seal with just the nut being tightened. It does not hurt to put a thin film on non-hardening sealant on the ferrule, though, before installing, for extra protection against weeping fuel.

USED CAR DEPARTMENT



1929 MODEL A WOODY WAGON

Location: Stephentown, New York 12169

Price: \$26,000

PRIVATE SELLER

Engine: 40 HP, Four Cylinder

Transmission: Manual

Condition: Excellent

Seller's Description:

Restored 5 years ago from original. Comes with extra engine and transmission. Driven some in the summer. Still has original Murray medallion.