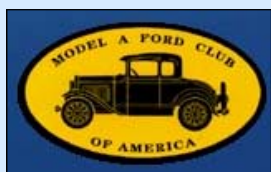


THE 4-BANGER

VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 3, ISSUE 4 ★ WINTER, 2017

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



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President:	Gene Egert
Vice President:	Tom Eklund
Treasurer:	Lindy Williams
Secretary:	Nick Mazzarella

The Naper A's membership voted at the November 8, 2016, Membership Meeting to retain all officers for 2016.

**CAR IN DITCH
DRIVER IN TREE
THE MOON WAS FULL
AND SO WAS HE.**



FALLING OUT FOR...

MODEL A BOOT CAMP!

Master Model A restorers Ken and Ron Ehrenhofer generously offered a basic training seminar to benefit all area Model A Club members at the Forty Horse Farm on Saturday, February 11th.

Their introductory remarks related some family history with Model A's and how other club members and older guys in their neighborhood helped them get started in the hobby. They emphasized a long history of Model A Club Members helping each other and drawing in new members, noting several anecdotes and some humorous experiences to drive that point home.

They emphasized how getting started in the Model A Hobby is easier and more fruitful when a novice joins the local Model A Club and affiliates with one or both of the national organizations, MAFCA and MARC.

Within local chapters and national clubs, you can ask fellow members for help, and that often begins with getting help to buy a good Model A to start out with. "Joining a club is probably the best single action that a "newbie" to the hobby can take," said Ron.

When Ken and Ron first meet a new member, they often invite them out to their house to introduce them to the Model A Ford world. This introductory visit begins with a review of all the essential Model A literature to acquire and study, including:

- ☐ *Model A Restoration Guidelines and Judging Standards* from MARC and MAFCA.
- ☐ Ford Service Bulletins.
- ☐ Mick Isbell's Parts Book.
- ☐ *Model A News* and *Restorer* magazines from MARC and MAFCA.

Continued on Page 6...



PRESIDENTIAL RIDE

By Gene Egert

Our 1930 Standard Model A Roadster was once my wife Cheryl's Grandfather's car. It was passed on to Cheryl's Dad and now lives on in our garage. This photo was taken in May of 1986, one of the few times my father-in-law had the car running, with some help from the Naper A's, including Lindy Williams and others. In typical Naper A's fashion, the motor was pulled, because of a crack. A new engine was installed just in time for me to drive it in a friend's wedding. Dad drove the car that summer and then parked it. In May of 2012, Cheryl and I acquired the car and put it back on the road. Once again, long-time member Lindy Williams pitched in for some repairs, 26 years after his earlier experiences. It still runs great!



STOCK UP ON THE PARTS YOU NEED!



MAFFI NEWS MINUTE

33rd Annual Winter Parts Swap

Admission: \$5
per-person donation

Sunday, March 19th, 2017 8AM 'til 1pm

Formerly at Kane County Fair Grounds!

Friendly Ford, Roselle IL 60172

333 E. Irving Park Rd. between Roselle &
Medinah Rd. Just South of 390 Expy.

New
Location
and Free
Parking

TOMMY'S Deli and Food
Emporium

Model T, Model A, V-8 and More!



Call Mark Maron 847-302-7900 mark@maron.com for information/Larry Rust for Reservations 847-404-9233 larust@msn.com

STEWART-WARNER WARNING HAND STOPLIGHT

By M.J. Frumkin

Back in the 1920's, the great Stewart-Warner Speedometer Corporation of Chicago offered exciting new Stewart

Products to accessorize automobiles in a commanding way whether coming or going.

At the rear, as seen in this print ad, was a clever new idea in stop lights that was different than conventional units of the time. Within the round red transparent

tail light lens was an illustrated hand along with letters spelling S-T-O-P, all edged by opaque black.

When the driver applied the brake, the "Red Hand" and letters shone a brilliant warning to trailing motorist. There was no way to misinterpret that message, much like today's "talk to the hand" gesture.

The \$7.00 unit in this ad was listed as Stewart-Warner Model 134-B and came with a small signal light for the dash panel that flashed on and off with the rear fender stop light, telling the driver that it was working each time he stepped on the pedal. Or, for \$2.00 less, the Stewart-Warner Model 134-A came without the blinking dash monitor light.

Advertised separately, and to supplement the headlamps

We have been busy working on new exhibits at The Model A Museum for Model A Day coming up on September 16, 2017.

The new interactive "starting display" should be ready to go by Model A Day and will present a challenge for anyone wanting to climb onto the seat and go through the set of steps required to start a Model A.

We are hoping to have two new truck exhibits ready, a Stand Drive Milk truck and a 1928 AA Express Bed Truck. The "Fords Around the World" exhibit will have a GAZ engine (originally manufactured in Russia) also on display. So, there will be lots of new things to see in the Model A Museum and many new exhibits at the Gilmore as well.

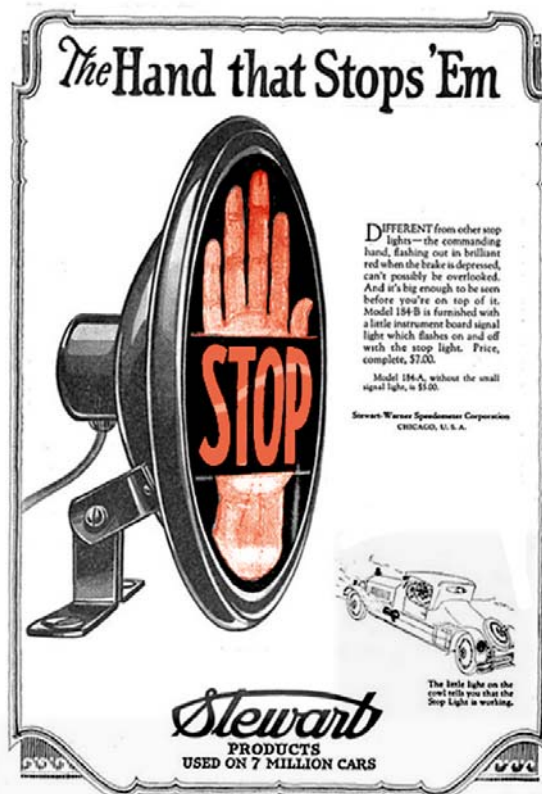
MAFFI has 42 videos including a complete set of the Diablo A's Technical Seminars on hand available for loan to MAFFI members and Model A Clubs that support the Museum. Any of these videos would make a nice program for your club through the winter months while the weather keeps us inside.

You can look over the titles at maffi.org (club programs) or on the back side of the MAFFI newsletter, *The A Preserver*. If interested, please e-mail secretary@maffi.org and Janice will take care of your request.

As always, "thank you" for supporting MAFFI and the Model A Ford Museum. It is my hope that all Model A'ers will eventually be able to make a visit to the museum!

Best regards,

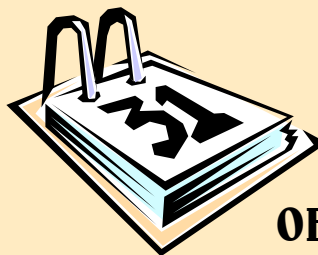
Loukie Smith, MAFFI President



were Stewart Searchlights that clamped to the windshield frame and could be operated from inside the car. They were offered in different sizes and designs for open and closed vehicles, and ranged in price from \$5.00 to \$12.00 each. Both the "warning hand" stop light and the moveable front searchlights were sold to retailers around the world as new products that would "Brighten up your sales, dispel overhead gloom, and build up profits by handling Stewart Products - Used on 7 Million Cars."

Naper A's Christmas Dinner

BOHEMIAN CRYSTAL RESTAURANT
WESTMONT, ILLINOIS
DECEMBER 11, 2016



CALENDAR OF UPCOMING EVENTS

By Alan Petrik

Stu Carstens set the fashion tone, appearing very dapper, all decked out in his authentic 1920's raccoon overcoat and felt derby at the festive Naper A's Christmas Dinner, held on December 11th at the Bohemian Crystal Restaurant in Westmont.



FASHION STATEMENT

The dinner and camaraderie was excellent as usual, with 33 members and guests spending an enjoyable evening over excellent food and beverages. Jerry Davis donated roses for the Ladies, Ron Olson ran another one of his inventive car games, and Alan Petrik, Pete Pope, and Cheryl Egert all contributed door prizes. Lindy gave a report on members' yearly mileages and the top ten drivers were recognized.

March 3–5, 2017: World of Wheels, Donald E. Stephens Center, Rosemont, www.worldofwheelschicago.com.

March 19, 2017: Illinois Region Model A Club Annual Winter Parts Swap Meet – same new location: Friendly Ford, 333 Irving Park Rd, Roselle, IL. More info: Mike Sargis 773-426-5321 Reservations: Larry Rust 847-404-9233 or larust@msn.com www.illinoisregionmarc.com/winter_parts_swap.shtml.

April 2, 2017: 8 AM to 1PM, Parts Swap Meet, \$5, Don McCue Chevy, 2015 E. Main St. (Rt.64), St Charles, IL. Hosted by the Fox Valley Chapter AACA More info: Dan Sobcczyk 847-428-0247 or dansob-czyk@yahoo.com.

April 23, 2017: WPC Swap Meet at Larry Roesch Chrysler Jeep Dodge, 200 W Grand Ave, Elmhurst, IL 60126 More info: Guy 630-721-0662.

April 28 - 30, 2017: Spring Jefferson Car Show & Parts Swap Meet, Jefferson, WI. www.madisonclassics.com/car-shows/spring-jefferson.php.

May 20 - 21, 2017: Little Hershey Parts Swap Meet/Car Show, Boone County Fairgrounds, Belvidere, IL www.facebook.com/littlehersheycarshow/about/

June 3, 2017: 10am - 3pm Vintage Auto Fest at Glen Ellyn History Museum More info: Jim Manak 630-858-6092 lelp@xnet.com www.gehs.org/calendar-of-events.html.



History Of The Chicago Automobile Show

Author Mitch Frumkin presented a video History Of The Chicago Automobile Show to the Naper A's on February 7th. Mitch directed research and development at Publications International, producing "Consumer Guide" books and issues of Collectible Automobile magazine. He authored four books: "Muscle Car Mania," "Son of Muscle Car Mania," "The Great Auto Trivia Book," and "Classic Muscle Car Advertising." and co-authored three books: "World's Greatest Auto Show," "American Dream Cars," and "First To One Hundred" the History of First 100 Chicago Auto Shows. He founded Drive Communications, which provides new car evaluation and photography to buyers' guides and the DriveChicago.com website. Mitch related his personal experiences of attending the Chicago Auto Show ever since the early '50s. Today, he serves as the photo archivist and historian for the Chicago Automobile Trade Association, which sponsors the annual Chicago Auto Show. His original automotive paintings and computer-enhanced photographs have appeared in many recent books and magazines.

Den Hartogh Ford Museum In Netherlands Closes

By John Emmering

While most Model A enthusiasts here in America were unaware, an iconic antique Ford Automobile site across the Atlantic Ocean in Europe closed its doors for good on December 1, 2016. The facility in question was the Den Hartogh Ford Museum, located in Hillegom, Netherlands. At inception, the museum was listed in the Guinness Book of Records as being the largest private collection of Ford Automobiles in the world, with 206 Ford automobiles and trucks of the 1903-1948 vintage on hand and displayed.

Museum founder, Piet Den Hartogh began to make his fortune in 1920 as originator of Den Hartogh Logistics Company, still a thriving family-run business based in Rotterdam. The firm specializes in intermodal logistics for the bulk liquid chemical and gas industries. Piet began with a small collection of Ford vehicles he had used in his business, and his wife suggested that he should start a museum. That idea took flight, and in 1956 the wealthy Piet Den Hartogh began a worldwide search for as complete an assemblage as possible of historic Ford automobiles and trucks for his collection. In 1997, the collection was complete and Piet opened his Ford Museum in an attractive white building in the small town of Hillegom Netherlands, southwest of Amsterdam.

On a vacation in Europe back in 2010, my wife Robin and I headed up to the Netherlands in a rented car from Germany, with the specific mission of visiting the Den Hartogh Ford Museum. The highways in Holland were terribly congested and we had some car trouble with our rented Hyundai subcompact. After staying the night in a hotel, we arrived in Hillegom, home of the museum by afternoon. When we saw a Model T sedan displayed atop a museum pole sign we knew we had reached our destination!

After paying the small admittance price, Robin and I entered the museum, greeted by a cutout figure of Henry Ford in front of a replica of his 1896 Quadricycle. Next, we passed a restored 1903 Model "A" Ford and moved through examples of models B, C, F, K, R, S, and N automobiles produced by the Ford Motor Company in the first decade of the 20th century, prior to the advent of Henry's iconic and immortal Model T. It thrilling to see all these extremely rare early model Ford Automobiles lined up together...quite a rare sight!

The "Tin Lizzy" Model T, which began production with the 1908 model year, was prominently displayed with many variations in the collection, starting with the brass radiator gaslight editions. Touring cars, closed sedans, coupes, depot hacks and every other style of the

Model T were displayed. The evolution of the Model T could clearly be followed as the brass radiator gave way to black radiator shells and electric lights replaced the gas lamps. Some 1920's Lincoln cars produced by Ford were also conspicuously displayed as well as a Zephyr or two from the 1930's.

Dearest to the heart of many of us, a collection of Model A Fords was also prominent. Every body type was exhibited along with a 1929 Model A custom bodied limousine. A blue 1930 Phaeton in unrestored condition made an interesting display. A variety of AA trucks were shown that had been used by den Hartogh Logistics, and one labeled as an Al Capone beer wagon. Model "A" fire trucks and bus conversions were also on display. Some of the Model "A's" in the collection were the European editions assembled in Cologne, Germany, while others had been shipped from the USA.

The V-8 era of 1932-48 was also well represented with a nice presentation of 1932 Fords, some with unique European features. A 1933 roadster sat next to its 1934 counterpart allowing a comparison of their very similar grills. Each model year of V-8's produced in the 1930's and 1940's was represented. A 1938 Standard Tudor caught my eye, as it was just like the car my grandfather had driven for many years. The Standard version Fords were set next to their slightly fancier deluxe model counterparts. The collection ended with a beautiful 1948 Ford Deluxe "Woodie" Station Wagon.

Long a fan of the Ford of the era represented, I was thrilled to visit the collection. Unfortunately it seems the museum had limited appeal to the younger set. In 2014 the museum sold 47 of its pre-war Ford cars to make room for some post-war vehicles, such as the ever popular Mustang. Sadly, this change did not curtail the drop in visitors which the museum was experiencing in recent years. The late Piet den Hartog's daughter Greske Rust had worked as the museum's director since her father's death, and wished to retire. Apparently, no one else within the Den Hartogh family had much interest in running the museum or facing the challenge of keeping it relevant to the interests of modern museum goers.

The family thus decided to close the museum as of December 1, 2016. The word now is that they may try to sell of the entire collection at once or they may auction the vehicles off individually as they did in 2014. Sadly, this great destination for vintage Ford enthusiasts — albeit distant to most of us — has gone. And now I'm glad that we braved those busy Dutch highways (called snelwegs) for our 2010 visit. It was a once-in-a-lifetime opportunity to view such a complete collection of Ford Automobiles, and will be long remembered.

World's largest collection of Ford Automobiles



MODEL A BOOT CAMP

Continued from Page 1...



Ken explained a process for troubleshooting the Model A Ford, which he bases on military electronics experience in the Navy. His very logical troubleshooting procedure follows a step-by-step process through some malfunctioning equipment from input to output. The idea is to isolate a problem by isolating it in one of the

not doing properly when it's broken, the seminar concluded with a series of brief discussions on:

- ☐ Understanding the Distributor
- ☐ Understanding the Carb & Fuel Delivery
- ☐ Understanding the Cooling System
- ☐ Understanding the Brake system
- ☐ Understanding the Drive Train
- ☐ Performing Roadside Troubleshooting

☐ *Technically Speaking* and *Restore Your Model A* series of reprinted tech articles books from MARC and MAFA.

☐ Les Andrews' three reference books *Model A Ford Mechanics Handbook Volume I and Volume II* and *Model A Ford Troubleshooting and Diagnostics*.

The familiarization visit reviews how to study and learn about Model A's and focuses on such basic questions as where one can buy good reproduction parts, where one can buy original parts, where one can get an engine rebuilt, where one can buy tires, and where one can get upholstery done?

Ken and Ron counsel a newbie to select the Model A body style that they not only admire but which will also practically suit their family lifestyle and needs. They offer pointers on what to look for in a good car and suggest that taking along an experienced Model A veteran to look over the prospective purchase can help avoid problems and expense later on. They let the novice drive a Model A, teaching them correct ways to start and drive it. This gives the newcomer some experience driving a car that with good steering and brakes. This is very important, to demonstrate how a good Model A feels to drive.

They then narrated a PowerPoint slideshow presentation titled, "Get to Know Your Model A," which afforded a very comprehensive documentary on the development of the new Ford car, its public unveiling in 1927, the production figures for all the body styles, and many continuous improvements introduced during production of nearly 5,000,000 Model A's between 1928 and 1931.



steps along this pathway. His method commences at the input and follows the "signal" (whether it is a voltage or a fluid, such as gasoline) right on through to the output.

Because it is critical to understand how a mechanical device works before being able to determine what it is



Forty-some people attended the Ehrenhofer's Model A Boot Camp session at the Forty Horse Farm in Woodstock on February 11th, representing several area Model A Clubs. Attendees from the Naper A's included Noel DeLessio and his son Steve, John Emmering, Rich Volkmer, Paul Herbert, Tom Eklund, Lindy Williams, Ken Jagodzinski, Ray McMahon, Gene Egert, and Dan Manola. Steve took the picture, but Danny was AWOL at Kodak time....

GETTING WIRED!

MODEL A vs. BENTLEY BENTAYGA

Hard Stiff Wires vs.
Flexible Wires

\$231,825 MSRP vs.
\$385 & Up

110# vs. 4#

Twenty-eight complex inter-
active systems vs. only
lights, starter, ignition,
wipers, and a dome light.

Let's face it. Old cars are electrical, modern cars are electronic...it's as simple (or maybe as complicated) as that. So, next time you're lamenting a Model A wiring problem, consider the modern Bentley Bentayga. You may never complain again.

The Bentley Bentayga is a poster child for just how complex the wiring has become in today's so-called "electrical" systems. The Bentayga features four long-range radar systems, twelve short-range ultrasonic parking sensors, six camera systems, dozens of lighting elements, a roll-control suspension system, engine management, the champagne fridge, the 18-speaker stereo, the watch winder, and seats that can warm, cool, and massage vehicle occupants. You can even get a cigar lighter on special order. And all of this stuff will withstand heat, cold, dust, moisture, and electromagnetic interference. No cloth-covered wires hanging out there in the weather, like you're used to in a Model A.

Our illustration may resemble a very aggressive case of rosacea, but it is actually the Bentley's wiring harness. This rigid harness is delivered on a pallet that's about the size of the car. Big and stiff, it's not at all like an old-fashioned Model A harness that has flexible wires. There is no standard Bentayga wiring harness. Each car being built gets a harness built for it alone, based upon the options ordered. They all weigh around 110 pounds.

Wires in modern vehicles don't just illuminate lights, signal braking, or

run the wipers. They move volumes of information regarding powertrain performance, vehicle stability, cabin temperature, and so on. The Bentley Bentayga has seven on-board networks working at different speeds, each with different missions, but all integrated electronically to function together as one overall system. Information is shared across everything. Every sensor feeds information into the system, which is called a digital multiplex bus. It has become the standard in virtually all cars today. This reduces the need for wires and relays because signals for multiple systems travel the same wires.

So, kick back and enjoy the robust simplicity of your Model A **electrical** system, with all its warts and funky eccentricities. It only weighs about four pounds, and you can replace the whole thing in an afternoon if you must. Try that with a Bentley, and ask yourself how these fancy electronically-managed cars can be made to run if found on the road dead, and how many of them will be surviving 90 years down the road, like the Model A? In short, count your blessings.

To be fair, the Bentley Bentayga is the world's fastest production SUV, with its electronically limited top speed set to 187 mph, and few cars on the planet can match its breathtaking technology.

But wouldn't you really rather tool along, windows down, in your Model A at 45 mph and smell clover hay being cut in that farm field you're passing by? Those Bentley guys will just never understand simple Model A pleasures.

ORIGINAL



REPRO



WHAT'S THE DIFFERENCE?

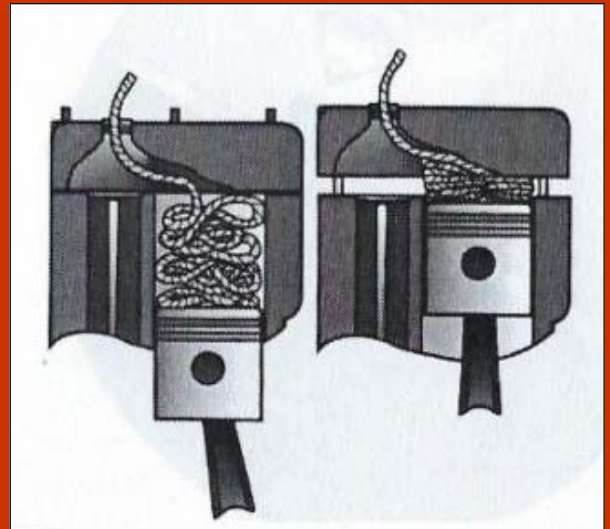
Compare two Model A brake light switches and the differences between repro and original are clear. Henry's switch has heavier-gauge steel, the spring is twice as strong, and the brass contacts are more substantial. No need for a new switch, just clean up and paint the old one.

TINY TECH TIP

SAFE & EASY WAY TO LOOSEN A STUCK HEAD

If you are trying to remove your Model A cylinder head and it is stuck, try this: Remove all head nuts first, if you haven't already. Take out all of the spark plugs and turn the engine over using your hand crank until pistons #2 and #3 are at top dead center. A flashlight will help you look into the #2 and #3 spark plug holes. Then take two pieces of 3/8" nylon or cotton rope several feet long and feed one end of each rope into the #1 and #4 cylinders through the open spark plug holes. Then simply use the hand crank to compress the rope. With a little force on the crank, the head will pop loose. Try to use about the same length of rope in both cylinders to lift the head up more evenly.

*Submitted by Dan Ritt Mt. Arab, Ohio
Illustrated by Dick Lewis, Lawrenceburg, Indiana*





OUT FOR A FEBRUARY DRIVE WITH CHERYL!

Well, hello again, everyone! Hope you enjoyed the Christmas and New Year's holidays . . . and that 2017 brings you many miles of happy motoring behind the wheel of your Model A!

Since the Fall *4-Banger* came out, we had a great turnout on December 11th for our Christmas dinner at the Bohemian Crystal Restaurant in Westmont. 33 members and guests enjoyed a festive evening with lots of good food and beverages consumed and warm camaraderie. Special thanks to those who assisted in the events at the dinner: to Jerry Davis for Roses for the Ladies, to Ron Olson for his game, and to Alan Petrik, Pete Pope, and Cheryl Egert for providing the door prizes. Lindy compiled all reported members' yearly mileages and the top ten drivers were recognized.

We also enjoyed a great video presentation at the February 7th Membership Meeting by Mitch Frumkin on a century's

A Word From Gene Egert...

THE PREZ SAYS...



PAGE 8

History of the Chicago Automobile Show. Events still coming up include the Winter Parts Swap at Friendly Ford in Roselle on March 19th (sponsored by the Illinois Region MARC) and the Auto Parts Swap Meet at Don McCue Chevrolet in St. Charles on April 2nd (sponsored by the Illinois Region of AACA).

At this writing, we are planning how to coordinate our 2017 touring plans to mesh with National MAFCA's goal of "100 K in a Model A." Yes, they want to post an aggregate 100,000 miles among all the chapters. So, we'll participate locally in the 11th Annual Route 66 Red Carpet Corridor Festival this May 6th and 7th. All MAFCA member miles clocked on the Tour will count toward the National 100K goal. It will run from Joliet to Bloomington and visit Elwood, Wilmington, Braidwood, Godley, Braceville, and Gardner on the way down. After an overnigher in Bloomington, the way back will feature stops at Dwight, Odell, Pontiac, Chenoa, Lexington, and Towanda. Naper A's drivers will convene at the Home Depot parking lot on Route 59 at 7:30 AM on May 6th for the drive to Joliet, and the tour will leave Joliet at 9:00 AM.

I still need a volunteer to step forward to chair our Garage Tour event. As you may recall, we wanted to set up for visiting half a dozen member garages on a sequenced route on a Saturday morning. Maybe have coffee and donuts at the first stop, stay 20 minutes at each place, then have lunch at the final stop. Start to finish, the whole event would run from 8:00 AM to 2:00 PM.

Many thanks to all who attended the Model A Boot Camp held by Ken and Ron Ehrenhofer at the 40-Horse Farm on February 11th. Several Model A clubs were there, and 11 people from the Naper A's.

Don't forget to bring your Model A to the Annual Safety Check on May 13th at Voegtler's Garage in Warrenville. This is your best chance to get the car up on a rack and ensure it's safe for the new driving season.

Just a reminder, to turn in your starting miles for 2017 to Lindy. You might just collect a nice prize with your name on it come next December's Christmas Dinner.

Finally, please take photos at events you attend for the *4-Banger* and send to Rich with captions. Also submit tech write-ups and pictures of your repair projects!

USED CAR DEPARTMENT

HEMMINGS WEB SITE FIND: 1930 MODEL "A" DEPOT HACK

**Auction on March 11, 2017
At Fernandina Beach, FL**

Estimated Sale Price: \$15-20,000

To Be Sold Without Reserve

Chassis Number: A2556169

Engine: 200 cid L-Head in-line 4

Zenith Carburetor/40 bhp

3-Speed Manual Transmission

Four-Wheel Mechanical Brakes

**Multipurpose Car, Reliable,
Simple to Maintain. Solid
Wood Body, Attractive Color
Combination.**

Starting with 1929, Ford offered a station wagon from the factory. There were still some companies that provided after-market bodies and today we find a good number of home craftsmen playing their hand at making custom bodies. This depot hack appears to have been hand crafted in recent years, though there is no known history about the builder. It has a restored chassis and running gear, the hood and cowl are from 1930 and the engine was built in October, 1929. Good for fun in local parades, taking guests around an estate, or promotions.

