



DISCOVERED ON HEMMINGS WEBSITE: 1929 FORD MODEL A LEATHERBACK

Location: Louisburg, North Carolina

Mileage: 41,033

Color: White, Black Vinyl Top

Trim: 24K Gold

Restored: 2012

Price: \$55,500 Firm

This may be the only gold-plated '29 Ford in captivity. Reportedly its history has spanned six owners, one of whom was a doctor who owned the car for 40 years, restored it some years ago, and garaged it in a controlled environment.

Another more recent restoration was "designed especially to compete with the extraordinary automobiles at the Concours d' Elegance at Pebble Beach, California." Hence, the liberal use of 24-karat gold plating inside and out, apparently required by unique Pebble Beach Judging Standards.

Better hurry, this is sure to become a quick sale at just \$55,500 (firm).

Welcome
to the
CROSSROADS

Membership Meet
April 10-12, 2015 Joliet, Illinois



A Word From Gene Egert...

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THE PREZ SAYS...

The year 2014 turned out to be a hub of activity for the Naper A's, with group tours organized for outings to White Pines; Shabbona; the Sandwich Steam Show; Sharon, Wisconsin; Downers Grove Model A/Model T Night; and Community Days at DuPage Airport.

Accordingly, we are presently planning a new package of tours for 2015, to be locked and loaded when the season breaks open. At our February membership meeting, Noel DeLessio proposed an overnight trip to the Quad Cities, where we would be treated to a Private Museum Tour. Driving time would run approximately five hours each way, including breaks and a meal enroute. It was suggested -- half seriously -- that the outbound leg include a manifold cookery experience, so we're looking for that specialized cookbook right now. As this is in the planning stages for August at present, watch this space for more information on exact dates and hotel accommodations.

We also discussed joining the Route 66 Red Carpet Tour later this year, which begins at the Route 66 Museum in Joliet, then follows old Route 66 all the way down to Bloomington. All the little towns along the way conduct their own events, so it breaks up the trip with a lot of timeouts for food, shopping, and entertainment opportunities.

We really need to ramp up our Short Tours Department for the coming year, and need your input to identify events we can attend as a group, i.e., cruise nights, ice cream runs, and occasions hosted by other clubs. Lindy Williams will organize another one of his patented "Impromptu Tours" this coming Summer or Fall, once again featuring no more than three days' notice. Just keep the oil topped off and enough fuel in the tank for a hundred mile round trip on short notice, when the weather is fair and the spirit moves.

Starved Rock State Park may replace White Pines for our Fall Tour destination this year, as a day tour with lunch there in the Lodge. Dates for this and other touring events remain in flux but should be hardened up soon.

New Tech Sessions are beginning to take shape now, with the first one (on Shifting Towers) to be conducted at Gar Williams' garage on March 7th from 8:30 to Noon. We will explore and demonstrate how the Shifting Tower is disassembled and rebuilt. Guests have also been invited from the Fox Valley Region, so we expect a full house. We remain open for suggestions on additional topics and alternative locations to be volunteered. Give me a call with your ideas!

We also plan to conduct another Safety Check this year at Voegtler's Garage in Warrenville, tentatively on May 9th from 8:00 AM to Noon. Last year, we ran eight cars through this process. Give me a call if you want to sign up, it's not too early.

Along those lines, I'd also like to make a pitch to ramp up our little "House Calls" program. These are the smaller-scale Tech Sessions, which may only involve three or four people, perhaps six at the most. It began with some of our more experienced members (like Stu Carstens, Gar Williams, Noel DeLessio, and Lindy Williams) visiting other members in their own garages to render assistance on restoration, maintenance, and/or repair problems. I like this program because it's an informal way for our guys who are mostly retired to share and pass on their fund of knowledge and experience. Elapsed time may only be a couple of hours, but a lot gets done.

Even more basically, I encourage all members to render assistance to each other and share learning experiences by inviting friends over to tackle projects. These are perfect opportunities to take pictures and notes for tech write-ups and articles for this newsletter. Everyone can learn by the hands-on experience, and make friends, too.

Finally, make a note and plan to attend Model A Days at the Gilmore Museum in Hickory Corners, Michigan on September 19-20, 2015. This is a double overnigher, but not a planned club tour. It takes two and a half hours to get up there at expressway speeds in a modern car, but the reward is amazing with several museums to tour, each honoring a separate make of automobile, plus a restored diner car to eat at. Of course, the Model A Museum is the best, but I'm biased that way. We are a fortunate family, in the sense of having a vacation cabin only an hour away from Hickory Corners, so it's not hard to coordinate our planning to include Model A Days. Even as your only destination, this is a great plan for a getaway weekend involving your friends, family, and/or kids. Maybe I'll see you there this year!

THE 4-BANGER VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 2, ISSUE 1 ★ WINTER, 2015

AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA



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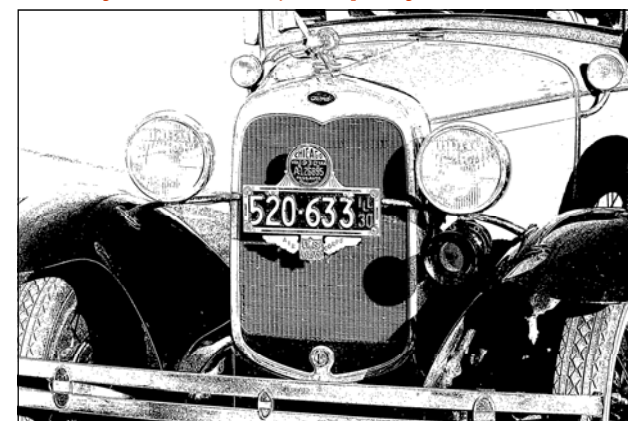
WHY IS PLATE #49 627 SO IMPORTANT TO THIS GENT?

Check out Pages 4-5 for the back story...

ANOTHER ILLINOIS WINTER? DON'T FORGET THE CHAINS!

Paul Herbert sent in this picture, taken by his Dad in December, 1948. "My folks were out in the country near Galena to collect

evergreen boughs for Christmas," he explains. "Mom took cake and cookies to the farmer who allowed them to cut the boughs. She reports they always filled the car to the roof." Jump to Page 3 for more of Paul's nostalgic family photo album memories of trip adventures enjoyed in years past with their 1930 Model A Fordor.



SEC'Y STATE'S
2015 PLATES
See Page 2...

DON'T LOSE YOUR HEAD
TO GAIN A MINUTE
YOU NEED YOUR HEAD
YOUR BRAINS ARE IN IT



Before there were interstates, when everyone drove the old two-lane roads back in the Model A's day, Burma Shave signs were posted all over the countryside aside farmers' fields. They were small red signs with white letters. Five signs, about 100 feet apart, each contained one line of a four-line couplet. The obligatory 5th line advertised Burma Shave, then a popular shaving cream.



"Chumbalone" -- Noun.
Pronounced: "chum'-buh-loan" -- A term originated and used primarily in and around the Chicago area to describe a person who is easily tricked into doing something directly against their own self-interest.

Synonyms: chump, dupe, stooge, imbecile, sucker,

idiot, hick, hayseed, moron, roundhead, ignoramus, dumb-ass, dipshit. **Antonym:** urban street-wise denizen, intelligent well-versed voter.

This column is dedicated to celebrating the dumb things we all do from time to time without thinking...or, sometimes even with thinking. We encourage "fessing up" with your own story, in the interest of helping others avoid the pitfall you fell into. All Contributor Names are kept anonymous to protect the guilty, so don't be shy. Join the fun!

#1 - DOING BATTLE WITH A BATTERY

When I was first tinkering with Model A's, the old Tudor we inherited from my wife's Dad needed a fresh battery. Having messed with newer models, I thought all cars had Negative Grounds. Imagine the confusion and puzzlement that settled in when the old clamps wouldn't fit the new battery. Well, after laboriously reaming out and hooking up the battery terminals, that darned car still wouldn't start, though the starter did spin merrily (and probably backwards). Quick research on the internet produced a printout



on How To Start Your Model A, fortunately revealing the Positive Ground issue and quickly resolving our mysterious problem. Yep, with the ground strap tied down on the positive battery post, she fired right up!

Five Spaces Now Available On Secretary Of State Special Plates



Every year, the Secretary of State hosts an historic vehicle car show in Springfield. This year, they are offering their special personalized commemorative license plates with five spaces. You can get the plates by mail without any obligation to attend the car show.

The 2015 special event plates will be the first ones ever made with this many options. They will still be issued on a first-come, first-served basis. You may order any combination of letters/numbers (5 maximum). Letters must come before the numbers. The deadline to special order plates is June 19, 2015. No late special requests can be accepted due to the production timeline.

To order, send:

- 1) Check or money order for \$20 payable to the Secretary of State Vehicle Show. No cash or credit cards can be accepted..
- 2) Mail your application to Illinois Secretary of State Vehicle Show, 450 Howlett Building, Springfield, Illinois, 62756.

Plate fees support the historical event. The 2015 car show will be held on Saturday, September 12, in Springfield. An application form to order the special license plates is enclosed with this 4-Banger.

Winter Parts Swap

FRIENDLY FORD, ROSELLE ☐ FEBRUARY 15, 2015



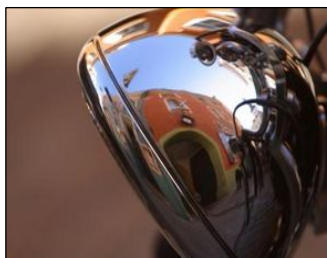
Sunny skies prevailed on Sunday morning, February 15th for the annual Model A Winter Parts Swap, which moved to a new venue at Friendly Ford in Roselle this year after being at the Kane County Fairgrounds for many years. While there, we spotted six or seven Naper A's members, but no doubt many more came and went as the day progressed.

You can make aluminum shine like chrome with the right combination of sandpaper and elbow grease.

Well-polished aluminum can look like chrome but it takes time, effort and patience to get a glossy mirror finish. You must work methodically. The important thing to keep in mind when polishing aluminum is that, the smoother you get the surface, the more mirror-like it will appear when you are finished.

Materials

Liquid dish detergent; towels; 320, 400, 600, 800, 1200, and 2000 grit sandpaper; buffing pads; brown and rouge polishing compound; flannel cloth.



completely. Wet sand next, using 320 grit sand paper, taking your time and making sure to sand the entire surface evenly.

Instructions

Wash surface using liquid dish detergent to remove any debris and make polishing the aluminum easier. Allow surface to dry

Continue the wet sanding process using the same method with sandpaper of progressively finer grits, moving through 400 grit, then 600 grit followed by 800 grit, then 1200 grit and, finally, 2000 grit. With each finer grit, remove all the marks left behind from the previous grit. By the time you get to the 2000 grit, the aluminum should appear to be very smooth.

Then buff the aluminum with a buffing pad and brown polishing compound. Use circular motions. Rebuff with a clean buffing pad and the rouge compound.

Finally, wipe the evenly-polished aluminum off with the flannel cloth to remove fingerprints and smudges.

THIS HAPPENED TO ME!

By Ron Olsen

In November of 2011, I pulled the engine out of our Tudor with the help of two other club members. The new rebuild included a high compression head, a Burlington crank, a 340-degree cam, hardened valve seats and modern insert crank bearings. The car ran great the following spring, and has been good ever since then.



After about 200 miles of running time, I decided to take a compression reading on the cylinders. My Niehoff compression tester has been with me since teenage days, so I found it and used it on the #1 cylinder along with the hole adapter. When I removed it from the adapter hole to see what the reading was, the rubber tip was stuck so – naturally -- I pulled on the gauge and it popped out. But the rubber tip stayed in the hole. And, out of the corner of my eye, I saw a shiny 1/2" washer roll on top of the head over towards the #3 plug hole . . . but it laid down flat just ahead of the plug hole.

Immediately, I exhaled a big sigh of relief and thought of how lucky that

was. If that washer had rolled into the plug hole I would have had to fish it out somehow, or face up to removing the cylinder head to get it out.

Then, I spotted more washers sitting on top of the rubber and wondered if a washer might also have rolled into the

#2 cylinder, not knowing how many washers were on the gauge to begin with. My flexible magnet didn't find anything

in the upper cylinder so I used the hand crank to bring #2 piston up towards the top. Still no washer stuck to the magnet. I hand cranked the engine until all pistons went through the cycle, and nothing jammed. After I finished with that testing, the engine started and ran for about 30 seconds before being shut off.

A few days later, I wanted to drive the

car. When started, there was a soft bang...so I shut it down immediately. The head was removed right away and there was no washer. Looking at the #2 piston showed a slight shadow of a 1/2" washer, and the head showed the same shadow in the carbon buildup.

Measuring the piston height, the gasket thickness and depth mic-ing the head all added up to size-on-size with the washer height. Maybe the washer went through the exhaust valve? So, I used my dental mirror to see the valve surface, and it looked fine. A pen light was used to inspect the valve seat, which was fine. But way down in the exhaust port, by the valve stem, lay the plated washer. I carefully fished it out with a wire, and the culprit looked fine with no dings or smashes showing, or damage done elsewhere.



Lucky me! From then on, whenever spark plugs are removed, I stuff paper toweling into the plug holes or else cover them up with screen and duct tape. Take

a lesson from my experience, this really could happen to you, too!

OFFICIAL GUIDE TO MODERN GASOLINE & OIL

Author Randy Rundle has produced a handy survival guide for gearheads trying to keep their old crocks going in our brave new world. Technology has moved downstream, so old maintenance rules don't apply any more.

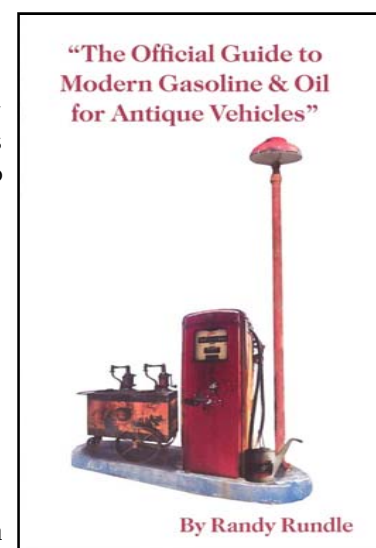
His slender (8-1/2"x5-1/2") 60-page, color booklet may seem a little expensive at 12 bucks postpaid...but the dollars may be well spent if they prevent suffering some major mechanical havoc with your old car. Randy interprets understandably how the changes made to modern gasolines

and engine oils affect antique vehicles,

and tells what to do to protect your ride from adverse effects coming about due to these changes. Editorial content is broadly divided to cover three topics:

- ☐ Ethanol Gasolines
- ☐ Oil Problems
- ☐ Coolant & Ignition

He recommends the real world strategies needed to keep our vintage automobiles motoring down the road while using the gasolines and oil blends we can lay out hands on today.



The author suggests thinking of his booklet as a survival guide. "I have been preparing vehicles entered in what is now called The Hemmings Great Race since 1989," he notes. "Preparing these cars has taught me a lot about what works in theory and what works in real life. We need to learn ways to adapt to the modern technology...because we can use it to our advantage."

Randy has authored several other Official Guide publications entitled "Shop Kinks and Tech Tips 1940-1960," "Cooling Systems," "Borg-Warner Overdrive," and "12-Volt Conversion." His useful little booklet on Gas, Oil, and Coolants sells for \$12.00 postpaid from Fifth Avenue Antique Auto Parts, 415 Court Street, Clay Center, KS 67432-2531 (call 785/632-3450).

Paul's Family Photo Album

Last issue, we introduced our newest member of the Naper A's, Paul Herbert. This issue, he completes the story in his own words and with a selection from the Herbert family photo album featuring their 1930 Town Sedan.

August 3, 1947, was our mother's first outing after the birth in April of my older sister. From Galena, Illinois, to St. Donatus, Iowa, in the family A. Mom's note says temperature that day was well over 100 degrees..



In October of 1948, our folks bundled up my 18-month-old sister and took off from home in Galena to visit Mom's brother in Connecticut. The shot above was taken in Pennsylvania on the return trip. At right, another view of the A at the same stop, for "lunch and laundry."



"When I was born in 1950, our family car was a 1930 Model A. I think I came home from the hospital in it... but of course I don't remember.

"When we bought a new Plymouth in 1950, the Model A went into storage until 1958, because my Dad was thinking I might like to have it someday. But then he tired of paying the rent and sold it. He passed away in 1960 and I never knew about the car until much later.

"These photos recall the times just after World War II when a 20-year-old Model A could be a young couple's idea of a wonderful family car."



The fateful day, in 1950, when the loyal old A was replaced by a Plymouth station wagon. Later pictures of Mom on road trips suggest she really appreciated the modern upgrade.

SPOTLIGHT ON JIM BURNER Plate "49 627" Tells The Story

Jim Burner has been involved with the Naper A's now for 25 years, but he originally hailed from Decatur, Illinois, where he and his brother grew up and their Dad sold life insurance for the John Hancock Insurance Company.

"Our '29 Model A Tudor sedan was bought by my father for \$75 on June 27, 1949...thus the "49 627" license plate that has forever since then been retained by our family," Jim recalls. "The car came from a farmer who lived near Emden, a farming community in central Illinois. He used it mostly to drive back and forth from his fields. Later, we learned that the farmer's wife didn't know anything about the car sale, and almost divorced him! Guess she loved that little Model A, too."



Mr. Burner drove the Model A back to Decatur with no problems, and later had it painted black with red wheels, a color scheme that would last for years as the family enjoyed many adventures with the car. Eventually, his two boys grew up and followed in his footsteps, attending college at Dartmouth and using the Model A as basic transportation.

"My older brother, David, and I each drove the car from Decatur, Illinois, to college in Hanover, New Hampshire," Jim remembers. "At school, one evening he hit a deer, and as a result a '30 engine was installed during repairs to replace the ruined '29 powerplant."

"While in college each of us had numerous adventures with that car," he continues. "I was stopped once by a state trooper on the New York State Thruway for driving too slowly, so I had to get off the big highway and finish my trip on the parallel U.S. 20."

"On another occasion, I had a flat tire in Times Square. I was on my way home to Illinois and so had all my stuff in the back seat. Needless to say, the jack was under the back seat, so everything in the car had to sit on the sidewalk while I changed the flat tire."

"Then there was the time when my future wife, Linda, and I were attending a wedding on Long Island. Since we were not even engaged yet, her father took a dim view of our stopping at a motel along the way from Long Island to her home in Cleveland. So, we left Long Island at about 5:00 AM and successfully made it to her house in Cleveland about midnight that same day!"

Everyone who drove the '29 Tudor licensed "49 627" had adventures in that driver's seat. "My brother once drove the car to Colorado," Jim relates. "He drove it right up to Pike's Peak, but due to the steepness of the grade and the Model A's gravity gasoline feed, the

car kept stalling. So, he just backed it right up to the summit!"

Jim graduated from college in 1959, then attended Business School to earn an MBA by 1960. He and Linda were married that year, but their honeymoon was followed in short order by Infantry School at Fort Benning, when he reported for active duty following an ROTC commission as a second lieutenant.

Jim was out of the Army by 1962. The couple moved to Naperville in 1964 and built their home there in 1968. Sadly, he lost his Linda a few years ago.

During Jim's years of military service and early working career, the Model A bearing Illinois plate "49 627" had gone back to his father's place in Decatur. Jim was finally able to bring it up to Naperville in 1990. The trip itself had a few exciting

moments, particularly when it quit running in Pontiac, Illinois, on the run up I-55. But a friendly local mechanic with Model A knowledge replaced the condenser to get it running again, and refused any payment for his services.

On the way again, things went well until arriving in Plainfield, when the generator failed. It was getting dark, and with no lights, Jim had to call home for help. So Linda came down and followed behind him in a modern car to make the final home stretch safely.

That same year, Jim got involved with the Naper A's club events and began frequenting local parades. In that period of time, the car still sported its black paint job, red wheels, and sealed beam headlamp conversion.

In 1997, Jim turned the car over to Bob Hanselman, who restored the car to its present condition, including replacing the '30 engine with a '29. Friends in the club had recommended Bob's shop, and Jim believes it was actually the last car that Bob restored before going out of business. It took a year to complete the project at Bob's shop in Arlington Heights, which is not a slow timeframe at all for such an attractive and authentic restoration.

At this point in time, Jim has been retired for 18 years from his career at Northern Illinois Gas Company (now NiCOR), but "49 627" still looks like it was finished yesterday. He's not quite as actively involved with the Naper A's these days, with wintering in Florida a bigger priority.

But when fair skies prevail in Illinois, you'll still find him motor-ing three blocks from his house to pick up the grandkids over at his daughter's home for a ride in the Model A. Yes, it still sports the same plate, "49 627" lives on!

