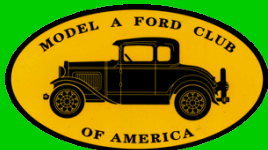


# THE 4-BANGER

## VOICE OF THE NAPER A's

VOLUME 10, ISSUE 1 ★ SPRING, 2023  
BEGINNING OUR 10TH YEAR OF PUBLICATION!

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



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**Henry  
Ford**

once observed,  
"Coming together is the  
Beginning. Keeping  
together is Progress.  
Working together  
is Success."

## Working Women at Ford



**T**he Ford Motor Company has a long history of lady employees on its payroll ever since the firm's earliest years.

Outgrowing its original factory on Mack Avenue in 1904, Ford moved into the Piquette Avenue Plant in Detroit. It was the company's first purpose-built factory, and the birthplace of the Model T. Three years later, Georgia Boyer became the first woman to join Ford's Service Department, and in 1922, she was one of three female employees, alongside Edythe Bice and Marie Wirtz, selected to represent Ford Motor Company with the Good Will Delegation, to observe the reconstruction efforts in war-torn France following World War I.

In 1910, Ford relocated to the Highland Park Plant, where a moving assembly line for cars first operated in October of 1913. In January 1912, Blanche Furlong started working at Highland Park. The \$5 a day wage was introduced in 1914 and by 1915, several hundred women worked in various departments at Highland Park. By 1953, Blanche had risen to become

Supervisor of the Ford Division General Sales Office and its longest-serving female employee.

Not only were women working in the Ford factories, but ladies also played a crucial role at Ford dealerships. By 1922, Lillian Sheridan of Seattle, Washington was promoted to sales manageress at Hugh Baird's Ford dealership. After 18 months on the job, Sheridan was convinced that other women could be successful as saleswomen, and she sold the idea "of a force of women selling Fords" to her manager.

Also questioning the status quo was Henry Ford's wife, Clara Ford. Clara was a very outspoken advocate for women's right to vote and was very active in the Michigan and national suffrage movements. In 1921, she was made the "director at large" of the Michigan League of Women Voters and served in that position for at least ten years.

*History & Photos Courtesy  
Of Ford Motor Company Archives.*



**THE PRESIDENTIAL ROADSTER IN ITS USUAL POSTURE**

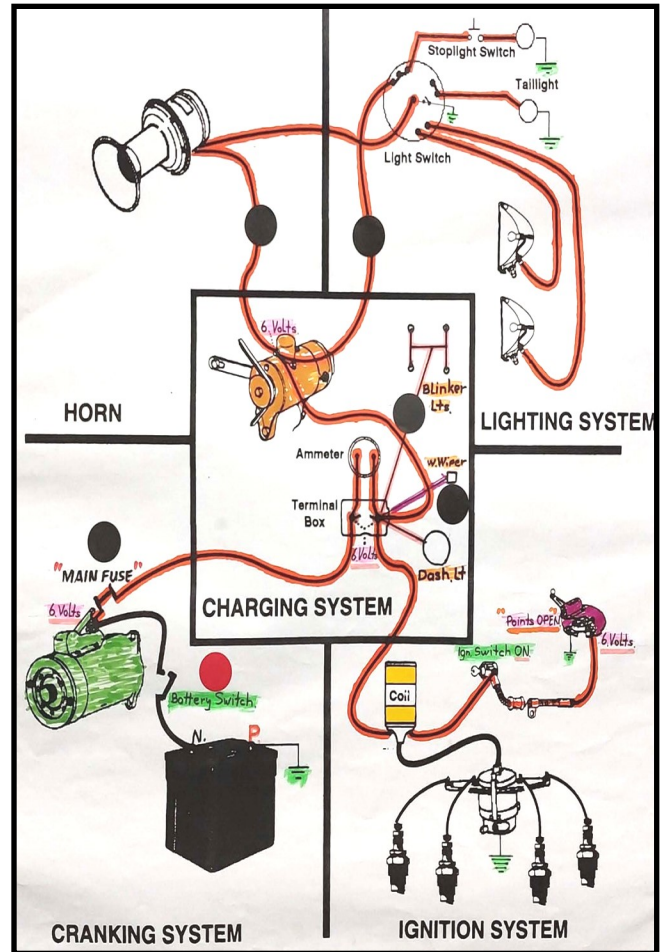


# CUT IT OUT!

**D**an Manola commented at the April 4<sup>th</sup> Naper A's Meeting tech discussion time that use of a cutoff switch on all Model A's was a very desirable improvement to avoid any chance of electrical shorts and fires when a vehicle's wiring remained "hot" and it was left unattended.

**D**an passed a sample mock-up around the room with a heavy-duty cut-out switch and fine #1 copper wire cable. His source for the soft and flexible copper cable is Ray's Electronics, 399 Wall Street, Suite F, Glendale Heights, Illinois. Phone: 630-237-4333

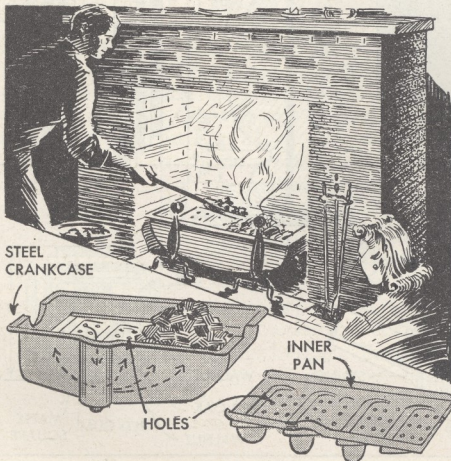
**D**an will deliver an in-depth presentation at the next Naper A's meeting to discuss cutoff switch installation issues and optional locations.



## Coal Fireplace Grate Improved From Auto Crankcase

A fireplace grate that will give good service can be made easily from an old auto crankcase. One from any four-cylinder motor will fit most fireplaces, and can be obtained from a wrecking yard at a small cost. A model-A Ford crankcase is easy to alter for the purpose. Merely pry out the inner pan or partition containing the bearing troughs and punch a number of holes in it as indicated to permit entrance of air under the fuel. Replace the pan and remove the plate over the oil pump, which will permit air to enter the crankcase un-

der the perforated pan when the case is set on the andirons. Before using the grate, however, it is a good idea to burn off all the oil and grease so that there will be no odor when the fireplace is put into use. If another type of crankcase not having an inner pan is used, it may be necessary to punch holes through the sides to provide a draft. You can do this with a cold chisel, making the holes about an inch square. Be sure to provide good support under the metal when punching the holes, otherwise you likely will dent and misshape the grate.



## WHAT TO MAKE?

Interesting project from the Popular Mechanics Magazine 1946 Edition of "What to Make" a collection of plans from the previous year of monthly publications. Never considered this possibility for enhancing heat production for your fireplace, did you?

# AUSY "ELECTRICAL MAP"

**There are many sources available to explain and interpret the Model A Ford electrical circuitry, but many official diagrams are hard to follow and understand. Many thanks to the Model A Ford Club of New South Wales and its fine publication, "The Model A Flyer," for sending this simplified little drawing, which should be readily understandable by all!**



# LADIES CORNER

By DIANE PETRIK



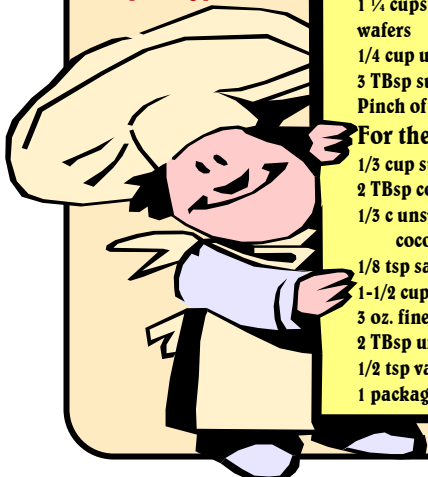
## 1930's "Plus Size" Dresses

(Next issue, look for the 40's fashions)

After the 20s boyish look passed, the classy 1930s introduced us to form-fitting, tea length dresses that made women's bodies look feminine. 1930s Art Deco plus sizes dresses were elegant chiffon, Georgette, and silk gowns cut to hug natural curves in the most flattering ways. Tops had modest high necklines and loose flowing shoulders with a cape, or long sleeves for attractive long vertical lines.

1930s plus size evening dresses had Old Hollywood glamour with their floor-length gowns and matching jackets. Meanwhile, early 1930s day dress looks were similar to the current trend of 1970s dresses with flutter sleeves, ruffles, and uneven hemlines. Late 30's tea dresses were in the 1940's style with knee-length swing skirts, puff sleeves, and a belted waist.

**P.S. Don't ask where or how the nice model lady above lost the top part of her head. Don't blame the Editor, it must have happened somehow during the printing process....**



## Wishing All a Wonderful Birthday:

- Jim Stulga 4/3
- Gary Pradel 4/12
- Diane Petrik 4/12
- Ray McMahon 5/14
- Gene Egert 5/15
- Larry Benischek 5/24



## No June birthdays for current members



## Back to the Cars....

How fast can a Model A go? Top speed was around 65 mph. The Model A had a 103.5 inch wheelbase with a final drive ratio of 3.77:1. It had a conventional unsynchronized three-speed sliding-gear transmission with a single speed reverse.

How fast was a Ford V8? Well, faster than a Model A. It was light, sturdy and had a top speed of 85 mph. And it had great pickup. "Getaway," they called it during the Great Depression. The V8 made for a great police car.

## Then what was special about the Model A?

While it still used a four cylinder engine, similar to the Model T, the Model A was more powerful and smooth and was capable of 55 to 65 mph. It came with Triplex shatterproof safety windshield and lever-action hydraulic shocks, both a first for Ford and then unheard of in the low-priced field.

The most rare Ford Model A was the 1931 Phaeton Deluxe. How successful was the Model A? It was an immediate success! Production reached 820,000 in 1928. By Feb. 4, 1929, it hit 1 million.

Six Reasons to "Love" the "A": You can drive it on the road. You can learn to drive without a historian. Parts aren't hard to find. They are affordable. They offered eye popping styles and colors. They remain lovable.



## BLACK BOTTOM PIE

(Similar to today's chocolate cream pie. One of the 1930's favorites.)

### For the crust:

- 1 1/4 cups graham cracker crumbs or choc. wafers
- 1/4 cup unsalted butter, melted
- 3 TBsp sugar
- Pinch of salt

### For the filling:

- 1/3 cup sugar
- 2 TBsp corn starch
- 1/3 c unsweetened Dutch processed cocoa powder
- 1/8 tsp salt
- 1-1/2 cup whole milk
- 3 oz. finely chopped bittersweet chocolate
- 2 TBsp unsalted butter in sm. pcs.
- 1/2 tsp vanilla extract
- 1 package vanilla instant pudding mix

## DIRECTIONS:

**Make the crust:** Stir together graham cracker crumbs, butter, sugar, and salt in a bowl. Press into bottom and up sides of a 9-inch pie plate. Refrigerate until firm, about 30 minutes. Preheat oven to 350 degrees. Bake until crust is set and begins to turn golden brown, about 12 minutes. Let cool completely on a wire rack. **Make the filling:** Sift the sugar, cocoa powder, cornstarch, and salt together into a medium saucepan. Gradually whisk in milk. Cook over medium-high heat, stirring constantly, until almost boiling. Reduce heat to medium; add chocolate. Cook, stirring constantly, until chocolate has melted and mixture is thick, about 2 minutes. Remove from heat; whisk in butter and vanilla until smooth. Spread chocolate mixture over crust. Refrigerate until cold and firm, about 1 hour. Add a layer of vanilla instant pudding, following package directions. Top with whipped cream or meringue and chocolate shavings. Refrigerate several hours.



On My Final Note...The bad news is time flies. The good news is you're the pilot!



Story by Alan Petrik & Photos by Ray McMahon

# 2023 SAFETY CHECK

**W**e had 14 cars and 15 members out for the 2023 Safety Check at Voegtle's Garage in Warrenville on April 15<sup>th</sup>. The photo shows 12 cars, but Gar Williams and John Tabisz and their cars had to leave a bit early. Gene Egert also had to dash off to the airport. It was a stellar turn out for sure...great turnout, no fatal faults, and good donuts! Special thanks to Gene Egert, our underside man for three hours!





# GENE'S TECH TIME



## **\*A4209023\* Not Rebuildable**

In a series of Tech Sessions conducted at his home by Naper A's President Gene Egert, one of the engines being evaluated for a potential Mechanic's Rebuild was \*A4209023\*. This engine failed to pass the requirements for rebuild. However, some parts were salvaged.

- Cylinder block bores over maximum safe for rebuild.  $>0.125''$
- Pistons had no rings and were corrosion etched into the cylinder walls.
- Crankshaft had been ground and was undersize by  $>0.003$



## **TOTALLY WOOD MODEL A's**

*I wanted to pass on some information about a gentleman I meet at the Tim Butchers Scrap Drive swap meet back in 2021. He does some fun cartoon drawing of cars on wood. See the attached two examples. His name is Sam and you can reach him at [acme1@essex1.com](mailto:acme1@essex1.com) for pricing information. I am going to commission one of my 1955 Buick Century to see how it turns out. — BOB FIELDS*

# Control Tower Crew

The weekly lunch for Wednesday March 29th turned into an event as the group gathered for a visit and tour of the new FAA Control Tower at Lewis University Airport in Romeoville. Lunch was enjoyed by all at Tasty Waffle Restaurant on Weber Road in Romeoville and then we took a short drive to the tower facility. This brand new control tower opened late December. The airport was listed as the busiest airport in the country to not have a control tower. However, after a six-year funding, planning and construction process, the tower is now up and running. The group had the ability to ask questions and learn about operations at the airport. In attendance were (starting bottom left corner going around clockwise): Larry Benischek, Larry's friend Dick Chrisman, Steve Paul, Gar Williams, Lindy Williams, Ray McMahon, Bob Verando, Alan Petrik, Gene Egert, Jim Weaver, Ron Olsen and Ken Jagodzinski.



**EASY-TO-BUILD TOOL KIT DISPLAY**  
 Bob Fields saw this display of Model A tools at a meet in Florida and sent it to the 4-Banger as food for thought. Clean up your tool collection and make a case to display at this year's car shows?

**W**ith this issue, the *4-Banger* begins its tenth 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 ten years ago, I suggested that it could only be successful if the entire club took part and pitched in. That took a while, although Noel DeLessio did immediately give me a wonderful three-part tech article. Mostly, though, I put the first few issues together "Lone Ranger-style."

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 many other area club newsletters. But keep in mind that this baby needs 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 and 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 4-Banger photos & articles to  
 Rich Volkmer, Editor, at  
[rich.association@sbcglobal.net](mailto:rich.association@sbcglobal.net)

THE  
**4-BANGER**  
 VOICE OF THE NAPER A'S

## Editor's Corner

By Rich Volkmer



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

**H**ello, once again, my fellow Model A Club Members,

**I** think we're off to a good start for a new season of tours and events. All Winter long, we've been working on several of our members' cars and their engines. We've been taking motors apart in my garage to see how well they look or how bad. We have several more on the calendar for Fall hopefully so I will be setting up tech sessions for that again. As our calendar is filling up with tours. If anybody has any ideas or suggestions for a tour I would be glad to hear them. If you'd like to set one up, that would be great also.

**O**n March 12 we went to the Beller Museum in Romeoville for a tour of his facility, including myself, Tom, Jerry, and Dan from our club along with many members from other clubs.

**O**n March 29<sup>th</sup>, we toured to the Louis Joliet Romeoville Airport Control Tower to view its operation. As usual, afterward, we proceeded to enjoy a hearty lunch at Tasty Waffle Restaurant, which was quite good. I must thank Alan Petrik for making arrangements for this Tour. There were 12 of us in attendance, including Larry with a guest, Steve, Gar, Lindy, Ray, Jim, Alan,

myself, Paul, and Ron and Ken.

**T**hen, on April 15<sup>th</sup>, we conducted our Annual Safety Check at Voegtle's Auto Service. We had 14 Model A's show up with 15 members. There were some initial lift problems so we had to make use of Phoenix Auto Body's lift. This only allowed us to use a creeper to get under the cars, but with that being said, we did six safety inspections and found no significant problems with any of the cars. The 14 people that showed up were Jeff, Alan, Jerry, Paul, Tom, Jim, Gar, Gene, Pete, Bob, Lindy, Hedl, Ryan, and John. Lots of great discussion and a few donuts consumed!

**A**s of this time, I'm discussing with Mike Keller, the owner of a B-17 that is under restoration, about setting up a tour for Wednesday, May 24<sup>th</sup> to his



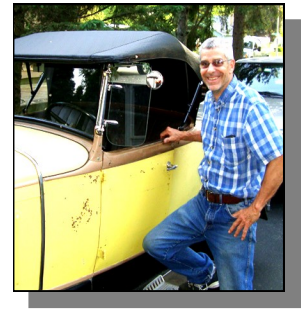
hangar in Huntley, in lieu of our regular lunch at Colonial Restaurant in Naperville. Instead, we'll have lunch after our tour in Huntley.

**I**n closing, I must sadly note that the Naper A's just marked the passing of a beloved member, Jerry Davis. Jerry was a 30-year-plus member of our Club, a friend of many, a fine gentleman in his personal life, and an accomplished restorer of Model A Fords. Nine fellow member cars proudly parked at his visitation service on Friday, May 5<sup>th</sup>. Jerry's beautifully-restored 1931 Town Sedan, now proudly owned by member Mike Bowen, was on display for the family to recall, and for all present to remember his fellowship and many fine restoration accomplishments.

**T**hat is all I have for now. Once again, I must thank everyone for their support in keeping this club the Best it can be.

Your President,

**Gene Egert**



**J**erry Francis Davis, age 92, a longtime resident of Naperville, passed away peacefully on April 27, 2023. He was the beloved husband of Doris of 68 years, loving father of Debbie Fletcher and Jeanne (Jeff) Webster, and proud Papa of Jenny (fiancé Michael) Fletcher, Jimmy Fletcher, Shannon (Matt) Maher, and Colleen (Ben) Narloch.

**J**erry was born on January 14, 1931, and raised in Cincinnati, Ohio, by Vincent and Lena Davis. He was the youngest of three boys and was preceded in death by brothers 'Buckeye' Bob (Gloria) Davis and Jack (Peg) Davis. Jerry met his wife Doris in Junior High. They were married in 1952 while Jerry was serving in the Navy. He had a very successful career as a sugar salesman. Jerry ('JD') and Doris raised their two daughters in Columbus, Ohio, where they made lifelong friends. His quick wit kept everyone on their toes with his one-liners.

**J**erry was an avid fisherman, duck and squirrel hunter, golfer, and sports enthusiast. He belonged to the Naper A's car club and enjoyed showing off his restored cars in local parades. He took pride in each of his restorations,

but his 1931 red Ford Pickup truck was his favorite. His most prized possessions were the Ohio State season tickets he held for over 50 years. A memorial visitation and Burial Mass was held on May 5<sup>th</sup> at St. Elizabeth Seton Church in Naperville and he was interred at Abraham Lincoln National Cemetery.

