

THE 4-BANGER

VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 4, ISSUE 2 ★ SUMMER, 2017

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



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**DON'T STICK
YOUR ELBOW
OUT SO FAR
IT MAY GO HOME
IN ANOTHER CAR!**

Need A New Water Pump?

By Alan Petrik

For the last 12 months, I have dealt with a dripping water pump by wrapping the shaft with a piece of sponge that was secured with duck tape. It did stop the slinging of antifreeze solution all over the engine compartment. At some point, I knew it needed either a rebuild of the pump or a replacement. I solicited opinions from all of our Naper A's experts and some recommended a rebuild while others thought a new leakless pump was a better option.

I decided to go with the leakless pump from Snyder's as other parts companies were temporarily out of stock. I also ordered a new fan so to marry the two pieces together for a tight fit. A stop by Lindy's Garage help fit the fan blade tapered inside to the tapered shaft on the pump. The two parts did fit quite well from the start, so we enjoyed a little luck for a change. I also planned to add a new water outlet to accommodate a temperature gauge sensor.

The pump housing and new water outlet both needed to be painted, therefore I wanted to match the engine block paint color. The night before I planned to do this work I soaked the water outlet head nuts and the water pump nuts with penetrating oil. In the morning, I wanted to see how tough it would be to break the nuts loose. A bit of luck once again, the nuts all came loose quite easily.

I took the old water outlet off first and went to Harlem Auto and Paint on 87th Street in Bridgeview (a place that did a good job in the past for me) for a spray can of custom-

matched paint. I was now able to paint the water pump housing and the new water outlet to match, then assembled the new fan onto the new pump.

I removed my rock screen from the radiator to allow for enough to forward movement of the radiator toward the headlight bar. Then, I loosened the radiator, taped in place a piece of cardboard to protect the radiation fins, and then removed the old water pump. I cleaned the gasket areas real well and brushed the studs clean, then coated the studs with some never seize. Permatex was used on the fiber seal for the water pump to insure a good seal.

The new water pump went on using fresh stainless lock washers and nuts, all good there. I ordered new hoses, top and bottom. Glad I did, the old hoses were quite dry and needed to be changed. I installed the new water outlet with no gasket. Permatex only was used. Again, the Club Experts differed on gasket or no gasket to be sure the outlet flange casting would not crack. Since I was worried about cracking the flange, I first snugged the head bolts, then went to 15 foot pounds on each side and then in 10 foot pound increments side to side until full torque of 55 foot pounds was achieved. Then the radiator, rock screen and hood were reattached, and all went well in that department.

Many thanks to the club experts for their insights and advice, particularly Lindy's support. This is what makes it possible for an amateur shade-tree mechanic to tackle a routine project like this with success! Sooooo...it's back on the road without a constant coolant bath under the hood. "Leakless," just like it's supposed to be!



ILLINOIS RAILWAY MUSEUM

Sunday, August 6, 2017

Seven Naper A's members attended this year's event, including Lindy Williams, Tom Eklund, Ray McMahon, John Emmering, Nick Mazzarella, Gene Egert, and Jim Weaver. Not sure where the eighth Model A came from, perhaps a visitor from another club. Meanwhile, Nick found a new ride in a pristine 60's Austin-Healey 3000.



GENE'S CAR, IN A NORMAL POSE

PANCREATIC CANCER WALK □ NAPERVILLE, ILLINOIS □ JULY 17, 2017

TEAM FRED STEPS OUT!

By Ray McMahon



Ray, Lindy's son, Larry, Lindy, Nick, Rick, Kevin Kauper, Kathy Kauper, Jim Weaver, Catherine Kauper, Robin Weaver, Lindy's grand daughters Anne and Clare also walked with Lindy and his son Larry. Alan and his wife, daughters and even their dog also walked.

The Naper A's were well represented this year on July 17th to help raise money for the Lustgarten Foundation Research Center for Pancreatic Cancer with 15 "Walkers" and supporters. We raised \$1,080.00 this year, passing last year's figure by \$50.00.

Our Secretary Nick Mazzarella, drove his Model A and it attracted much attention for the Naper A's. Nick also walked the extra 1.5 miles by doing two laps on the course, I think he did it in record time! Everyone was treated to ice cream by Culver's at the end of the walk. We walked together as a team in memory of Fred Kauper and also for Lindy who is also a Pancreatic Cancer survivor and our Naper A's Treasurer & "go to" guy for everything Model A.

It has been my experience that the Lustgarten Foundation has been very well organized for this event and easy to work with. They provided bagels and cream cheese, popcorn, and other snacks and goodies before the walk and plenty of cold water and coffee. The ice cream at the end from Culver's hit the spot. If you see a purple tee shirt with a sneaker on the front that is the color and symbol of the walk.

Everyone had a good time. It was great to see Kathy, Catherine and Kevin and Lindy's son and grand daughters. I look forward to an even better turnout next year.

Alan and Lindy talking Model A's (again) after the walk.



Kevin and Catherine Kauper catching their breath after the walk.



This Certificate Of Appreciation was presented to John Babcock and Denise Lawrence following our wonderful tour of the PowerMaster plant on June 10th in partnership with the Black Hawk Chapter of the Studebaker Club.



PowerMaster Plant Tour - June 10, 2017

By RICH VOLKMER



Hudson pickup resto-rod with a Chevy small-block engine, a Camaro sub-frame, and a Camaro differential.

A sunny Spring day greeted the Black Hawk Chapter of the Studebaker Drivers Club and the Naper A's Model A Club as their respective members joined forces for a memorable plant tour at the PowerMaster manufacturing facility in West Chicago on Saturday, June 10th.

Over 30 car buffs gathered in the PowerMaster parking lot early on,



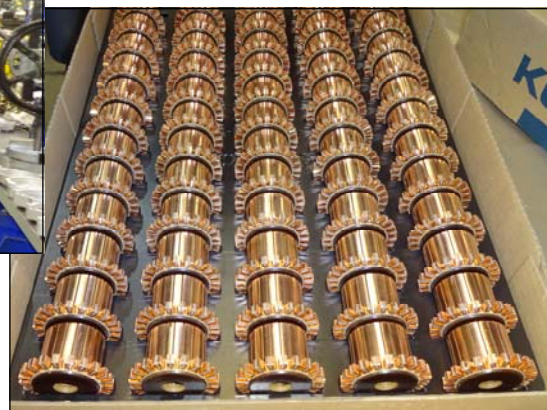
enjoying coffee, rolls, and the kind of camaraderie that only gearheads can relish. By count, the Model A's did outnumber the Studebakers, but their guys nevertheless found our antiquarian technology quite interesting and soon everyone was making new friends. At the same time, half a dozen pristine and stylish Studebakers also "wowed" our Model A folks. Other makes were also represented on the occasion, including a 1950 Olds and a special treat, a 1946

The highlight of the day was our plant tour, hosted by PowerMaster owner John Babcock and Marketing Director Denise Lawrence. John is justifiably proud of quality PowerMaster products and intensely knowledgeable about starters, generators, alternators, and everything electric on collectible automobiles and hot rods. Guiding the tour skillfully

through various phases of his production line, he continually pointed out the attention to manufacturing details and the use of quality materials that produces an

extremely low failure rate for PowerMaster products.

He also indicated that PowerMaster offers rebuilding services and free



problem consultation on existing OEM starters, generators, and alternators. Several attendees of the plant tour left that day resolving to submit troubled starters, generators, and windshield wiper motors to the attention of PowerMaster's rebuilding specialist, Keith Galbraith. Along the tour, there was an exhibit of Keith's wide-ranging efforts on common rebuilding old starters and generators, including a giant starter that he recently restored from a Caterpillar earth-moving equipment engine.

A special presentation plaque has been prepared to express both clubs' appreciation to PowerMaster for the company's great hospitality and willingness to share its many secrets for producing high-quality and reliable products for the old car trade.



MEMBER SPOTLIGHT ON...



JOHN EMMERING

...and the dream of owning a Model "A" Ford rekindled!

Model A mania" begins in numerous ways, but in the case of one of our newer members, John Emmering, it set in years ago, after the release of the film "Bonnie & Clyde" in 1967. While viewing the movie at a local drive-in theater, John was fascinated by the yellow Model "A" roadster that roared from a pair of the outlaw's depicted robberies and a blue 1931 Roadster they drove into a service station. John noticed plenty of other Model "A"s shown in many of the film's background scenes also and he set out to learn more about them.

John's parents had both shared Model "A" memories with him. John's mother had often spoken of her first car, a 1930 Model "A" Tudor she bought for \$50.00 in 1950. John's dad reminisced about his parent's 1929 Model "A" Fordor which served as the family car when he was growing up during the 1930's. The stories increased John's interest. After visiting a car show during a 1969 vacation up to Wisconsin and viewing some beautifully-restored Model "A"s close up, John as a young teenager was hooked on the idea of getting his very own Model "A" Ford.

After spending about a year reading up on Model "A"s John spotted one for sale in Hemming's Motor News, which was offered by a private party in Naperville. It was an early 1928 "AR" Tudor. The body



the 16-year-old high school junior bought the car with some of his savings...hoping to fully restore it. Soon, it was towed to his parent's driveway in Villa Park.

That old Model "A" certainly gave John plenty to do in the spring and summer of 1971. There was lots of sanding that needed done to the body and a missing



running board splash apron had to be located and replaced. A new soft top was installed as a group effort of John and his parents. As summer progressed, however, John's dad saw that there would be many months of labor and more expense before the job of restoring the Model "A" could be finished. When John's father saw a cherry original 1949 Ford sedan on a used car lot in Elmhurst, he suggested he would help John buy the 1949 Ford if he would sell the 1928 Model "A." John agreed to this new

plan and brought home the 1949 Ford, soon finding a buyer for the Model "A." Fortunately, the new owner, a postman from Wheaton, did a beautiful job of completing the restoration of that car.

During college, John traded the 1949 Ford to his father for a two year old Ford Pinto which was more practical for him as a student away at college. Moving on with life, John graduated from college and entered military service with the Army. Returning to civilian life and newly married, he then entered the field of Law Enforcement. Starting his police career as a DuPage County Deputy Sheriff, he later served as an Aurora Police Officer. After twelve years, John left police work to teach criminal justice on the junior college level as a civilian on U.S. Military installations in Germany. As the military was deployed in the 1990's, John then took numerous temporary assignments teaching police work in Bosnia, Kuwait, and finally in Afghanistan. After fifteen years, he retired from army education and was re-hired by the DuPage County Sheriff's Office, where he presently continues to work.

When John arrived back in Illinois in 2006, he re-entered the antique auto hobby with the purchase of another 1949 Ford and also a 1951 Ford. After a decade of exclusive involvement with Ford V-8's, he once again recalled his early fondness for Model "A" Fords and began to seek out one to purchase last year. John's wife, Robin, encouraged him to look around for a roadster with a rumble seat. The search for such a Model "A" took John and Robin to Arlington, Wisconsin, in June of 2016, where Bill Bell's Ford agency had a nice roadster sitting in its showroom for sale. The Bell Ford Dealership began business in 1931. When the dealership built a new building and showroom, they purchased the '31 Roadster for display purposes.



was unfinished but the engine had been rebuilt and the chassis already restored. With the optimism of youthful ignorance

After displaying the Model "A" a few years, the dealership decided to sell the car to make room for new cars in the showroom.

An offer John made on the car was accepted by the dealer and he found himself the owner a stone brown 1931 Model "A" Deluxe Roadster. Soon the Model "A" was towed down to John's Hanover Park home from Wisconsin. It wasn't too long however before the Model "A" exhibited some mechanical problems. It seemed best to give the roadster a new lease on life with a complete new engine rebuild. Soon John and Robin headed up to Richard Fallucca's Antique Engine Rebuilding shop in Skokie with the engine pulled from their 1931 Model "A." John ordered the touring package and Rich completed the engine in a couple months. The roadster was stored at Jamie Jarosz's Model "A" Shop in Delevan, Wisconsin, until John brought him the completed engine for installation.

Since his 1931 Model "A" Roadster was completed with the freshly-rebuilt engine installed, it's given the enjoyment of Model "A" ownership that John once sought as a teenager. He joined our Naper A's last fall and has since enjoyed the great

camaraderie, activities, and advice shared by other experienced Model "A" owners among the membership. John drove his car to Sharon, Wisconsin, Model "A" Day in June and a couple other local Naper A's events and has been very pleased with its

performance. While John's Model "A" story now spans fifty years, it has enjoyed a happy ending because now he is once again behind the wheel of a beautiful and smooth-running Model "A" Ford...and even a better car than the first one!



Naper A's and Ford V-8 Clubs Meet At Culvers

Saturday Evening August 5, 2017 — Culver's Restaurant on Route 64, St. Charles, Illinois — By Robin Emmering



The idea of conducting a joint Model A and Ford V-8 event crossed the minds of the Northern Illinois Regional Group of the Early Ford V-8 Club last fall after they were invited to share a Thanksgiving Turkey Dinner presented by the Illinois Region/ Chapter of MARC/MAFCA. Some of the attending members thought the dinner was a great gesture and hoped for more opportunities for joint events with other Ford car clubs.

After joining the ranks of the Naper A's, V-8 Club President John Emmering believed it would be great to hold a joint event with the Naper A's and have everyone enjoy the company of both car clubs, displaying 25 years of Ford automotive progress. The members of the Ford V-8 club used to call such events at local restaurants "duals night" but John renamed the occasion "Fords and Friends" this year. So, the first "Fords and Friends" event took place Saturday, August 5th at Culver's Restaurant in St. Charles. Seventeen antique Fords participated, with nine Model A's and eight Ford V-8's. For the Naper A's, it was the second joint event of the year, the first being the PowerMaster Tour last spring with the Studebaker Club.

Naper A's Members who attended included Rick & Mary Burgermeister, Gene Egert, Tom Eklund, John & Robin Emmering, Ray McMahon, Ron Olsen, Alan & Diane Petrick & their daughter, Jim & Robin Weaver, and Lindy Williams. Let's hope there can be more such collaborations in the future, it's all good!



Pietenpol Flight

By Gar Williams

Many of you may never have known that a Model A engine makes for a very successful engine for small two-place airplanes. The aircraft in this photo are six two-place Pietenpol Aircampers and one single-place Pietenpol Scout. As pictured in flight, all have Model A engines pulling them along at some 70 miles per hour.

The engine in a Pietenpol aircraft is installed "backwards," with the crankshaft flange protruding far enough out in front to attach the propeller. A single ignition magneto adaptation is driven by an extension attached to the front (as installed in the car) of the crankshaft. Of course, water cooling is retained. Then the water pump is shortened somewhat to accommodate the magneto drive. You can see the brass-trimmed radiators sitting directly behind those engines. Yes, this arrangement does restrict the pilot's forward visibility!

The engine generally turns 1800 to 1900 rpm in "cruise" and it consumes between 3.8 and 4.0 gallons per hour.

The airplane is constructed of Sitka Spruce reinforced with birch and mahogany plywood. Highly-loaded parts, such as the wing struts, are made from 4130 steel tubing or sheet. Plans have been available since the late 1920's for the homebuilder to construct his own

Pietenpol Aircamper. They are registered with the FAA to fly anywhere within the USA as Experimental Amateur-built aircraft. Hundreds of them have been built over the years.

There's an annual gathering of Pietenpol airplanes at the Brodhead, Wisconsin, airport in late July.

This shot was taken this year by United Kingdom native Nigel Hitchman. There were some 20 "Piets" at the gathering this year,



Model A-Model T Swap Meet Saturday, August 19, 2017



GARAGE TOUR

The Garage Tour on Saturday June 24th was a great success! Overall, there were 11 cars in attendance. Ron Olsen organized the tour. Drivers met at the Walgreens' parking lot on 75th St and Janes Avenue in Woodridge at 8:00. The first stop was at Nick Mazzarella's house in Woodridge to see the progress on his '31 slant. The next stop was at Ron Olson's garage for an excellent tutorial from him and Dan Manola on tool making and axel reforming and testing. Then it was on to Bill Johnson's home for a look at his project coupe. The last stop was at Alan Petrik's house for an excellent lunch!

LOTS OF SWAP MEET SPACES AVAILABLE!

TOMMY'S FOOD EMPORIUM WILL BE OPEN

Admission \$5 Per Person

All Proceeds To Benefit Model A Museum-MAFFI

Location: 40-Horse Farm, 13012 Route 176, Woodstock, Illinois

Time: 8:00 AM to Mid-Afternoon

To Reserve Swap Meet Spaces & For More Information Contact:

Ken Ehrenhofer at 630/697-3906 or Mark Maron at 847/302-7900



Many thanks to Ray McMahon, John Emmering, Gene Egert, and Alan Petrik for proving pictures for this issue of the *4-Banger*!

USED CAR LOT



**DISCOVERED ON
HEMMINGS WEBSITE:
1931 A-400 CONVERTIBLE**

Location: Bedford Hills, New York

**Beautiful older restoration
on a nice all-steel original
car. Washington Blue body,
Riviera Blue Belt Line, Black
Fenders. Price: \$37,000.**

The Last Mile on a Hot Sunday

Those of us who made the trip this year saw an amazing turnout of great vehicles lining the streets of Sharon, Wisconsin. The way home got interesting with 90 degree plus temperatures teaching many lessons about Model A's in the heat. Gene and Tom had stalling issues, as I did homebound on North Avenue. I did get restarted, but that last mile got me and our car stalled out on the corner of Diehl Road and Mill Street, close to my house. James Kubinsky of the Naperville Fire Department rescued us by driving his Fire Department vehicle behind us, offering the help and patience we needed to keep us safe at this busy intersection for some 30 minutes as we tried to get re-started. After 20 minutes, I recalled the Naperville Parade vet who drives a red 60's Corvette and puts a bag of ice on his carburetor. So, I grabbed a water bottle from my cooler and poured it slowly over the carb too cool it down. The engine started and ran a little rough but it got us moving. James then followed us home to be sure we got in the garage. At home again, I immediately wrote a letter to him thanking him for the support effort.



ALAN'S NEW WATER PUMP

See Page 1 of this issue for the complete story of Alan's many trials and tribulations which led inexorably to installing a new "leakless" water pump on his '31 Sport Coupe.



A Word From Gene Egert...

THE PREZ SAYS...

Hello fellow Model A'ers! It has been a very busy Summer so far . . . lots of Tours, and the Memorial Day Parade on May 29th went well. Good weather, and six of our members participated with their cars day, including Gar, Tom, Jim, Pete, Nick, and Alan.

The Downers Grove Cruise Night on June 2nd drew a smaller response due to rain. Lots of towels being used that evening for free car washes.

Our drive to Sharon, Wisconsin, on June 4th was a good trip with six cars on the way up and eight cars coming back, including Jim and Robin, Gene and Cheryl, Tom and Pam, Lindy and Ray, Rick, Alan and Diane, Gar and Kay, and John. Alan Petrik had fuel issues when getting close to home, running too hot. Several others of us were stalling and sputtering as well, but we did finally accumulate 1160 miles for the 100,000-Mile MAFCA Challenge.

The PowerMaster Plant Tour shared by our Naper A's and the Studebaker Driver's Club on June 10th was a unique and very informative lesson on starters and alternators, with our hosts, Owner John Babcock and Marketing Director Denise Lawrence, shepherding two groups through the plant for a thorough understanding of the company's precision production methods and close adherence to extreme quality control.

The Naperville Day Car Show on June 17th was really great, as my son and I drove along with nine cars in the company of Gar, Lindy, Ray, Rick, Ed, John, Allen, Ron, and Tom. They had a good turnout for the event, and, as always, there was a wide array of cars to look at.

Then came the great Ron Olsen Garage Tour on June 24th which proved to be one of our club's most successful events of the year with seven cars journeying from one garage to another and every host providing some great information to share while showing off progress on their cars. Nick Mazzarella displayed his body patching skills, Ron Olsen explained the origin and use of his vast array of custom-built tools, and Bill Johnson explained progress and status on his total car restoration project. Last but far from least, all enjoyed Allen Petrik's gourmet picnic experience at the end of the tour, the perfect capstone to an entire sunny Summer Day of touring and fellowship.

Then, the Warrenville holiday parade on July 3rd was hosted by Stu Carstens with five cars in the parade with Steve, Alan and his 100-year-old Dad, Jim, Ron, and Jeff. Stu served food and refreshments at end of parade at his house.

Finally, on July 23rd we once again participated as Team Fred in the annual Pancreatic Cancer Walk. With 12 walkers, Alan and Diane, Jim and Robin, Ray, Lindy and his son Larry and Lindy's granddaughters Clair, Ann. Along with Kathy Kauper, her son Kevin, daughter Katherine. All were recruited by Ray McMahon, and the Naper A's raised nearly a thousand dollars in Fred Kauper's name. A remarkable accomplishment for our small club!

In closing, one may fairly conclude that this was a busy quarter, but there is more to come. Let's keep the ideas for tours building and set them up...it's what helps keep the Naper A's growing and evolving. I must also thank everyone for helping out each other at times of need, when our cars needed some fixing. We simply could not keep all our cars motoring along without this spirit of brotherhood. And now some of us have become movie stars as well, thanks to Naperville TV channel 17 interviews with our club conducted at our last monthly meeting.

Yes, Life Is Good just now for the Naper A's!

