

THE PREZ SAYS...

It's hard to believe we are already halfway through the new year of 2015. Seems like just a moment ago that we were planning the annual Christmas party, and now we're already plowing into June. Time flies when you're having fun, but the best part is that there's more fun ahead.

On a personal note, at this writing I can report that the operation was a success. No, not me...the new top on our '30 Roadster! Yes, the car is now more secure from the elements (such as a rainy Memorial Day parade) with a real top. I have to thank Lindy Williams for helping sort out this challenging project which turned out to be more demanding than anticipated...but what project isn't, after all? I won't go into a lot of details in this space, but stay tuned for an in-depth tech article in the next **4-Banger**. At that time, we will discuss all the do's and don'ts of installing an open car top right from rehabbing and refinishing the top irons through nailing everything down onto the tack rails with tacks and staples. Here's one preview clue to the story: for best results, this type of project should always be tackled on a sunny day!

Before moving on, I must acknowledge that our Senior Statesman of the Naper A's, Stu Carstens, has been missing in action due to injuries suffered in a fall at home resulting in a broken leg and extensive repairs and rehabilitation. Stu, we feel your pain and send best wishes for a speedy and complete recovery. Stu's son, Jeff, filled in at the May 5th membership meeting with refreshments and Al's world-famous pizza. Many thanks also to Alan Petrik for immediately arranging to have The Popcorn Factory send Stu a get-well package of their fine snacks and treats. The good news is that he completed almost a month at Marianjoy and is once again at home to complete his recovery. It will be good to have him back attending our meetings.

This year's Safety Check event went off on schedule on Saturday, May 9th with five cars running through the lane at Voegtli's Garage in Warrenville brought in by Jeff Carstens, Pete Pope, Fred Kauper, Nick Mazzarella, Alan Petrik, and myself. We need to ramp up our participation in this event as the best way we can ensure a safe driving season ahead for our old cars.

Speaking of the Memorial Day, we successfully fielded nine cars this year for the Naperville Parade, completing the entire circuit just in time for a major downpour. I personally thank our hardy crew for such a great turnout even though rain had been in the forecast, including: Jeff Carstens ('29 Phaeton), Pete Pope ('30 Phaeton), Gar Williams ('31 Roadster), Rick Burgermeister ('29 Roadster), Fred Kauper ('30 Coupe), Alan Petrik ('31 Sport Coupe), Steve Paul (Model T Touring Car) Tom Eklund ('29 Fordor), and me ('30 Tudor).

Once again I have to compliment Nick Mazzarella for the fine job he does quietly every month, taking notes at the membership meeting and translating them into well organized and detailed sets of Minutes, always sent out in a timely manner. In that regard, I want to call your attention to Nick's "Recap of Tour Ideas" on page two of the May 5th Minutes. It's time to harden things up into real plans, but we're still open to ideas if you want to suggest something else.

When he's not manning the secretarial keyboard, Nick somehow finds time to work on his own car. His Winter's work this year was focused on tearing into the driveline to fix whatever malady was causing a terrifying "graunch!" noise. The transmission showed only ordinary wear and tear, which he serviced along with installing a new universal joint. All was revealed, however, when he dug into the differential and found a broken pinion tooth floating around to cause havoc. Fortunately, "Rusty John's" emporium had a used ring

and pinion available, and Gordon Coleman was able to provide a needed replacement axle. More details will be forthcoming from Nick himself at the next meeting.

Tom Eklund suffered some serious overheating engine woes with their '29 Tudor soon after the new motor was installed last year, and had to take it back to Rich Fallucca's shop for more work. Just last week, the engine was again started up after the reinstallation with help from Lindy Williams, our go-to guy for House Calls. Things still aren't right this time around, it idles OK but can't manage road work without overheating and making clattering noises. But Rich always stands behind his work, so Tom has jerked the engine once again and taken it back to his Skokie shop for another go-through.

In closing, I want to mention a special opportunity we have to visit one of the world's premier high-end automotive restoration shops, Cooper-Technica, which is located right here in Chicago. For some background on this company, I suggest visiting their web site at <http://www.coopertechnica.com/news-vintage-automobiles-restorations-1.php#news-05> where you will find articles detailing some of their projects and information on the proprietor, David Cooper. At this time, we are thinking in terms of a Fall timeframe to tour David's shop and planning on driving our Model A's there to see his one-of-a-kind rare and exotic classic cars being restored.

2-MINUTE TECH TIP

Save magnetic business cards, don't throw them away! A couple minutes of trimming with a scissors is all it takes to convert them into plastic Battery Clamp Insulators that self-stick to the bottom of your battery clamps.

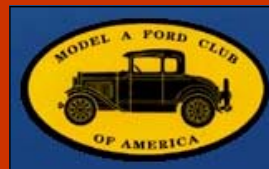


THE 4-BANGER

VOICE OF THE NAPER A's

VOLUME 2, ISSUE 2 ★ SPRING/SUMMER, 2015

AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA



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We still need a contributor for the next "Chumbalone's Garage" bonehead move, all submissions will remain anonymous...

COMING EVENTS:

AACA Vintage Car Show (Cantigny Park, Wheaton).....July 26th
 Summer Cruise (Beek's Auto Museum, Moline).....August 8th & 9th
 Ehrenhofer Swap Meet (40-Horse Farm, Woodstock).....August 22nd
 Model "A" Days (Gilmore Museum, Michigan).....September 18th & 19th

SHIFTING TOWERS 'R' US DEPT.



The March 7th Tech Session on the Shifting Tower was well attended, with hands on demonstrations involving Danny Manola, Nick Mazzarella, Tom Eklund, Ron Olsen, and Gene Egert

The well-prepared Model A Travelin' Man is always ready with blankets, tarps, and good bed covers for his trip out-of-state. See Page 6 for more views of the Crossroads Membership



How can the finest product of the Tengzhou Metal Forging Machine Works (Sandong, People's Republic of China) support your next sheet metal fabrication project? See Page 3...



Be Aware Of The Axle Key!

How To Avoid Axle & Hub Replacement

By Ron Olsen

Casually assembling the rear brake hub onto the rear axle could have some consequences that are not good.

If the 1/4-inch square key is too high in the axle keyway, the hub taper will never seal or run true when the car is on the road. The rear wheel will never be tight and it will wobble, causing the axle and hub taper to become worn on the inner and outer surfaces.

It's quite a job to replace an axle and expensive to replace a hub. Some Model A's at our recent safety checks have arrived with rear wheels which appear loose, but only when wiggled across 180 degrees. Pulling the wheel in and out appears OK.



The problem is that the 1/4-inch key has moved into the rear keyway radius (see photo) and is not sitting at the bottom of the keyway. In other words, the key sits too high in the rear and won't let the hub taper seal against the axle taper.

This can happen during assembly, when the keyway in the axle is pointing up with key inserted, and then the hub is slid onto the axle.

In this process, the hub pushes the key too far back into the keyway radius. This area has a 1-inch radius left from the milling cutter that cut the axle keyway.

To prevent this serious problem from happening (along with the resulting damage) turn the axle keyway facing down and place the 1/4 inch square key into the hub keyway from the hub front



a little more than half way in (see photo). Carefully center the hub with the brake shoes and slide the hub onto the axle until it stops. Turn the hub from side to side until the key enters the mating keyway in the axle.

Continue sliding the hub & key inwards, pushing the key with a screwdriver until the hub stops and is all the way on the axle. You should still see the end of the key inside, just past the hub seal and washer area.

Each end of the key should have a radius curve on the side that lies on the bottom of the axle slot. If it doesn't, file or grind the curves and try the key in the axle for fit, it won't take much. Use 100 foot pounds torque to tighten the axle nut and don't forget to use a cotter pin when finished.

"It's quite a job to replace an axle and expensive to replace a hub."

**MOLINE SUMMER TOUR
AUGUST 8th & 9th**



Scratch the fender of your Model A and you'll find a lot of Model T Ford DNA lurking below the surface. The Naper A's summer tour will see some of the finest Model T's in America among the automotive treasures

at the American Heritage Auto Museum in Moline.

We'll launch at 8:00 AM on Saturday, August 8, 2015, for a cruise to the LaSalle-Peru area and meet up with the Joliet Club at the I&M Canal Lock 16 for lunch and a Canal Museum Tour of colorful local history from Illinois pioneer days.

By 1:00 PM we will head for our destination lodgings at the LaQuinta Inn in Moline and

plan on having dinner at 5:30 PM. We'll then tour Craig Beek's private American Heritage Auto Museum (4510 7th Street in Moline) at 7:00 PM and return to the hotel by 9:30 PM.

Sunday morning, we'll be up early for breakfast at the hotel, then depart at 8:30 AM for our return voyage to Lock 16 in LaSalle. On this break, we can enjoy a Canal Boat ride before departing for the final leg of our trip, homeward bound at your convenience.

For more information, contact Tom Roche (630/983-7825) or Noel DeLessio (630/3575826)

Model T Ford Wheel Seminar

Sponsored by Fox Valley Model T Club
June 27, 2015 10:00 AM
(Coffee and Donuts at 9 AM)
925 W. Spring Street, South Elgin

This is a "hands on" session where you will learn the "Black Art" of installing new wood spokes in 1919-1927 model T Ford wheels. This seminar will present some well-kept secrets of wood spoke repair and refinishing!

Contact David Martin
martindr@comcast.net
or 847-997-2013
There is no pre-registration, but it would help if we had a head count!



USED CAR DEPARTMENT



FOUND ON HEMMINGS WEBSITE: 1931 FORD MODEL A DeLUXE COUPE

Location: Volo, Illinois
Color: Maroon & Black
Price: \$18,900

1931 Ford Model A Deluxe Coupe with 5-Speed transmission. Options include dual side-mount spares, stone guard, wide whitewall tires, chrome tread covers, and a trunk rack. Cosmetic and mechanical condition of this late model '31 is overall excellent, including recent maroon and black paint. Interior has been refurbished with authentic olive drab wool mohair. U-Tube video available upon request, call 815-385-8408 for video and/or vehicle data or visit www.volocars.com.

5th Annual Model A Day Swap Meet Fashion, Seminars, Food and Fun!

September 18th & 19th 2015 9-5pm

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

Technical Seminars, Fashion, Hall of Fame Induction

GENUINE FORD
PARTS

AUTHORIZED FORD
DEALER

FORD AUTHORIZED
SERVICE



For more Info 269-615-3719 Jerry Morrissey

For Swap Reservations and information
Ken Ehrenhofer 630-697-3906 or Mark Maron 847-302-7900



Save the Dates: September 18-19, 2015

For the 5th Annual

Model A Day at Gilmore FASHION, FOOD, SEMINARS, SWAP MEET, HALL OF FAME INDUCTION MODEL A SEMINARS, FEATURING:

The Mysterious Model X Ford by Stan Johnson, MAFFI President,
7:30 PM Friday evening at the Four Points Sheraton host hotel.

- ★ Engineering Design of the Model A Front End -- by Les Andrews
- ★ Ignition and Distributors -- by Tom Wesenberg
- ★ Headlamps and Lenses -- by Mike Keating
- ★ How to Shop for Era Clothing -- by Alice and Jim Koenigsmark



HOPEFUL START, THEN OUT FOR A SPIN, AND...
Tom Eklund experienced disappointment again this month after reinstalling his rebuilt engine and so had to once again remove it from the car and take it back to the machine shop. Hope "three" is a charm for him....

Welcome to the CROSSROADS

ILLINOIS US 66

Membership Meet
April 10-12, 2015 Joliet, Illinois



The Joliet Club sponsored its Crossroads Membership Meet in April, attracting a good turnout from several states for a full schedule of tours, seminars, meetings, dinners, museum tours, social hours, banquets, and a swap meet.



2015 SAFETY CHECK

VOEGTLE'S GARAGE, WARRENVILLE □ MAY 9, 2015

Jeff Carstens, Pete Pope, Nick Mazarella, Fred Kauper, Gene Egert, and Alan Petrik (not in photo) all gathered at Voegtle's Garage in Warrenville to process five cars through the 2015 Naper A's Safety Check lane on May 9th.



CLUBS TO SHARE 3-IN-1 MACHINE



Should you need to fabricate some sheet metal for bodywork repairs, brackets, or even non-automotive shop projects, soon there will be a handy machine available for your

use that can cut, bend and roll mild steel material up to 20-gauge (1 mm) thickness.

Member Rich Volkmer has turned the shear-brake-roll machine over to Scott Stastny at DeLuxe Auto Werks in West Chicago with an understanding that club members

from the Naper A's and the Blackhawk Chapter SDC will have access to its use. Scott will be utilizing it himself at his auto restoration shop, but members of both clubs will be able to arrange with him to stop by and use it for their own personal projects.

Scott will be fabricating a sturdy steel base for the machine, which weighs 328 pounds, and exerts considerable force in use. The base will put it at a working height and allow for the needed leverage. When that stand has been completed, club members will have to contact Scott in advance at 630/293-7750 to use the machine.

DeLuxe Auto Werks is located at 319 Wilson Street in West Chicago. Scott has been in business since 1985 at the same location, specializing in classic, antique, and collector cars, including Model A's and Studebakers.

PROJECT SPOTLIGHT ON...



Not Just Any Old Trunk

By Alan Petrik

Many years ago, I became interested in Ford Model A's and eventually acquired our 1931 Model A Sport Coupe four years ago. Since then, having a trunk to compliment the vehicle became of great interest, which resulted in searching around all the normal places in quest of trunks available for sale or refurbishing. I looked at various trunk sellers on ebay, considered the Model A parts suppliers (Bratton's, Mac's, Snyder), and combed through various swap meets and rummage sales.

The used market was really no help other than helping to mold my ideas. New trunks offered today at more than \$500 are made of steel, whereas most of the original trunks were made of wood, leather, and other man-made coverings. My desire evolved into resolving to build a trunk as correctly original as possible, they way they did it back then.

So, I started taking pictures of trunks on Model A's at various shows and swap meets, discovering many, many designs out there. Combining this with internet research, I intended to create my own plans and specifications. Then, one day last Fall — purely by luck — a search on the MAFCA website for "trunks" yielded paydirt. Out popped a very well-written article on exactly what I was planning to engineer by myself.

The article originally was written and published by a gent named John Stewart in the July 1929



issue of *The Automobile Trimmer and Painter*, a trade journal in publication from 1922 to 1931.

MAFCA had published an enhanced new version of the piece, now penned by a technical author named Marshall Lewis of Empire, California, after he built a trunk for his 1930 Sport Coupe. The updated (1974) article encouraged current Model A owners to build a correctly original-style trunk on their own and included a bill of material, plan diagrams, photos, construction and assembly ideas and experience-based tips.

With the discovery of this invaluable old article, the Winter Trunk Project suddenly began to take shape. My photo research indicated square topped trunks, angled tops, hinged tops, drop fronts and many other interesting ideas to consider incorporating. The MAFCA plans did offer some design variations on the basic plan, but I fell in love with a design that

featured a curved front and hinged top.

In earlier years, I once had available a 30,000 square foot professional cabinet shop that had extensive resources and would have made this project much easier.

Timing is always everything, and that shop was no longer around when needed the most. So the basement workshop at home just had to do, working with the table saw, skill saw, cross cutter, and jig saw. The only tool added to the mix was a 4" belt sander.

The plans called for solid oak for all frames and rails along and plywood for all surfaces. Oak was specified at 5/8" but we purchased 3/4" material. Without a thickness planer available, the plans needed modifying to absorb 3/4" material. The plywood sides were specified to be 5/8" thickness, but finding such material proved difficult. Laminating 3/8" and 1/4" plywood together solved that problem. 1/4" plywood was used for the front, back and bottom, no problem there. For the curved top, two layers of 1/8" plywood were laminated together in two stages. This material was sourced on the internet.

Course-cut drywall screws in varying lengths were used for fasteners. All holes were pre-drilled and counter sunk. All screw holes and wood imperfections were then filled with automotive Bondo. The belt sander came in handy for the bondo sanding. It also was great for general sanding and producing small radius curves on all edges where the Naugahyde wrapped around. All joints and laminated plywood layers were glued 100% with waterproof carpenters glue. The plywood used was furniture grade birch, one side good. Gluing Naugahyde with contact cement meant making sure that no plywood imperfections would be telegraphed through the Naugahyde. Leather was purchased in natural color, then stained to match the color choice. Staining leather was a real experience, certainly nothing like staining wood.

Once you touch the leather with colored stain, you're done! You must pre-mix and thin the colors, then use multiple coats to yield the desired coloration.

Perimeter straps were used to secure many trunks to their luggage racks for ease of removal. We installed the straps for decoration but used 1/4" carriage bolts to actually secure the trunk to the luggage rack. As for Naugahyde, we



chose the US-brand-name material made by Uniroyal. The product specifications indicated that it afforded the best crack resistance in cold temperature conditions and carried a better warrantee. It was also thicker than the off-shore knockoffs.

Replica hardware, tacks, and pre-sewn leather handles were found on the internet. Fabric lining material, batting for padding, piano hinges, and aluminum trims were sourced locally.

Lessons learned during the project:

Should you decide to build your own trunk, here are a few additional thoughts beyond what you will find printed in the MAFCA article.

- ❑ Have more clamps available than you think you will need.
- ❑ When bending and gluing the curved top, pre-soak the 1/8" birch plywood in water over night. Glue, screw, and clamp the bottom front edge...then begin bending your plywood over the curve towards the back of the top.

Using four Jorgensen clamps and one pipe clamp worked OK, but another pipe clamp and a couple of C-clamps would have come in handy. You really need three hands as you bend the curve, to be sure the frame stays "in square" as bending the wood still requires some level of force. (Thank you to my wife for lending a hand just then!) Once the first layer has dried overnight, repeat the process with the second 1/8" layer the next evening. It will be much easier, replicating the first layer.

- ❑ Use spray contact cement on all areas and glue the Naugahyde 100%. Marshall Lewis's version of the project plans were helpful here. Do many dry fits as your options are limited for repositioning once you spray the surface and the backside of the Naugahyde. It sticks well! Lacquer thinner can be helpful for cleanup on the Naugahyde surface if you experience glue overspray.

- ❑ Spray paint the inside with black paint as you assemble and also paint the long outside edges black, just in case a corner edge splits open later.

- ❑ The plans call for Naugahyde in a 58" width, but it only comes 54" wide now. So, you order extra material and your waste factor increases. Use continuous pieces of material for the front, bottom, back and both sides.

- ❑ Make fabric liners for inside the side walls and inside the top. Your cloth lining material should be cut 2 inches oversize in all four dimensions. Cut the 1/8" batting fabric to the exact size of the insert openings. Then glue the batting to the back side of the cloth. Then wrap and glue the cloth over-cuts. This yields exact-sized inserts that can be spot-glued into the trunk.



- ❑ Plan your colors in advance to match the car. I selected black Naugahyde to match my Sport Coupe's fenders and frames, leather accents stained to match the accents on my Sport Coupe top, and a blue-patterned inside fabric to match the our car's blue coach color.

- ❑ Over-order materials and parts to avoid running out, you may modify the design as you go along and thus waste some materials.

Material costs on our project added up to about 75% of the cost of a commercially-made steel trunk. Frankly, I lost track of a few of small-cost items. However, the main objective of a Winter project was met in spades. Even more importantly, I was able to experience something akin to what Marshall Lewis himself must have enjoyed as he wrote his trunk project plans back in 1974. And we created an attractive, correctly-built new period accessory for our car.

Suppliers:

- ❑ Ohio Travel Bag (Solon, OH) for hardware, tacks, brackets and handles.
- ❑ D & D Woodcrafts (Saylorsburg, PA) for 1/8 inch plywood.
- ❑ Tandy Leather (Elgin, IL) for leather, leather straps and tanning stains.
- ❑ DIY Upholstery (Horn Lake, MS) for Naugahyde materials.
- ❑ Menards, Ace Hardware, Hobby Lobby, and Joann Fabrics for oak, plywood, glues, hinges, screws, fabrics, and miscellaneous materials.

Link for Marshall Lewis "Build Your Own Trunk" Article:

www.mafca.com/downloads/Technical/Trunk_Lewis.pdf