



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

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We just received a nice Certificate from the MAFCA home office which recognizes the Naper A's club for 35 years of service as a Chartered Chapter of the Model A Ford Club of America. This commendation from the National Board of Directors acknowledges our Chapter support for preservation of the Model A Ford and its history and heritage.

Several of our members attended the recent Swap Meet at the Kane County Fairgrounds on February 2<sup>nd</sup>, but found the event somewhat disappointing due to the weather reducing the expected number of vendors to perhaps half the normal account.

Tom Ecklund and I more recently ventured north into Wisconsin more recently for the February 23<sup>rd</sup> all-makes Swap Meet which was held at the Washington County Fairgrounds in West Bend. Being held for a much

broader spectrum of enthusiasts, there were, of course, many more vendors and a greater variety of "bargains" than one could find at the Kane County event. Happily, I was able to score a nice set of tires, rims, and hub caps there for our '30 Tudor. There is yet another Winter Swap Meet scheduled to be held in Peotone — much closer to home — on March 16<sup>th</sup>.

On the greasy side, Lindy and I were over to Gordon Coleman's place recently to help adjust the brakes on his '29 Roadster, but it turned out to really need new drums, shoes, rear hubs, etc., etc. Not an uncommon turn of events when one delves into the braking system of a car turning 85 years old this year.

My car is in storage for the Winter months, but I will use its time at rest to pull the radiator and take it up to Rex's Radiator shop in West Dundee (on Route 72, one mile west of Route 75) for a good caustic boiling, rebuilding, and leak testing. I'm told that a product called "Water Wetter" is an additive that breaks water surface tension, allowing water to flow more easily, thus improving cooling. We'll see.

## Naper A's in 1984

## THE NAPER A's 30 YEARS AGO

By Lindy Williams

The Naper A's were quite an active group back in 1984, welcoming Stu Carstens as the club's new President for the first piece of official business.

We began the year with a pancake breakfast hosted by Stu Carstens and Rick

Enck, at which prizes were awarded for the best-dressed person wearing 1930's-era clothing and the person who ate the most pancakes.

The club's Safety-Check event scrutinized eight cars in April at Wayne Renc's garage.

The club hosted a summer picnic at Charles Kocan's house, complete with lots of food, beer, and car games. Car games included "walkin' my baby" and a truly hilarious husband-wife potato stabbing contest.

Several tech discussions were held at meetings, during the year, with topics including trouble shooting electrical gremlins, differential assembly, and unleaded gasoline issues.

A Christmas dinner was held at Gala West and was well attended, as celebrating members all looked forward to 1985.



Lindy's '29 Tudor was under restoration in 1983 and completely restored by 1985, which means he enjoyed quite a busy year himself during 1984...



## AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA



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Don't miss our spring tour of Reuben Taylor's great car collection in Chicago on May 4<sup>th</sup> beginning with a nice continental breakfast. There will be a nominal attendance fee, well worth the experience to be enjoyed. More news and announcement will be circulated about this event.

## COMING EVENTS:

Joliet Annual Safety Check (Joliet Junior College)..... April 19<sup>th</sup>  
Reuben Taylor Car Collection (Chicago) ..... May 4<sup>th</sup>  
Downers Grove Model "A" Day (Main & Curtiss)..... June (T/B/D)  
2014 QUAD Meet (Cantigny Park, Wheaton)..... September 7<sup>th</sup>  
Model "A" Days (Gillmore Museum, Michigan).... September 20<sup>th</sup>-21<sup>st</sup>  
Ehrenhofer Swap Meet (Gillmore Museum)..... September 20<sup>th</sup>-21<sup>st</sup>  
Naper A's Christmas Dinner (Bohemian Crystal)..... December 7<sup>th</sup>

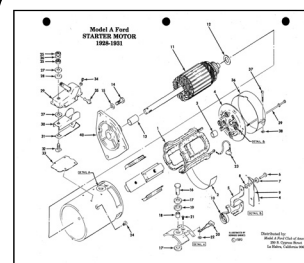
## License Plate Topper Benefits the Model "A" Ford Museum

Just \$15.00 each, plus \$2.00  
for shipping and handling.  
Send Your Check For \$17.00 To:

MAFFI

4532 Merridock Ct  
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## STARTER TECH SESSION GAR WILLIAMS' GARAGE MARCH 9, 2014

## Getting A Good Start

The Naper A's conducted a Model A Starter Tech Session from 8:00 to 2:00 on March 9th at Gar Williams garage, beginning with a little socializing over coffee and donuts. Noel DeLessio led off first, discussing Ford's starter circuitry, grounding, and simple field tests to detect and solve starter problems. Danny Manola and Gene Egert teamed up on the



workbench to discuss tear-down procedures, field coil issues, turning armatures, straightening shafts, installing bushings and reassembly.

Gene had prepared large poster blow-ups of the original factory diagrams for visual aids. With over 20 members attending the event, it was a rousing success.





## ADVENTURES WITH A '29 MODEL A TUDOR

By Jim Burner

**M**y '29 Model A Tudor sedan was bought by my father for \$75 on June 27, 1949 (thus the 49 627 license plate) from a farmer who lived near Emden, a small farming community in central Illinois. The farmer's wife didn't know about the car sale, and almost divorced him!



made it safely to her house in Cleveland by about midnight.

**M**y brother once drove the car out to Colorado and drove it up Pike's Peak. Due to the steepness of the grade and the gravity gasoline feed, the car

kept stalling, so he backed it up to the summit!

**I**n 1997, Bob Hanselman restored the car to its present condition, including replacing the '30 engine with a correct '29. I do believe that it was the last car he restored before he went out of business.

were attending a wedding on Long Island. Since we were not even engaged yet, her father took a dim view of us stopping at a motel on the way from Long Island to her home in Cleveland. So, we left Long Island at about 5:00 AM and

**M**y brother and I each drove the car from Decatur in Illinois to college in Hanover, New Hampshire. At school, my brother hit a deer one night, and as a result a '30 engine was installed to replace the '29 that had been ruined.

**W**hile in college, each of us had many adventures. I was once stopped by a state trooper on the New York State Thruway for driving too slowly. So, I had to finish my trip on the parallel U.S. 20. I had a flat tire in Times Square when I was on my way home to Illinois and had all my stuff in the back seat. Needless to say, the jack was under the back seat, so all my stuff sat on the sidewalk while I repaired the flat.

**O**n another occasion my future wife, Linda, and I



A FOLLOW-UP TO LAST ISSUE'S EDTA ARTICLE

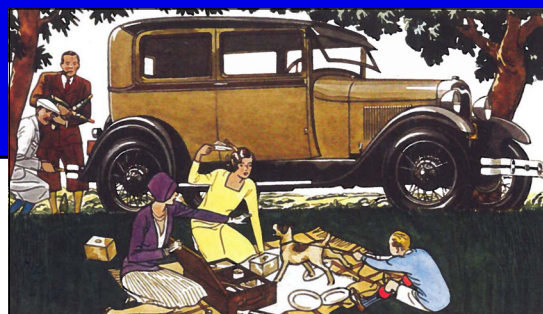
### What Is "EDTA" & Where Did It Come From?

**E**thylenediaminetetraacetic acid (widely abbreviated as "EDTA") is an aminopolycarboxylic acid, a colorless, water-soluble solid. Its conjugate base is named ethylenediaminetetraacetate. It is widely used to dissolve lime scale. Its usefulness arises because of its role as a "six-toothed" ligand and chelating agent, which can "sequester" metal ions such as  $\text{Ca}^{2+}$  and  $\text{Fe}^{3+}$ . After being bound by EDTA, metal ions remain in solution but exhibit much diminished reactivity. EDTA is produced as salts, notably disodium EDTA and calcium disodium EDTA.

**T**he compound EDTA is a polyamino carboxylic acid, first synthesized in 1935 by the chemist Ferdinand Munz, then working for the chemical company I.G. Farben. To reduce Germany's reliance on foreign chemical imports, Munz was then seeking a replacement for citric acid. Citric acid was used as a water softener, to remove calcium ions during textile dyeing and prevent discoloration. Munz noted that an amine polycarboxylic acid worked much better than citric acid (which is a polycarboxylic acid), and reasoned that

a *polyamine* polycarboxylic acid might be even better, so he prepared the compound from ethylenediamine and chloroacetic acid. Today, EDTA is mainly synthesized from ethylenediamine, formaldehyde, and sodium cyanide. This yields the sodium salt, which can be converted into the acid in a subsequent step.

**I**n this way, about 80 million kilograms of EDTA are produced each year for a variety of purposes. EDTA is still used as a water softener, but that was just the beginning of its many uses. Its ability to sequester a range of metal ions makes it useful for removing metal ions wherever they are found. So it has found practical purposes in the medical community for chelation therapy to remove poisonous metals from the body such as arsenic, lead, and mercury. It is also useful to the paper industry, where EDTA prevents manganese ions from catalysing the breakdown of hydrogen peroxide, the bleaching agent used to whiten paper. Closer to home, for antique automobile enthusiasts, it counteracts sulfating in lead-acid batteries. There you have it.



BECAUSE JIM WINTERS IN FLORIDA, AND DIDN'T HAVE READY ACCESS TO A PICTURE OF HIS CAR, WHAT YOU ACTUALLY SEE HERE STANDING IN IS LINDY'S '29... WHICH IS AN EXACT TWIN OF JIM'S CAR.

### SOME SELECTIONS FROM LINDY'S "NAPER A's HISTORIAN" SCRAPBOOK...



Richard Price and his 1928 Tudor in 2007. Though Richard has now sadly passed away, he was a very active member of the Naper A's for over 25 years and no Model A enthusiast has ever been prouder of his car.



The Naper A's Annual Safety Check crew in 2001 included Richard Price, Wayne Renc, Noel DeLessio, Stu Carstens, Mike Bowen, and Dave Hub.



Installing Roddy Barton's engine in 2005 were Noel Williams, Roddy Barton, Richard Kilburn, Jerry Davis, Noel DeLessio, Lindy, and Jim Burner.

The Wednesday lunch bunch at Colonial Café in 2012 included Ron Olsen, Gar Williams, Roddy Barton, Richard Kilburn, Jerry Davis, Noel DeLessio, Lindy, and Jim Burner.

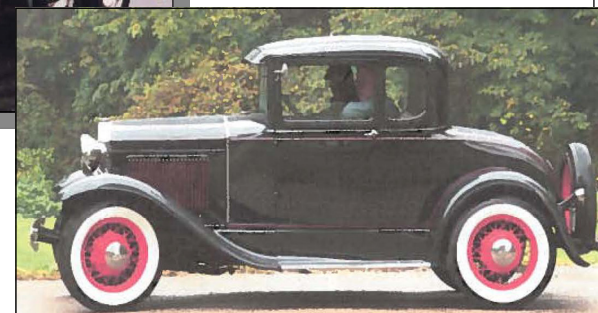


The Naper A's entry in Naperville's Sesquicentennial Parade in 1981 represented the decade of the 1930's with an interpretation of Okies migrating from the Dust Bowl to California, seeking a better life.

GROUP PHOTOS ARE CAPTIONED LEFT-TO-RIGHT



Lindy's Coupe, as purchased in 1999, and the finished, fully-restored result ten years later, in 2009. Lindy actually tackled a fourth project (a 1930 Rumble Seat Coupe) and worked on the brakes, interior, paint repairs, and tires before selling it. It was an older restoration, and he found the experience falling short on the perfection of his previous full-restoration project cars.



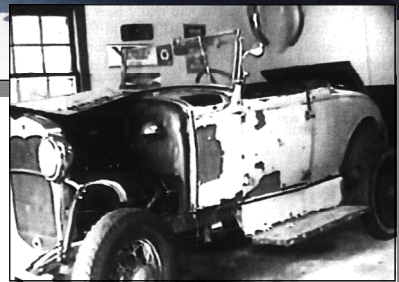
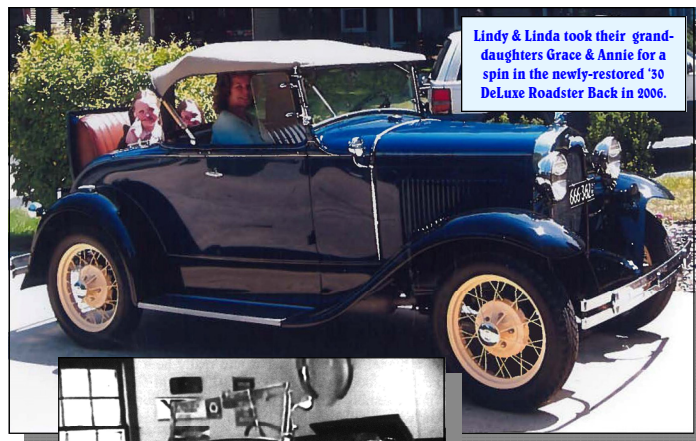
OUT OF MOTHBALLS FOR SPRING '14 MILES...



Lindy joined the Naper A's in February of 1980, not too long after the Club's founding in July of 1979. Migrating from his interest in Corvairs, he has become firmly entrenched in the Model A hobby ever since being recruited due to a chance encounter with Tom Mateer on the daily train commute to work downtown. Having left his mark on four Model A projects, these days he takes life a little easier.



## SPOTLIGHT ON LINDY WILLIAMS



By 1995, Lindy was ready to tackle a fine points judging project, and began looking around for one of those DeLuxe Roadsters with the tan top, sidemounted spare,

and chrome-plated windshield frame. The one he found was in sad shape, a 1930 painted in a lavender color and set off with a red and blue scotch plaid top. The hideous paint was peeling off in sheets, the tires were flat, and rust peeked out everywhere in the lower body, fenders, and running boards. At least the car was complete, but it all looked even worse in the cool fluorescent lights of his home shop. "What's not to love?" he no doubt mused to himself whilst commencing several years of restoration effort.

Lindy Williams has enjoyed a long run as a member of the Naper A's, having joined the club in 1980. More recently, he also joined the Joliet Region MARC Chapter... so you just know that Model A Ford run deep in his blood.

Originally from St. Louis, he majored in Accounting at the University of Missouri in Columbia. He worked for the IRS for a few years, then spent most of his working career serving as an Auditor for the U.S. Department of Energy before retiring in 2004. He and his lovely wife, Linda, go back even farther, to Junior High School where both played violin in the school orchestra.

Lindy and Linda originally settled in Downers Grove in 1973, but moved to their present home in Naperville when it was built in 1977. They raised two children, Larry and Lynette, and now enjoy life with five grandchildren.

Originally a Corvair enthusiast tooling about in a '64 Spyder convertible, several encounters with Model A's eventually brought him over from the dark side. First, a childhood buddy's grandfather won a nice Model A in a charity raffle...which led to prolonged discussions with his Dad, who patiently explained that it was a '29 Tudor and went on to relate many accounts of his experiences with Model A's as a young man back in the 1930's. Then, as a young adult himself, he happened upon a gathering of

Model A's lined up in a park and felt drawn to them. One of the car owners started the engine for Lindy, then demonstrated how slowly it would idle and conducted a tour of the car's features. Lindy was smitten with the car's styling and loved that distinctive exhaust note.

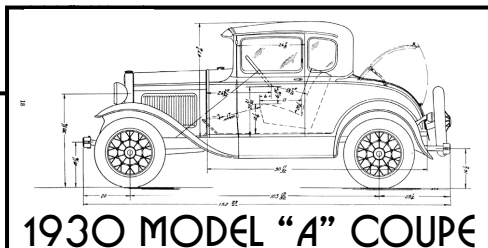
Finally, the hook was set one day 15 years later, whilst commuting home from work in Chicago. Another gentleman on the train named Tom Mateer was discussing how to free up a stuck engine with someone. Striking up a conversation with him, Lindy at last found himself being inducted into the hobby. Tom invited him to see the '28 Tudor he was restoring and join the Naper A's. Equipped with a full complement of available literature and parts sources, it wasn't long until he found an "A" for himself.

At that point in time, the club was only about a year old and populated with a handful of members. Tom Mateer was actually the President, and Lindy quickly made friends with other early members, including Stu Carstens, Rick Enck, John Scheve, and Wayne Renc. Thirty-four years have now flown by in the company of a growing and changing Naper A's membership, but many stalwarts from the early days remain active. In at least one case, we have a second-generation member (Mark Renc still has his Dad's '30 Coupe).

Lindy now serves as the official Club Historian, keeping the original Charter safe and sound and tending to the numerous scrapbooks recalling club events. His own cars are — of course — amply documented in other books as they proceeded through patient step-by-step restorations.

Over the years, Lindy has undertaken three complete Model A restoration projects, the first being a 1929 Tudor. It was completed between 1980 and 1985, which provided the family with many enjoyable drives and really launched him into the hobby. The 1930 DeLuxe Roadster came along next, at a time when he became interested in fine points judging and felt confident enough to tackle a very difficult restoration. That car took nine years worth of countless hours to complete, time rewarded with a MARC of Excellence Award (it notched 454 points) at the 2004 national convention at Madison, Wisconsin. Meanwhile, the 1930 Coupe that came along in 1999 (and had waited patiently in stored pieces for attention) was finally completed ten years later in 2009. Today, with 6000 miles on the clock, it is almost broken in.

As happens when one hits a turning point in life, health issues a couple years ago prompted Lindy to thin down his Model A fleet to a single car and forego tackling any additional restoration projects. But he remains fully involved and engaged with the club, and regularly cranks up his remaining ride...the 1930 Coupe.



1930 MODEL "A" COUPE

## Model A Spark Plug Voltage Polarity, Part Two

### What It Is And Why It's Important

By Noel DeLessio

*In Part One, we discussed  
What is Spark Voltage Polarity?  
Why Is It So Important?*



*In this issue, we shall cover  
✓ Model A's & Spark Voltage Polarity  
✓ Testing and Fixing Spark Voltage Polarity  
✓ High Voltage Polarity Test*

### Model A's and Spark Voltage Polarity

Model A's generally came from the factory with correct negative spark voltage polarity. However, there were polarity-affecting changes made to the design of the ignition coil and its wiring in late 1929. Also, there are no polarity markings on the ignition coil. This means that Model A's become particularly susceptible to spark polarity errors being introduced during normal parts replacement.

Additionally, restoration and modifications over the years have caused further errors to become introduced regarding spark voltage polarity. The result is that about 20% of the Model A's that I have inspected have had incorrect spark voltage polarity. Other folks taking similar surveys have also obtained similar results. While I have no data on other cars, I suspect that the error rate for Model A's is higher than that for other makes.

Having a Model A troubled by incorrect spark voltage polarity is not a disaster. Generally, the car will run and the owner may not even be aware there is a problem. However, like a car with badly worn spark plugs, it will not run as well as it should and can misfire at inopportune times.

Because of the relatively large

fraction of Model A's harboring incorrect spark voltage polarity, their spark voltage polarity should be checked. If their spark voltage polarity is wrong, it should, of course, be corrected. Since there are no readily recognizable visual cues that the polarity is incorrect, a test must be run to identify those cars with incorrect spark voltage polarity and remedy the situation.

### Testing and Fixing Spark Voltage Polarity

The best means of testing is to use a handy Nu-Rex spark polarity tester called "Sparklite." It can be obtained from various Model A suppliers for approximately \$20. Testing with this unit takes only a few minutes, yields very definitive results, and does not require one handling high voltage wiring on a running engine.

With the ignition off, disconnect the high-voltage wire from your distributor cap, then insert it into the receptacle on top of the tester. Insert the terminal on the bottom of the tester into the distributor cap. Start the engine. If the tester's upper indicator light comes on, then the polarity is correct. If the lower indicator light comes on, the polarity is incorrect. Please see the figure entitled "High Voltage Polarity Test" at right:

If you find the polarity to be incorrect, then interchange the black and red wires at the ignition coil and retest. It should now indicate having the correct high voltage polarity!

Since you only need to use the tester once in a great while (e.g., after replacing the ignition coil or re-wiring), it would seem that this handy device might be an ideal purchase for shared club use.

### Summary

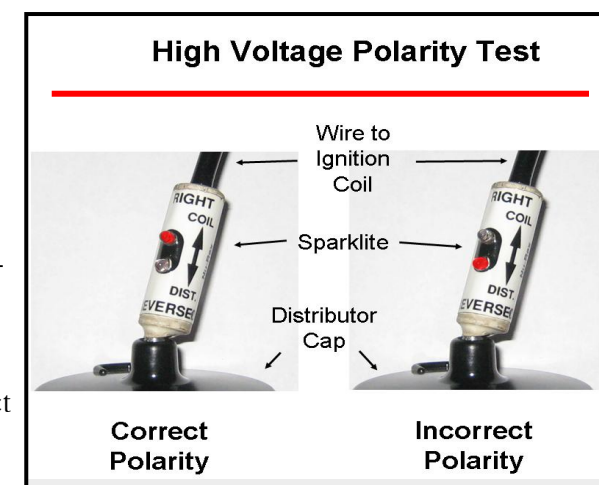
You probably now know more than you ever wanted to about spark voltage polarity. The thing to remember is that you stand a 1-in-5 chance of inexpensively improving your car's performance by making a simple test and then perhaps interchanging two wires.

If you wish to know exactly why negative spark voltage polarity requires less voltage to generate a spark than positive polarity does, read on in Part Three, concluding this series, in the next issue.

### In Part Three, we shall discuss...

- ❑ Why Negative Polarity Requires Lower Voltage
- ❑ Spark Plug With Negative Polarity Voltage Applied
- ❑ Supplementary Notes

*Please save Parts One & Two of this series for reference when reading Part Three. Many thanks to Model A News Editor Helen Ehrenhofer, who originally published this article.*





Many thanks to  
Gener Egert, Alan  
Petrik, and Mike  
Gaimari for  
furnishing their  
photos from the  
February 2nd  
Illinois Region  
MARC/MAFCA  
Winter Swap Meet!

**30th Annual Winter Parts Swap**  
Admission: \$6 per-person Donation  
Sunday, February 2nd, 2014 7AM 'til 2pm  
Over 110 Indoor Heated Spaces, plus Outside Space!  
Kane County Fairgrounds, St. Charles IL  
525 South Randall Rd. between North Ave (rt. 64) & Roosevelt Rd. (Route 38)  
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