

THE 4-BANGER

VOICE OF THE NAPER A's

VOLUME 9, ISSUE 1 ★ SPRING, 2022
BEGINNING OUR 8TH YEAR OF PUBLICATION!

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



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

FAREWELL TO JOHN...



Gathering to wish John Emmering a fond farewell at the May 3rd Naper A's Membership Meeting were (left to right): Tim Shackelford, Paul Herbert, Tom Eklund, John Emmering, Gar Williams, Gene Egert, Lindy Williams, Bob Fields, Steve Paul (not in photo but at the meeting were Al Junco, Pete Pope, Rich Volkmer, Ken Jagodzinski, and Alan Petrik)

Story & Photos by Alan Petrik

John Emmering announced at the Naper A's May 3rd club meeting that he had recently retired and will be moving out of state to a new home in Indiana. We jointly congratulated John on his 20-plus years of service as a Dupage County Deputy Sheriff. He will be re-locating to Columbus, Indiana (south of Indianapolis) soon. John plans to drive his 1931 Deluxe Roadster to Columbus. We wish continued health and a happy retirement to John and his wife Robin!

**MODEL
"A"
DAYS...**

Model A Days 2022, at the Model A Ford Museum in the Gilmore Car Museum complex at Hickory Corners, Michigan, will be a two-day event this year! Mark your calendar for September 16 and 17, 2022. For more details on the event, go to the Model "A" Ford Foundation site at www.maffi.org. Once on the site, select the "Model A Days" tab. This will bring up a list of information, answer most questions, and provide a link to register for three fee-to-join events (the AirZoo, the BBQ Dinner, and the Learn to Drive a Model A Class).

**MAFFI
NEWS
MINUTE**

THE PRESIDENTIAL ROADSTER IN ITS USUAL POSTURE



MODEL A COUPE START-UP & IGNITION ISSUES

Story & Photos by Alan Petrik

Our President, Gene Egert, was contacted by Amy Ruyle, whose husband was a previous member of the club. He had passed away recently and she requested help with his 1930 Model A Coupe. So, Gene called up Lindy and me to go forth on a Naper A's House Call.

All we knew was that the car had not been run in at least 5 years. Upon arrival, we viewed a very nice car up on jack stands. Other than a new battery, we scrutinized the car for a startup. After routine review, we began work with adding about 3 quarts of coolant. The gas tank was quite full. We gave it a fresh oil change, checked the timing, inspected the spark plugs, and installed the new battery.

When we first tried a start, there was no power at the points and no power to the spark plugs. Further investigation found the points badly burnt. Replacement parts were ordered. A week later, we returned and installed the points and made some timing adjustments. The car started and ran great. Gene took Amy for a quick ride and photos were taken to help her sell the car.

NOW, the rest of the story....

Let's begin with an electrical and ignition system review. In basic terms, the Model A has two circuits supporting engine operation. First the HIGH Voltage circuit which energizes the spark

plugs and the LOW Voltage circuit that acts as a control circuit and power source. The High Voltage circuit begins at the top of the coil mounted on the fire-wall, then via the coil wire to the distributor cap, thru to the rotor inside the cap, then through the distributor cap distributing power through flat copper connectors to the appropriate spark plugs.



Photo 1 shows an original type distributor where the condenser slides into a slot in the body of the base and it can be serviced without opening the distributor cap.

The Low Voltage path brings six volts to the bottom of the coil, then on to the dashboard ignition switch, then (through the ignition cable) to the inside of the distributor, ending at the points, which are assisted and protected by the condenser.

Operation is quite simple. The points open and close based on engine rotation. When the points are closed, electricity from the battery flows through the primary windings in the coil and energize a strong magnetic field in the iron core of the coil. When

the points open, a high voltage is produced that will jump the spark plug gap. The rotating crankshaft is geared to the cam shaft, which in turn drives the distributor/oil pump shaft. On this shaft in the distributor is a 4-lobe cam. As this shaft rotates (one lobe for each cylinder) each lobe pushes the points open and the spring tension on the points forces them closed in between the lobes. The timing of the lobe opening the points must be in sync with the top piston position for each cylinder and the rotor rotation to deliver spark energy to the proper spark plug. To help manage the 6-volt power arc or spark at the points as they open, the condenser plays a role to help manage this voltage and in turn it lengthens the life of the point contacts.



Photo 2 shows the NuRex top "new style" upper plate inside the distributor with the points and condenser.

Now back to Amy's car. The points were badly burnt and not functioning. Causes for this condition could include a bad condenser, the ignition was left on, or someone may have tried

Continued on Page 5...

CAVEAT EMPTOR: HOW TO INTERPRET MODEL "A" ADS

IF IT SAYS:

IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

Model A Headlight Upgrade

by Alan Petrik

I researched several options in order to upgrade the headlight bulbs on my 1929 Tudor because the standard incandescent bulbs draw relatively high amperage. The “lights-on” load versus “lights-off” load is generally managed by setting the third brush on your generator to an amperage output suitable to support the higher current draw.

Some drivers set their third brush for daytime lights-off loads. This is much lower than a lights-on load would be. Others set for lights-on load and drive with lights on all the time.

Conversely, if you set the third brush for a lights-on load, with lights-off conditions, you will likely over-charge the battery. I recall Noel Delessio once telling me to

set the third brush for lights-off load and if I needed to drive at night just let the battery pick up the load. I said, “Well, then the battery is discharging.” Noel’s response was, “Don’t worry, a well charged battery can manage this for many hours.”

Some drivers have converted their generators to alternators, while others have added voltage regulators to avoid these third brush adjustment issues. On my Tudor, I have a generator with a Fun Project regulator inside a look-alike cut-out switch. This works well.

As for the bulbs, I sought much improved night headlights and a reduced load on the system. So, I decided upon LED replacement bulbs from Bratton’s Antique Auto Parts. Lindy Williams came over and assisted me in making this changeover.

Bratton’s states that a ground wire is needed from the light socket to a solid ground point. We were reviewing how to accomplish this in light of the accompanying instructions that came with the bulbs indicating that a additional ground wire MAY be needed if the LED bulbs flicker.

We plugged in the new LED bulbs to experiment, and my grounding path (socket to reflector to headlight body to the light bar and so on back to the battery) appeared sound and yielded no flicker. So, we chose to skip the ground wire step. I plan to run these for a while and watch how they perform. Turning these new bulbs on, the ammeter hardly moves at all. The amperage draw is claimed by the manufacturer to be just .8 amps per bulb.

Please see two photos below. Photo one (with the lenses removed) shows an original type incandescent bulb on the left and a new LED bulb on the right. The second photo (after installation of both new LED bulbs and with lens replacement) shows a really huge improvement, with much brighter, whiter light output from the LED’s. They will still need a bit of focus adjustment, but that can wait for a dark night.

If you want to try this upgrade yourself, look for Bratton’s part #17994 at \$29.95 each.



MODEL A COUPE POINT ISSUES

Continued from Page 2...

to start the car with a 12-volt charger, we just don't know.

This car had a NuRex updated distributor installed, so the condenser had been relocated from the customary slot at the

by NuRex and marketed by many parts houses.

We had ordered matching NuRex parts, and installed new points on the car. Well, once you have the ignition on, there should be a small spark when you take your finger and manually open the points. We found no such spark.

So, we took the distributor apart again and re-inspected our work, tried again, but still no spark. We checked all places in the Low Voltage circuit and found 6 volts where we should. We spent an hour reworking and rechecking both high and low voltage electrical circuits before discovering a simple culprit.

This small s-shaped piece of copper was the culprit. We removed the old upper and lower plates that had the burnt points and simply replaced with

PHOTO 4



Connector to transfer 6 volts from bottom plate to top plate

Photo 4 shows the Modern Plate Connector.

new plates. We had entirely missed transferring this copper strap from the old plates to the new plates. This little copper connector is what transfers six volts between those plates. And, without it, we had no power to the points. Once we discovered this and installed the connector, within ten minutes we started the engine and it ran fine.

Perhaps a simple oversight but a huge learning experience!

PHOTO 3



Copper Connector, see Photo 4

Photo 3 shows both plates, upper and lower. The arrow points to a copper plate connector, enlarged closeup on Photo 4.

bottom of the distributor body and is now inside the distributor, attached to the inside distributor plate holding the points. This parts conversion setup is made

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CAR	YEAR AND MODEL	12 HEAVY PLATE	12 HEAVY PLATE
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Chevrolet	1912-16 Standard Six	\$4.95	\$4.95
Chrysler	1912-16 Standard Six	\$4.95	\$4.95
Dodge	1912-16 Standard Six	\$4.95	\$4.95
Edsel	1912-16 Standard Six	\$4.95	\$4.95
Ford	1912-16 Standard Six	\$4.95	\$4.95
General	1912-16 Standard Six	\$4.95	\$4.95
Hudson	1912-16 Standard Six	\$4.95	\$4.95
Lincoln	1912-16 Standard Six	\$4.95	\$4.95
Overland	1912-16 Standard Six	\$4.95	\$4.95
Pontiac	1912-16 Standard Six	\$4.95	\$4.95
Reo	1912-16 Standard Six	\$4.95	\$4.95
Stearns	1912-16 Standard Six	\$4.95	\$4.95
Ward	1912-16 Standard Six	\$4.95	\$4.95
Whippet	1912-16 Standard Six	\$4.95	\$4.95

For cars requiring larger heavier batteries

12 HEAVY PLATE BATTERY \$7.95

12 HEAVY PLATE BATTERY \$9.45

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DOC KILBURN

Story by Alan Petrik & Photos by Ray McMahon



Richard Friend Kilburn, DVM, 77, of Scottsdale, AZ and Naperville passed away on April 23, 2022. He was the beloved husband of Mary Osth Kilburn, the late Erin Kilburn Biegel and David Kilburn. He adored his grandchildren Julia, Lucie, James, Hazel and Katherine who called him Pop-Pop. He is survived by two sisters.

Doc was well known for his dedication to his patients and clients at County Line Animal Hospital. He bought the land, designed a building, and built the animal hospital in 1974. He was very proud of the grounds and the view. He loved keeping up with the latest of surgery techniques, and with other local veterinarians had founded Emergency Veterinary Hospital in Lisle. He served on that board for many years and was a member of AVMA and CVMA professional societies.

Doc was a longtime member of the Naperville Evening Kiwanis Club. For many years he had perfect attendance. He served as its president, its program chair, as a batter maker for the Kiwanis Pancake Breakfast and as its newsletter editor. He even helped establish a Warrenville Kiwanis club. Richard reached the distinction of Distinguished Lieutenant Governor, Legion of Honor for 37 years of membership, and the Henry Hixson Fellowship award from Kiwanis.

He loved summer in Palisades Park with his family and friends. He wind surfed, boated, played tennis, cooked. And will long be remembered for organizing his amazing family ski trips.

Doc passed away on April 23rd after recently relocating to Scottsdale, AZ. He was also a long-time member of the Naper A's, and

treasured his 1928 Model A Sport Coupe that had belonged to his father. He worked on-and-off for over 40 years on his authentic restoration of that car and with the help of many dedicated Naper A's friends, completed the car to exacting correct Model A standards.

His passion for originality was obvious as he worked to have his car ultimately go through fine point judging, but unfortunately, his death preempted this goal. The car is an early 1928 "AR" model with matching numbers (Engine number *A10765*) for the January 1928 timeframe.

It has been said by Fine Point Restorers that there are several "holy grail" parts from early Model A development. If you don't have these parts, you will likely not find them today. If you have those parts, build a car around them. Richard had them.

Some of these key parts include unique horn bezel with arrows, unique light switch assembly, rumble seat step plates with Ford logo only on January/February 1928 cars, nickel cowl with woven lacing, original intake manifold with hump, original powerhouse generator, original tail lamp, early starter switch, hand brake lever on the left, and so many more.

Please see the photos on page 7 of the 1928's unique features, which were taken as the car was relocated from his home and shipped to the west coast for his son, David, who resides in Oregon.



Doc's '28 Car Features

PAGE 7



Loaded on the trailer and headed for Doc's son, David, who lives in Oregon!

Unique horn bezel and drum taillight.



Rumble seat step plate with Ford logo.

Left-hand parking brake, Powerhouse Generator, and unique bumper medallion.



Nickel-plated radiator shell with woven lacing.



With this issue, the *4-Banger* begins its ninth 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 nine 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 & articles

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...**

Gene is on vacation, but his column will return in our next issue!

THREE LOST FRIENDS

We've been saddened this past year with the loss of Noel, Roddy, and Richard. But in past times, they were regular attendees at the Naper A's Wednesday Lunch Group which still meets at the Colonial Café in Naperville. This shot was submitted by Lindy from his archive and was taken four or five years ago. That day's attendance included Jerry Davis, Gar Williams, Noel DeLessio, Richard Kilburn, Lindy Williams, Roddy Barton, and Ron Olsen.

GENE'S TECH TIME



President Gene Egert once again hosted a Naper A's Tech Session at his home on February 19th. On this occasion, the mission was to tear down member Ed Danley's old engine, which had been replaced during an earlier Tech Session. The core proved an unlikely candidate for a mechanic's rebuild, showing excessive wear and a sleeve on Number one cylinder.



NAPERVILLE NORTH CAR SHOW

Story & Photos by Alan Petrik

The first Naperville North High School Car Show to support their now growing auto program. Greg Ditch is the instructor for these programs at the high school. Over 100 show cars and other vehicles along with sponsors supported the show. Attending the show on behalf of the Naper A's was Ron Olsen, Lindy Williams, Alan Petrik, and Steve Paul.

