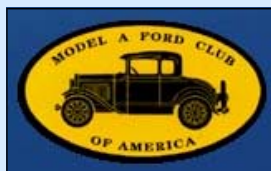


THE 4-BANGER

VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 5, ISSUE 4 ★ WINTER, 2019

AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA



INSIDE THIS ISSUE:

MAFFI Model A Day	2
White Pines Tour	3
Wings & Wheels	4
Tiny Tips	4
Picture Puzzle	4
George Pradel	5
Ragtop Refinishing	6
Rouge Centenary	7
Used Car Department	8
Prez Says Column	8

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

**TRAINS DON'T WANDER
ALL OVER THE MAP
'CAUSE NOBODY SITS
IN THE ENGINEER'S LAP**



Wings & Wheels - Festival of Flight

Story By Ray McMahon—Photos By Ray McMahon & Craig Eadler



Nick, Ray, Alan, Rick, and Lindy toured together to represent the Naper A's at Wings & Wheels.



My wife, Mary, spotted a flyer from the Fox Valley Aero Club announcing their "Wings & Wheels" event in St. Charles coming up on September 8th. So a few of us decided to tour out with our Model

A's to attend. We saw some really cool R/C model airplanes there, including an amazing A-10 with real turbine engines. The vast

assortment of WWI and WWII flying scale models was simply breathtaking, as were the dogfights.

There were many lovely Model T's parked with our Model A's and a great parking area that was well organized with plenty of space between the cars and a food concession area. The Fox Valley Aero Club leases the property and they graded it to build an asphalt runway and taxi ways. It was all very professional. We're putting this event on our calendar with hopes of returning next year with even more Model A's!

**FOX
VALLEY
AERO
CLUB**



Fox Valley Aero Club (FVAC) is a progressive group of devoted radio-controlled model airplane and helicopter enthusiasts.

*More
Images of
Wings &
Wheels
Continue
on Page 4...*



MAFFI Model "A" Day Fun

Story & Photos By John Emmering

With great memories of last years' event I headed out in my 1931 Ford Roadster early on Friday morning, September 14th, bound for the Eighth Annual Model "A" Day celebration, sponsored by the Model "A" Ford Foundation, Inc. The event took place at the Gilmore Automobile Museum in Hickory Corners, Michigan. As last year, I met up with a group from the Salt Creek Chapter of the Model "A" Club of America, who were touring together to the Michigan event. This time the group gathered at a member's home in Tinley Park.

The presence of several Model "A" Fords in the driveway assured being at the right place. After a friendly greeting from my travel companions, some coffee, and doughnuts furnished by our Salt Creek Chapter hosts, we all got acquainted. With Jordan Beller leading the way trailering his Model "A" Tow Truck, six Model "A" Fords fell in behind him as the journey to our Kalamazoo Hotel began.

Things went well until reaching Hammond, Indiana when I began to smell the distinct aroma of boiling anti-freeze. At first thinking it was coming from my car I was worried, however soon steam began to come from the 1931 Phaeton in front of me, indicating the source of the problem. Pulling off the road, some remedies were tried. But the overheating continued, so the driver decided to head home and switch to his modern car, then join us later at the event.



The caravan continued toward the Michigan State line passing through Gary. Once in Michigan we enjoyed a beautiful view of Lake Michigan and passed by the Dunes. The ride from there was scenic and uneventful and as it turned out long. By the time we reached our Kalamazoo Hotel, we had logged seven hours on the road.

As Saturday morning dawned, my wife, Robin, and I wiped the dew from our Model "A" in the hotel lot and fired her up, heading off to the Gilmore Museum complex 20 minutes away. We passed through dense fog enroute to the event and were glad to find the Gilmore entrance where we entered free of charge as MAFFI members. We parked among rows of Model "A" Fords driven to the event from many locations near and far.



After admiring the rows of assorted Model "A" Fords, Robin and I headed over to the swap meet area. This year, I shopped for Model "A" tools for a collection just begun. I located almost all the items I needed. Robin saw a nice wooden tool display case and purchased it as my birthday present. The rest of the day we spent viewing the Model "A" Museum and other collections that comprise the Gilmore Museum Complex.

Several seminars were presented that day, most notably the one on "Front End Alignment" delivered by our own Dan Manola. A membership meeting was held by MAFFI and four new Hall of Fame Members were inducted. We saw three rare Model "A" Town cars and two Town Car Deliveries on display. It was really a rewarding and enjoyable day viewing Model "A" Fords and the many other makes of cars included in the various collections.

As Sunday morning rolled around, I slipped back behind the wheel of our little Roadster for the return trip. Jordan led us on a different route homeward and we stopped in South Bend for lunch. After that, we enjoyed a smooth ride back to town without incident. It was nice to be home, but we were very pleased to have experienced such a rewarding MAFFI Model "A" Day in Hickory Corners.



White Pines Fall Tour

October 21, 2018

Story By Alan Petrik

Photos By Alan Petrik & Paul Herbert



A beautiful sunny, cool October day graced this year's Fall Tour to White Pines State Park on October 21st.

Nine cars and fifteen people made the journey. The group included Gene and Cheryl Egert along with their guests Tim and Michelle Lorman, Tom and Pam Eklund, Paul Herbert, Jim Weaver, Steve Paul, Nick Mazzarella, Bill Johnson, Ron Olson with passenger Larry Benischek, and Alan and Diane Petrik.

The early morning rendezvous point at the Speedway on Kirk and Wilson Roads registered barely 30 degrees as the group launched its voyage. First navigating through Batavia, we headed straight west, pausing briefly for a quick pit stop at the Lone Grove Forest Preserve. Continuing west again through Steward then into Dixon, we then made a fuel stop. Turning north just then, we finally travelled the last few miles to White Pines.

Our table was ready and the restaurant was not as busy as last year. Nevertheless, we had plenty of time for food, conversation, and a little gift shopping.

Our route back was just the reverse. Ron Olson and Steve Paul did a point gap adjustment and cam lube on Paul Herbert's car about half way back to get it running well again. It's great to have this kind of expertise in the club along wherever we are and at all times.

Arriving home, all agreed that it had been a perfect day to spend touring with our fellow Model A'ers!



Wings & Wheels - Festival of Flight *Continued From Page 1...*



**Tiny
Tips**

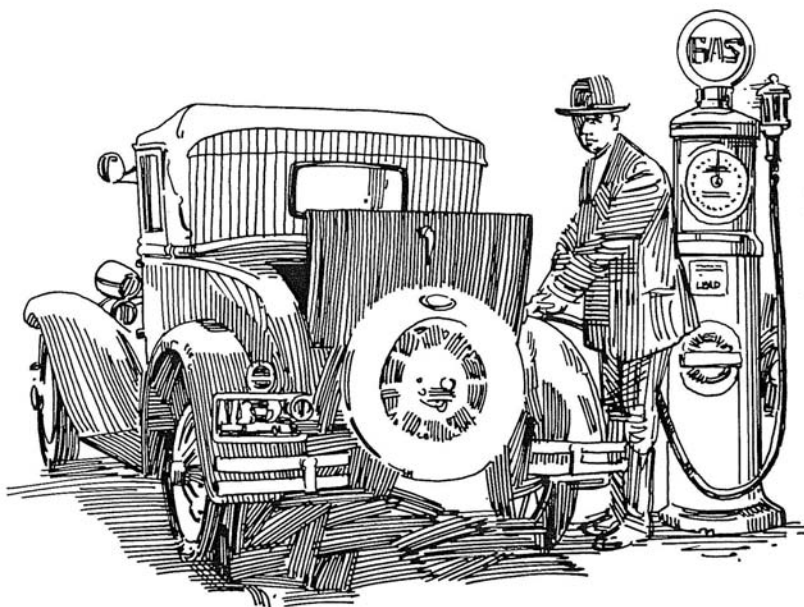


**From
MAFCA**

Tight Windows?

If you've ever had trouble raising and lowering your windows and never got motivated enough to take off the door panel, grab a coat hanger and straighten it out. Bend a hook in one end, lower the glass, insert the wire between the glass and the sill and hook the wire over the part that needs oiling. Take a can and squirt oil on the wire and it will flow down to the mechanism, lubricating the tight part.

WHAT IS WRONG WITH THIS PICTURE?



GEORGE PRADEL

*Adapted from George's
DAILY HERALD
Obituary of 9-4-18*

For five decades, Naper A's member George Pradel personified Naperville as its longstanding Mayor. For those who knew him, even briefly, he always will. As the city's longest-serving mayor, he died on September 4th following his long battle with multiple myeloma cancer. He was 80, passing away just one day short of his 81st birthday.

A lifelong Naperville resident, George first gained fame as the police department's "Officer Friendly." He became Mayor in 1995 and served until 2015, when he was named Mayor Emeritus. "George's enthusiasm for this city and love for its residents was second only to the love for his family -- in fact, it was the Pradel family's support for him that allowed George to devote so much of his life to Naperville," City Manager Doug Krieger observed. "George was the kind of man who knew everyone's name and, when he saw you, no matter how busy he was, he'd stop and see how you were doing. "Everyone was equal in George's eyes. You were a cherished member of his extended Naperville family, and from the first time he met you, you were a friend."

During his 20 years as Mayor, George was honored countless times. On Washington Street sits a sculpture depicting him as a police officer greeting children. A street and a park are named in his honor. His face is on several murals. Restaurants named rooms and gardens and sandwiches after him. A radio station named him the area's sexiest mayor. There was even a bobble-head doll sold in his likeness.

He was always proclaiming himself "so proud!" of all things Naperville, with an unforgettable, booming and energetic emcee's voice. He opened nearly every event by saying -- no, shouting -- "Welcome to Naperville!" A larger-than-life figure, George and the city he served became one in the same. His presence was a constant felt throughout the community and he, in turn, fed off the city's love.

When Naperville was a mid-sized suburb, poised to outgrow its small-town roots but maintaining a family-friendly feel, George was a police officer. He joined the force in 1966 and made his top priority children, teaching them to stay safe and letting them know someone was watching out for them. His actions made him Officer Friendly before he even took on the title as his perennial nickname.

When Naperville was a growing city, expanding as developers turned its farm fields into sprawling subdivisions, George was a Mayor. An unlikely Mayor at that -- the faithful, cheerful cop who never intended to take on the role. He didn't look or act like the Mayor of one of the state's largest cities. There was nothing very buttoned-down about him. He was short and bald and round. He wasn't afraid to dress in crazy costumes, wearing wigs or top hats, and he was always happy to play Santa.

He became Mayor because a handful of residents asked him to seek the office, as he never could master the art of saying "no." With only a concession speech prepared, he won his first election in 1995. The newly-minted Mayor took office that spring and his hometown pride just never ceased.

He was born in Hyde Park on September 5, 1937, as one of six children. George was two when his family moved to their small house on Van Buren Avenue in Naperville. He always called it home. When he was a child, he wanted to run an orphanage, and that desire was a precursor of his calling to public service. His public service began in the Marines as a corporal and continued when he became a police officer, accepted onto the Naperville force as the department made an exception to its own 5-foot, 10-inch height requirement to allow the veteran to serve. He was only 5 feet, 7 inches tall at the time.

George worked as an officer and eventually a lieutenant during 29 years on the force. As Mayor, he swore in or promoted 371 officers, never delegating the responsibility to anyone else. While on the force, if George wasn't in the station or out on his downtown beat, fellow cops always knew where to find him. George would be in the schools, always working with kids.

George taught crime prevention in classrooms and extended his work with children to the city's new Safety Town. There, he taught railroad safety and recruited youngsters to join his Big Wheel brigade that pedaled in holiday parades. Safety Town was George's proudest achievement as Mayor. It was renamed in May of 2015 in honor of him and his wife, Pat.

A younger George met Patricia Carol Burke on a date setup orchestrated by his sister. They went to a stock car race. They were married Aug. 20, 1960, as "young lovebirds" and their relationship endured for a lifetime until Pat's death in August of 2015 of bone cancer. A decade before her death, Pat wistfully recalled her husband's always caring nature and generous heart.

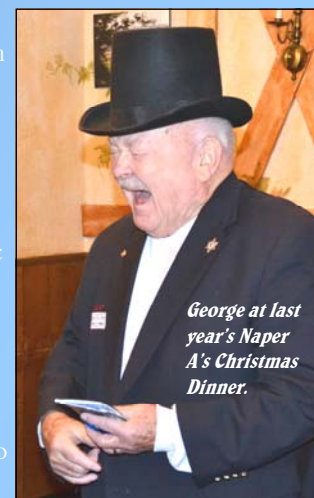
As Mayor, George was all about helping others, even though he began to endure heart trouble not too long after taking office. He suffered a mild heart attack in 2010, but then returned to the Mayor's job shortly afterwards -- there being just so much to do to promote and improve and love Naperville.

His day as Mayor often began at 6:30 a.m. and didn't end until 10 p.m. He added to his duties by serving as an auxiliary park district police officer to patrol special events. After winning his first race in a hotly-contested campaign against three opposing candidates that required a primary before the general election, he never again faced a serious political threat.

When George finally stepped down after a record five terms and 20 years as Mayor, he still wasn't ready to stop. He pledged to "still be around" in Naperville after his retirement on May 3, 2015, and made a pitch for a new title -- Mayor Emeritus -- which his successor Mayor Steve Chirico granted a month later.

Steve recalls George as "the kind of community-focused person that blesses a town once in a lifetime. His name will forever be remembered in our city as an individual who quietly and humbly gave of himself through 29 years as a police officer and then for two decades as our longest-serving Mayor."

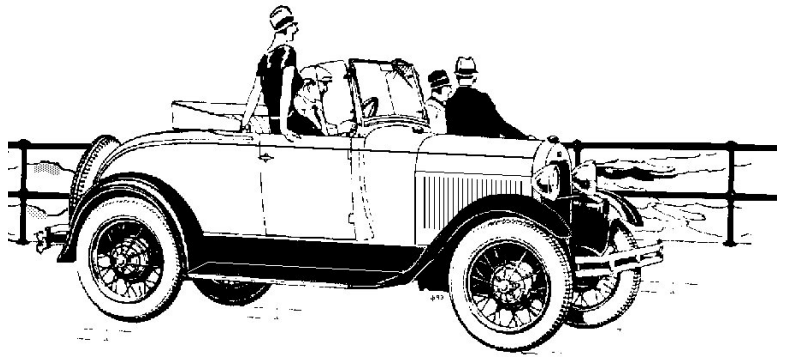
Indeed, future Naperville generations will always remember George as they always have -- instantly, easily, lovingly -- as the city's foremost cheerleader, ambassador and heart.



*George at last
year's Naper
A's Christmas
Dinner.*

Ragtop Refurbishing

By John Emmering



Ford Model "A" Roadsters, Phaetons, Cabriolets and A-400's are some of the most desirable collectible cars around. After becoming the proud owner of a Deluxe Roadster the thought occurred to me, "How do I clean and maintain the fabric on a convertible top?"

Searching the internet I found what I needed, "The Ragg Topp Fabric Convertible Top Cleaner/Protectant Kit" made by Wolfsteins. While there are many other similar products I chose Ragg Topp and soon Fed Ex delivered a kit to my door.



On a warm Saturday morning I set out to clean and treat my fabric top and then just followed the enclosed instructions. First I hosed down my car and gave it a washing using a packet of special car wash soap, however I did not use regular car wash soap on the top. After washing



and rinsing my car I raised my car's fabric top and sprayed it with a garden hose to get it wetted down.

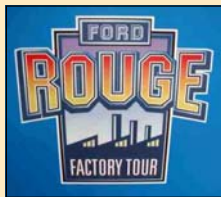
Pulling out my bottle of top cleaner, I sprayed the material evenly around the surface of the fabric top and with my brush and gently scrubbed the wet surface. I rinsed the top and repeated the procedure on spots that still looked soiled. Next I wiped away any cleaner that landed on paint, trim, or glass. With the top clean, I rinsed it thoroughly, drying it with a microfiber towel.



Leaving the convertible top alone for several hours, I returned when it had dried. Grabbing the aerosol can of Ragg Topp protectant, I shook it and then began to spray it onto the top. After evenly spraying several coats of the protectant, I wiped the top with a clean microfiber cloth. Finally, I cleaned away any overspray and let the top dry out completely.

The results were pleasing, with my fabric top looking much improved. The protectant promises to aide in repelling water and will protect the old top from damage from the sun and weather. It is suggested that convertible owners regularly rinse their top and spray on protectant monthly during the driving season. With replacement cost high, it's important to take good care of your fabric convertible top to have it look its best and render many more years of service.





Celebrating 100 Years at Ford Rouge

By Robert Tate, Automotive Historian and Researcher

Reprinted courtesy of Motor Cities National Heritage Area

Images of the Rouge Plant (Circa 1940) Courtesy of Ford Motor Company and The Henry Ford Museum

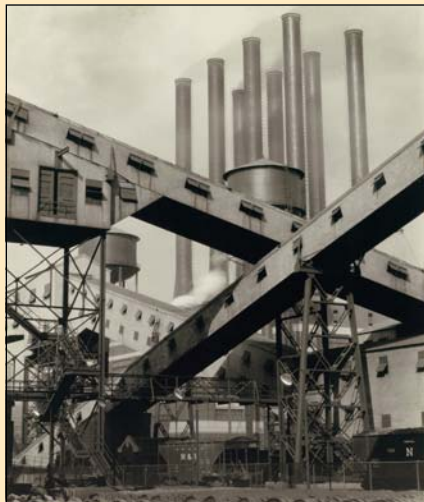
American automobile makers like Ford Motor Company have done more to put American consumers on wheels than any other country in this world. Their early efforts and sheer innovations may seem a bit crude by today's standards, but the hard work and dedication of men and women throughout the auto industry made the United States a great country.



Today, as we look at automotive history, many of us share fond memories of family members who were a part of this American story. This article celebrates 100 years of the Ford Rouge plant, to capture some great memories of auto manufacturing in its earlier glory days.



As I look back for this piece, I must recall family members no longer with us who worked at the Ford Rouge. Their legacy to our family is a lifetime of great memories. Many of us have great stories to tell about loved ones who worked at "The Rouge."



During the early part of Henry Ford's career, he had the idea to build a vast manufacturing complex on the Rouge River. The location would offer access to both the Great Lakes and a network of North American railroads. It would feature foundries, steel mills and assembly lines manned by the hard-working men and women who put America on wheels. Henry hired the famous architect, Albert Kahn, to design the buildings to make his idea a reality. He began the process by buying up 2,000 acres of land that became The Rouge in 1915. It opened with the production of anti-submarine World War I Eagle boats.

Kahn's factory design managed to introduce a sense of light and air. The Rouge was called "the factory that now carries industrial architecture forward more than any other." Automotive historians observed that the Rouge complex achieved the incredible distinction of making automobiles "from ore to assembly." By 1928, the entire Rouge complex had been completed, and thousands of workers came to work there daily.

The Rouge became home to a fleet of massive Ford lake freighters filled with iron ore, coal, and lime-

stone. The first coke oven battery went into operation in 1919, followed later the by blast furnaces. In 1926, steel-making furnaces came online, along with foundry operations to cast engine blocks, cylinder heads, and intake and exhaust manifolds. On the assembly line, the first vehicles manufactured were Fordson farm tractors, not cars. In 1928, the Model A Ford became the first vehicle to use laminated safety glass, and by 1930, The Rouge was making its own safety glass.

During the Great Depression, The Rouge built the new V8 models, and during World War II, the complex produced military vehicles, including a tremendous number of Jeeps. After Henry Ford's death in 1947, The Rouge began to evolve as the Ford Motor Company embarked on more modern operational processes and styling.

During the 1960's, new automotive designs made their way to Ford showrooms across America, with the famous Rouge continuing legendary manufacturing operations. Today, the complex is the home of a high-tech assembly plant and a national treasure.

Bill Ford, Jr., executive chairman of Ford, told the Detroit *Free Press* on the occasion of the complex's 100th anniversary, "I describe it as the heart-beat of the company. We build the Ford F-150 there. It's our flagship, the single best-selling vehicle in the USA, and made by the best workers in the country. Whatever we do in the future, we'll do it at the Rouge."

Michigan "Put the World on Wheels" and Motor Cities links the world's largest collection of cultural and labor organizations, museums, archives, factories, auto collections and events to preserve the story of how tinkers became titans and how auto companies and labor together built the middle class while vastly transforming manufacturing worldwide.





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



PAGE 8

Hello all, your newly re-elected President here...with a few seasonal thoughts. Hope your car(s) is (or are) winterized by now with antifreeze, fuel stabilizer, and some mothballs or dryer sheets installed to

THOUGHT FOR THE DAY:

"Quality means doing it right when no one is looking"

- HENRY FORD

ward off our little rodent friends.

It was a great year for our Naper A's tours. We enjoyed some real fine weather, and along the way, no one got left behind. We do need to start

thinking of ideas for tours next year, however. Our last tour of the year, to White Pines State Park, was great, with the largest turnout of the year for our club (9 cars). Technically speaking, I wish to thank Gar Williams for generously offering to host two tech sessions during the cold Winter months lying ahead. On the social front, let's show our support for the club by attending the Christmas dinner this year on December 2nd.

At the Egert garage, this year I rebuilt a motor given to me by Ken Lang, thank you Ken for your generosity. The 1930 Tudor has never looked quite so good or ran as well. Also, many thanks to both Dan Manola and Lindy Williams for all their support to accomplish this great task.

Our club membership continues to rise, getting close to 50 members. We will have even more House Calls to get all those new member cars roadworthy. What I have learned is that driving Model A's as often as possible is the best thing for them, to shake out all the bugs on short trips.

You never do know where you will see a Model A. I have attached a photo which shows an Alaska plate if you look closely.

Yes, Alaska. I was on a cruise in Alaska (which was great, by the way) when one of our stops was in Skagway for a train ride on a narrow gauge train up the White Pass. We had breathtaking views all the way up. Upon getting back to town, I was walking around and spotted a Model A Tudor in a alley with its brake lights on. I went around in front of the store to find its owner (it was a custom jewelry store) and let him know his brake lights were on. I introduced myself a fellow Model A enthusiast. He was very busy with 3 ships unloading at once, so I let him get back to work.

Anyway, have a great Winter! I hope to see you at both the Christmas dinner and the new Tech Sessions. And give me your ideas for new Tours for the year 2019...



Saw this Model A in Alaska this year, it had the brake lights on. Went inside and had a nice visit with the owner.

USED CAR DEPARTMENT

FOUND ON HEMMINGS WEB SITE: ONLY \$58,500! 1931 MODEL "A" A-400 CONVERTIBLE SEDAN

**200 cid GAZ MODEL B L-Head Four
Zenith Carburetor/54 bhp
3-Speed Manual Transmission
Four-Wheel Mechanical Brakes**

Location: Sharpsburg, Georgia 30277
Condition: Perfect
Exterior: Chicle Drab Over Copra Drab
Interior: Brown

One of the most beautiful and historic A400's in the Model A community. The car's restoration and history were featured in the May/June, 2012, *Restorer Magazine*. See web site for details.

PRIVATE SELLER Go to:

<https://www.hemmings.com/classifieds/cars-for-sale/ford/model-a/2156198.html>

