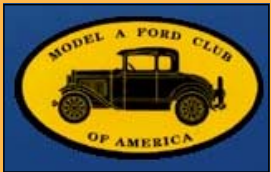


# THE 4-BANGER

## VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 6, ISSUE 2 ★ SUMMER, 2019

**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!**

# Tom Marks House Call

Story By **RAY McMAHON**  
Photos By **RICH VOLKMER**

**I**t all began with a suspicious "clank" as Tom Marks' 1929 60C steelback locked up at the May 18<sup>th</sup> Naper A's Safety Check at Voegtle's Garage. Suspicions that day focused on the rear brakes. The car needed a tow to reach Tom's nearby home.

**A** House Call was arranged, the cavalry arriving at his place the morning of June 13<sup>th</sup>.

**L**arry brought his bore scopes and several attempted to get a visual on the gears in the banjo. Though not successful in seeing what we wanted, Dan was able to get a look through the oil filler hole and thinks there might be a bad spyder gear due to movement that shouldn't be there.

**A**ll discussed the observations and concluded that it would be necessary to pull the left side trumpet and take a look at the gears. Tom will do preliminary disassembly and then we'll have another House Call. Meanwhile,



**THE USUAL SUSPECTS GATHERED FOR TOM'S HOUSE CALL.**



Tom was a great host and provided an ample supply of the usual Naper A's survival food . . . donuts and coffee.



See Gene's column... Page 7  
Photo by **STEVE PAUL**



PRESIDENTIAL RIDE. IN A NORMAL POSE

# Naperville Father's Day Car Show

By RAY McMAHON

Despite earlier rain showers this year's Naperville Father's Day Car Show was well attended on June 15<sup>th</sup>. Naper A's gathered at the Colonial Café parking lot at 8:00 AM and moved in a regular convoy formation for the short trip to downtown Naperville. Special thanks to event organizer Katie Woods, her staff and volunteers, and the Naperville Police for all doing such a great job managing the day. Also a shout-out to my daughter Eileen for taking these great photos and daughter Megan and husband Bob for attending the show and supporting our Club.



The Naper A's visited the Arbor Terrace Nursing Home in Naperville on June 14th to display our cars for the residents, to answer questions, and have some lunch. The visit was arranged by Gene and we couldn't have had a better day. The weather was perfect and the DJ's period tunes were a lot of fun. Lindy Williams, Gene Egert, Tom Eklund, Alan and Diane Petrik, Rick Burgermeister and Ray McMahon brought their cars.

## RECIPE

### HOMEBREW WINDOW GLASS CLEANER

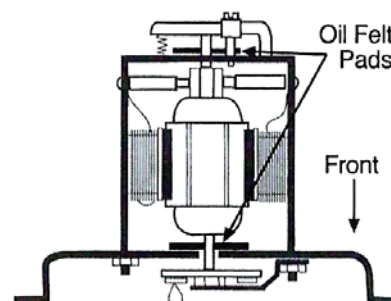
By BOB WEBER, "MotorMouth" at Chicago Tribune

Take one cup of distilled water, two tablespoons of distilled white vinegar, and add one cup of isopropyl alcohol, then mix them up in a spray bottle. You could use an old Windex bottle (appropriately relabeled) or obtain a clean new bottle. Do not add ammonia, especially if you have tinted windows, as damage is likely. Use a microfiber cloth. This recipe is good for your car windows and the windows in your home!



## HORN LUBE

Lubricating the Model A Horn often gets overlooked. There are two felt pads at the armature area of the Horn. Put two (2) drops of 3-In-One oil on each felt oiler pad about two times a year to keep the Horn working smoothly.



**Do not over-oil!**

Submitted by Tony Topicz, Ohio Valley Region

Illustrated by Dick Lewis, Lawrenceburg, Indiana



# RICH HARVEST FARMS TOUR

APRIL 12, 2019 □ SUGAR GROVE, ILLINOIS

**O**ur Naper A's Club partnered with the Early Ford V-8 Club and the Studebaker Club to tour the Rich Harvest Farms Auto Museum on April 12<sup>th</sup>. The private estate, golf course, and eclectic auto museum is owned by entrepreneur Jerry Rich.

**S**ixty-one people signed up for the tour, checking into our rallying point at the McDonald's Restaurant in Warrenville with a variety of very interesting Fords, Studebakers, a Pierce Arrow, and even a collectible vintage Lotus. We toured as a group down Route 59, across Route 56, and on through Aurora, antique cars in the lead, taking about half an hour to reach Sugar Grove.

**E**ntering the main gates of Rich Harvest Farms, the old cars were parked prominently in front of the Museum. We entered the Welcome Center to find coffee, water, and soft drinks offered. Jerry Rich himself greeted our group and led the tour.

**A**s our group moved into the automobile exhibit area, he

welcomed everyone warmly and invited us to enjoy his private car collection. He then related many experiences on growing up in Villa Park and later attending college at Northern Illinois University. Jerry retains strong ties to his alma mater and provides his highly-rated golf course for training to the Northern Illinois Huskies men's and women's golf teams. Working at a firm begun by his father, he developed a highly popular unified software program still used on the stock exchange. His acquisition of the Rich Harvest Farms property came about after financial success, and the complex now comprises a 2,200-acre estate.

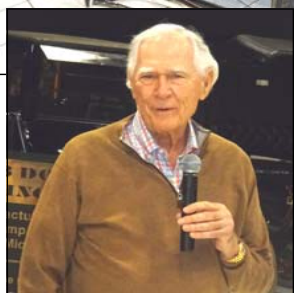
**F**ollowing his presentation, Mr. Rich lingered on to visit with our club members, discussing his lovely vehicles . . . a 1932 Cadillac V-16, a 1934 Duesenberg, two 1937 Cords, seven quite valuable Lamborghini Countaches, a red and black 1949 Ford F-1 pickup truck, two Model "T" Fords, a 1955 Thunderbird, an historic classic 1902 curved-dash

Oldsmobile, an early Cadillac, a 1954 Corvette, and many, many more. All his antiques and classics are kept in running condition and regularly exercised by Jerry Rich's personal auto mechanic.

**F**ollowing the Tour, our group had a nice lunch nearby at the Fireside Restaurant in Sugar Grove where the Banquet room had been reserved, enjoying a great meal then heading home with the sun still shining, many pictures taken, and all in all, it a most gratifying and memorable experience!

## NAPER A's

**PARTNERS**





Ask here  
for **GARGOYLE**



**Mobiloil**  
Make this chart your guide



This chart represents the professional advice of the Vacuum Oil Company as determined by its Board of Automotive Engineers

For further recommendations - See Complete Mobiloil Chart

**Authorized Service**  
VACUUM OIL COMPANY

<b>U.S. AUTO INDUSTRY</b>	
<b>Production Figures for 1928</b>	
<u>Chevrolet</u>	1,193,212
<u>Ford</u>	607,592
<u>Willys-Overland/Whippet</u>	315,000
<u>Hudson/Essex</u>	282,203
<u>Pontiac/Oakland</u>	244,584
<u>Buick</u>	221,758
<u>Chrysler</u>	160,670
<u>Nash</u>	138,137
<b>Production Figures for 1929</b>	
<u>Ford</u>	1,507,132
<u>Chevrolet</u>	1,328,605
<u>Hudson/Essex</u>	300,962
<u>Willys-Overland/Whippet</u>	242,000
<u>Pontiac/Oakland</u>	211,054
<u>Buick</u>	196,104
<u>Dodge</u>	124,557
<u>Nash</u>	116,622
<b>Production Figures for 1930</b>	
<u>Ford</u>	1,140,710
<u>Chevrolet</u>	640,980
<u>Buick</u>	181,743
<u>Studebaker</u>	123,215
<u>Hudson/Essex</u>	113,898
<u>Plymouth</u>	108,350
<u>Dodge</u>	90,755
<u>Chrysler</u>	77,881
<b>Production Figures for 1931</b>	
<u>Chevrolet</u>	619,554
<u>Ford</u>	615,455
<u>Buick</u>	138,965
<u>Studebaker</u>	96,173
<u>Pontiac</u>	84,708
<u>Plymouth</u>	75,510
<u>Willys</u>	65,800
<u>Chrysler</u>	65,500



The Model A Museum strives for exciting, educational new exhibits. Recently it received a lovely fully-restored 1930 Coupe donation from an estate. Now that car resides in a new "Service Bay" Display near our Parts Department, compete with a mannequin bent at the waist and wearing a Ford service coat. Model A Day at the Gilmore Complex in Hickory Corners is coming up soon on September 21, 2019 . . . a good opportunity to see this and other great displays at the Museum!



# Grandpa's Car, AKA "Stacey's Model A"

Story & Photos By ALAN PETRIK

It sure feels good to help people . . . and the Naper A's is certainly a group willing to do just that. Stacey Cohen, from Aurora, Illinois, wrote to the club and to informed us that she had taken possession of her Grandfather's 1930 Model A Briggs Town Sedan, and asked for help from the club. The car had been recently relocated from Ohio but not run since last fall and she really did not know how to start it or what to do next.



Once Nick Mazzarella sent out the request, I decided to help her. After a few telephone calls, a date was set for Thursday, April 4<sup>th</sup>. Following our club meeting and a few e-mails, we ended up with a group to help her out. I was joined by Gene Egert, Lindy Williams, Gordon Coleman and Jim Weaver. We all showed up with a

trunk full of support items. The car had been very well cared-for and you could tell that Stacey's grandfather had put tremendous love, work, and care into it.

While our charger was on the battery, the team went into action checking out the basics. Tire pressure, lug nuts, and fluid levels. The steering gearbox needed oil, and the radiator took a gallon. We found that the throttle assembly behind the engine was rusty and frozen, but freed that up. We insulated the advance rod as it was close to the #4 spark plug. All that done, we were ready to go.

Lindy worked with Stacy behind the wheel and the car started quite well. The water pump packing was dry and started smoking, but once we greased it, all was good and we enjoyed listening to a nice running engine.

The next step will be a test drive in coming weeks to check out other functions, including the brakes which may need an adjustment. Stacey was invited to join our club and attend the safety check. It's a very nice car, and as Lindy observed, with a couple days of fine tuning and TLC, it could be ready for the summer driving season. We all had smiles on our faces as we left the garage. It sure felt good to help . . .

## TECH SESSION



By RAY McMAHON

The Naper A's assembled at Gar Williams' garage on Saturday, April 20<sup>th</sup> to learn some arcane skills, taking apart the valves, guides, retainers, and springs of several Model A blocks. We learned from skilled machinist Dan Manola how to professionally do a valve job on a "practice" block and then watched

Gene do the valve seat grinding on a block that he is building to install in one of his cars. Plenty of donuts, bagels, and coffee kept energy levels high. Much appreciation to Gar for the use of his garage!

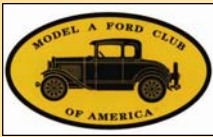




# 2019 SAFETY CHECK Voegtle's Garage in Warrenville May 19, 2019

Story By RAY McMAHON / Photos By RAY McMAHON & RICH VOLKMER

Thanks to all who made the safety check such a success! Gene - as usual - was a literal life-saver. He found several things during the safety check that could have become very serious had failure occurred on the road. Ron's checklist was great, and everyone received a record of what was found. Fluids were topped off, grease flowed like water, and of course the donuts were yummy with few leftovers. We had an excellent turnout in spite of rain threatening.





# STEERING WHEEL FIX

By RON OLSEN

**M**y Winter project list was all but finished by the end of February, so I was looking for something to keep me busy for another month until April 1<sup>st</sup>. That month, I had been at Gar Williams' house for a Tech Session, and he showed me a steering wheel that he was mending that had some hairline cracks and we talked about repair techniques.

**I**t looked fairly easy to do and my Ford steering wheel had even worse cracks, so I thought the job would be perfect for the time and that it could be repaired to like new. I felt that I had the ability and the tools, so it was a go. But there were also the usual second thoughts grinding away that I hadn't had any experience with this, maybe there would be problems, etc., etc.

**R**ather than dwell on such ideas, I rushed ahead into the project. Hand-grinding out the cracks into a nice "V" right down to the steel frame, I used a mask for some lung protection from that nasty old hard rubber dust. Then I started filling with 2-Step PC-7 Epoxy. What a mess that stuff made, it was too thick and hard to work with. I was using a popsicle stick ground to a round point and the PC-7 didn't flow, it just stuck to the stick.

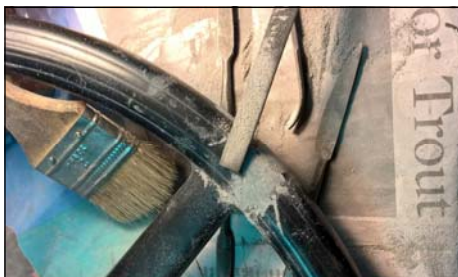


**S**o, I switched to JB Weld with a two-hour set-up time. That product worked much better, but by the time I started filling and went around the crack, the JB was run-

ning into a big wave. So, I then tried waiting for 45 minutes after mixing the resin and hardener to give it a little thickening time before trying to fill cracks. That was better,



but still no cigar. I started filling and then turning the wheel all around by hand in front of the garage heater for better than an hour to set the epoxy. Then I tried damming just a section of the "V" with masking tape. That worked well, but it took time as only a small section could be filled at a time.



**F**inally, I ran out of the JB Weld and went to the hardware store to look for more. Wouldn't you know, that rack was empty, so I looked for something else. Just a few hangers down, to the right, was some more JB Weld in a package similar to the one I had bought before, but it read that the set-up time was only four minutes! If

only I had seen that notice before buying the first slow-setting batch.

**T**he rest of the filling went great and fast. Before going into the house each night, all the repaired areas were filled in layers which took three days. Some filing was done each morning and remaining holes or pinholes were fill-patched. With all filling completed, all that remained was sanding and blending with 400 wet paper.

**V**HT Satin Black Epoxy Spray Paint (ordered from Amazon at \$12.95 per can) did a nice job with three light coats and one wet coat. This product is self-priming and salt-resistant. All coats were applied 10 minutes apart so all painting was completed in less than an hour.

**F**or painting, I put together a temporary setup on sawhorses using conduit clamps and an old steering shaft so the wheel could be spun and not touched. As luck would have it, just as I finished sanding and drying, a few days later we had a nice day to paint with 72 degrees and only 44% humidity . . . perfect for the spray painting!

**F**ixing the steering wheel took 45 days total from start to finish, what a job. But it looks professional, and now I know how to do it. Come to think of it, now that you've read this article, so do you!



## USED CAR LOT



### DISCOVERED ON HEMMINGS WEBSITE:

1931 Ford Model A

Phillips 66 Tribute Service Wrecker

*Location: Volo Auto Museum  
Volo, Illinois*

Beautiful recent restoration, body fits well and is painted in a light maroon finish with red wheels and Firestone whitewalls. Weaver auto crane fully restored with proper hook and cable. Has a front load winch, custom period-built. Runs and drives well. Call 815-385-8408 for video and/or vehicle information.

**Big Buck Truck Price: \$46,900.**

## DALLAS MODEL A CLUB MEETING

A recent visit to Texas provided a unique opportunity to see how other Model A Clubs operate. In advance, I contacted the Dallas Model A Club in regards to their meetings through e-mail, and heard back from a nice gent named Charles Lamb about where and when their next meeting would be held.

So the plan came together on May 5<sup>th</sup> and my daughter Ashley and I were able to attend a Dallas Model A Ford Club meeting at the Frontiers of Flight Museum next to Love's Field in Dallas to see first-hand just how the rest of the Model A clubs operate.

It was held in a beautiful Auditorium in the museum. Just like all other meetings, except that we were honored with a fashion show from the ladies, then a documentary on Betty Boop The Legend and her history. It was about a half hour long... an interesting lecture. Other than that, it was no different than our meeting. Just lots of guys talking cars, and they invited my daughter to their June picnic. After the meeting we toured the Flight Museum, itself an amazing facility.



A Word From Gene Egert...

PAGE 8

## THE PREZ SAYS...

Hello, all my fellow Model A'ers...welcome to our New Season of Driving Tours, Tech Sessions, and House Calls! We've had a great start to our new driving season other than all the rain and cold weather. Our Frost bite tour was frosty because it was snowing. Not many braved that one on April 27<sup>th</sup> due to the inclement weather. But we already had enjoyed a great tour and a good turnout for the Rich Harvest Farm Auto Museum private car collection in Sugar Grove on April 12<sup>th</sup>, which had dawned clear and sunny. Quite a few Ford V-8's and a couple Studebakers joined the fun, and we did have one Model A attending, while most Naper A's attendees still hadn't resurrected their vintage iron from winter storage and so drove their modern cars.

Our Safety Check experienced a great turnout on May 18<sup>th</sup>, with numerous cars lifted up on Voegtle's rack for perusal by our Checklist. Three cars did have trouble leaving with mechanical problems, however, and two had to be towed home. We found numerous problems with the cars being inspected, but mostly were minor issues for their owners to repair at home.

The Sharon, Wisconsin, Tour was finally great weather for our Model A's on June 2<sup>nd</sup>. Unfortunately, I had to work that day and could not go along! I believe five others did partake in the ride with no problems, and were able to socialize with our Brother Model A'ers up north.

We have plenty more tours planned this year, so stay tuned. The club did host a Tech Session on doing a valve job on April 20<sup>th</sup>, including grinding valve faces and regrinding valve seats. We had several engines on site to learn the removal of the valves and guides. Special thanks to our host, Gar Williams, for organizing this event.

At this writing, we have a House Call planned for June 13<sup>th</sup> at new member Tom Mark's home, to troubleshoot his mysterious rear axle lock-up issues. Initial analysis focused on the rear brake system and hope springs eternal that bad news won't present itself within the differential. Stay tuned....

On the home front, I am getting closer to assembling my new engine. I must first adjust the valves, then can do the final assembly. Next up, I hope to build a test stand to start up and run in the engine. Watch this newsletter in coming issues for a report on that project.

In closing, I should mention that our club is now up to 52 members, at least on paper. Lindy says that count is too high due to some of our longstanding members not renewing and a few "ghost" members. But any way you look at it, we have a lot of Model A's on the road if we can get everyone's car running!

