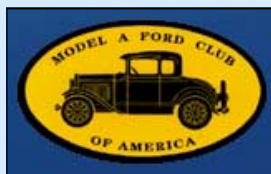


THE 4-BANGER

VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 6, ISSUE 4 ★ WINTER, 2020

AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA



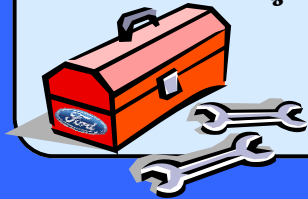
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President:	Gene Egert
Vice President:	Tom Eklund
Treasurer:	Lindy Williams
Secretary:	Nick Mazzarella

TECH SESSION

February 29, 2020
Gar Williams Garage



Rebuilding A 2-Tooth Column

Story & Photos By ALAN PETRIK

PART I

My '29 Tudor's steering was quite loose due to wear. The Judging Manual states, "No appreciable looseness is to be tolerated. There should be no more than two inches of free movement at the steering wheel rim." Well, I had at least 3 inches.

I did the easy repair items first, rebuilding the tie rod and drag link ends and also installed a new shorter Pittman arm. These repairs did help a little. But due to not being able to adjust the gears in a 7-tooth gear box, along with evidence of worn sector shaft bushings, I realized that the entire steering column assembly would need rebuilding.

I procrastinated on taking on this project with Summer approaching, as it remained enjoyable driving the car even though one had to "lead" the steering driving down the road. The goal thus became making it a definite Winter project.

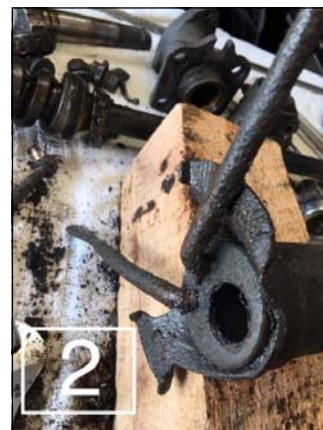
Here is where Tom Marks, one of our newer club members, enters

the story. On a "House Call" at his garage to help with his right rear wheel problem, I noticed that he had a spare steering column sitting in his garage. He had no plans for it and so offered it to me. I took it home as it was a 2-tooth gear box, but it would need significant work to be restored

I organized my thoughts for its rebuild, hoping to swap it for my old existing 7-tooth unit. It was covered with years of dirt and dried oily buildup and coated with a dark grey paint. Refer to photos 1, 2 and 3.



You can see remnants of the steering wheel and



heavy corrosion on the control rod quadrant, spark and throttle control rods, and the gear box.



Disassembly was very tough as you can imagine. I had to hacksaw the control rods off, heat and drive other

Continued on Page 7...



Replacing rusted panels on my '31 Fordor "Slant"

Story & Photos by Nick Mazarella

When I bought my 1931 Model A Ford Slant Windshield Fordor, the body's integrity appeared basically sound. The undercarriage and frame all looked rust free. My big problems were mechanical, so I spent most of my time and effort rebuilding or replacing various mechanical systems.

I noticed changes in the surface of the rear panel, cowls, and doors. Probing of those places revealed that the rust was covering some serious rot-through.

Then, a minor accident with another vehicle also revealed that the cross frame under the rear panel was almost rotted away. All these areas had to be completely repaired before I could consider repainting the car. In this article I'll detail how I restored the cowls, and show examples of ongoing bodywork around the car.

I bought weldable sheet steel at local supply houses. So far, I've used two sheets of 1'x2' 22 gauge and one sheet of 12"x18" 16 gauge mild steel. My welder is a Century 240 volt - 20 amp MiG welder. The heavy grinding was done with an electric 4½ inch Makita angle grinder. The other cutting and grinding tools are air-driven with a Porter-Cable 175 PSI compressor.

I started repairing each area by cutting away all rotted metal and creating a solid base of good, clean steel to build onto, keeping the edges as square and straight as possible. **Photo 1** shows what the left cowl looked like after I cut away the bad portion. Fortunately,



the under frame and wood block were in excellent shape. I prepared the edges of the cutaway, grinding away all surface rust and paint as shown in **Photo 2**. Then I used an air powered dimpler tool to create a countersunk ridge around the whole opening. This allowed new metal to fit into the opening with-



out creating a bulge, making it easier to blend the two surfaces. **Photo 3** shows the new sheet metal fitted in place and ready for initial weld. I used clecos and rivets to hold the new metal in place until it was tack welded.



Welding each patch consists of multiple passes for several reasons. Sheet metal requires relatively low heat and must be "spot" welded one point at a time. This reduces heat, prevents burn through, and limits surface warping. Each pass fills in the spaces between the last row of welds.



Photo 4 shows the initial welds. After each weld pass the surface and weld points must be ground and cleaned before the next welding application. **Photo 5** shows the final welds.



It should be noted at this point that I had to recreate a reveal at the bottom of the panel. I did this by rolling a piece of 22-gauge steel on a 1-inch steel bar mounted in a wood jig held in a 5-inch vice. I bent and peened the metal until it approximated the reveal piece. See the piece fitted into the panel and then progressively blended into the rest of the patch in **Photos 3 through 5**. I decided to apply a lead finish through a process called tinning on the reveal welds before applying the fiberglass filler. The purpose was to get a smooth metallic seam rather than relying

on Bondo to cover irregularities. Tinning is a tricky process that I had never tried before. I had to redo the application a couple of times before it filled in. **Photo 5** shows the patch with welding and tinning completed and ready for the fiberglass application.

After welding and cleaning the surface with a powered steel brush and grinder, I was ready to apply a couple of layers of fiber glass cloth and epoxy to provide an extra moisture-proofing layer. After it cured, I sanded the surface smooth in preparation for fiberglass Bondo filler. **See Photo 6.**



The application of fiberglass filler was done in several stages to get a smooth and seamless finish.

Applications of JB Weld steel stick allowed me to fill in pin holes in the surface without needing to apply more fiberglass filler and then re-sanding the surface.



Photo 7 shows the whole left cowl panel after primer was applied. At this point, remaining blemishes will stand out and can be easily

filled in and sanded without re-doing the entire surface. I followed the same process on the right side cowling with the same result.

Remaining photos show examples of some of the other welding work that was done.



Photo 8: Right cowl welded and glassed.



Photo 9: Rear deck welded and ready for glass finish.



Photo 10: Driver's door lower corner welded and glassed.

Photos 11 and 12: The rear cross beam before and after. (The beam was badly rotted and had to be reconstructed. This was beyond my skill. Naper As' member and



master tool and die maker Dan Manola offered to do the repair. He recreated the piece using the remaining portion as a template for the part needing replacement. The result was amazing and went back onto the car perfectly! This story deserves its own article.)



Photo 13: Most of the tools I used

I am a self-taught welder through reading and watching YouTube videos and practicing. I believe most skills can be learned by watching and doing with lots of practice. As always, our resident experts in the club proved to be my most valuable resource!

ABRA KANABRA!

Story & Photos By TOM EKLUND & Extra Photos By MAFCA

My wife Pam and I attended MAFCA's Canyonlands Hub & Spoke Tour on October 6th through the 10th in Kanab, Utah. We trailered our 1929 Model A Tudor to Kanab, and over the next five days put about 850 miles on it through some of the most beautiful parts of our country.

Sunday, we arrived in the early afternoon to register at the host hotel. We would be staying at the Parry Lodge. This is the original hotel in Kanab, dating back to the 1920's. The Parry brothers purchased an old ranch house and turned it into a hotel, and then one brother rented an airplane and took photos of the area around Kanab. He subsequently went to Hollywood and visited the movie studios to convince them to come here to film. From that time and into the 1950's, over 200 movies and many TV shows were filmed there. Most were westerns which were quite popular at the time. The Parry is lined with photos of almost every star of that era. Many of the cottages are named for the actors who used them when filming in the area.

After getting settled and getting our Model A out of the trailer, we did a quick tour of the town and the surrounding area. Then we headed back for the big Welcoming Party at Hamblin Park. As we approached, it was quite a sight, over 350 Model A's from 43 states and three provinces as well as 700+ people. Somehow, in all that crowd, we found Bruce and Jan Winslow up from their home in Arizona. It turned out that they



were staying at the same hotel and we ended up being partners with them for most of the week.

Monday was planned for a tour of Zion National Park, only 45 miles away, so we felt there was no need to leave super early. Wrong! The drive was fine but the park was packed. It took 45 minutes to get in and everything inside the park was crowded. Zion was formed by the Virgin River, which flows through it.

There is a limited amount of roadway inside the park, so to access it most of it, you need to ride on the park shuttle. This makes about a dozen stops along the way, and you can get on and off as you please. There are walking trails and points of interest at each one, and it is free. Almost everything you see is looking up because you are primarily in the bottom of the canyon. I have seen many pictures of all these parks, but nothing does it real justice like seeing it in person.

Tuesday was spent driving the North Rim of the Grand Canyon, an 80-mile trip one way. We were on the road by 7:00 AM, but this time there were no crowds. This park has 40 to 50 miles of roadway and we drove it all... Some parts several times. Now you are at high elevations, looking down through the canyon. There is a beautiful lodge, all timber-framed, that was built in the 1930's by the Civilian Conservation Corps workers. We had lunch in the dining room next to a full wall of windows overlooking the canyon. One good piece of advice from the Welcome Party was to keep



your gas tank full as stations tend to be few and far between. Well, in the middle of the park, as luck would have it, there is a full-service Sinclair station complete with a man in uniform to pump your gas. He decided to let us do our own but did enjoy seeing the cars as most people did throughout the trip. It was almost 7:00 PM when we finally got back to Kanab ... a long day in a Model A, but entirely enjoyable.



Wednesday was our date to stay in the Kanab area. At 8:00 AM, a tour of the local movie set sights started from the Parry Lodge. A local man dressed in Western attire took a long line of Model A's to a half-dozen locations and pointed out where movies and TV shows were filmed. Most of the sets are gone because they are required to remove them, but some remain and some have been moved to a museum in town that we visited in the afternoon. We returned to Hamblin Park for lunch, which was put on as part of the tour, and then off to see the Best Friends Animal Shelter. This encompasses 3700 acres and has over 1600 animals up for adoption as it is a "no kill" shelter. We toured in a van for about an hour and a half. It is a great facility... and, no, we did not bring home any adoptees with us.

Thursday was scheduled for our Bryce Canyon tour, another 80 mile one-way trip. However, Mother Nature decided we had to take it easy. Up to this point



it was in the 50's in the morning and the low 80's by afternoon. However, Wednesday night a cold front came through and as we left at 7:00 AM it was 17° and



the high only got to about 42°. Our Tudor with winter coats on was fine, but Bruce and Jan were a little chilled in their roadster and happy to stop for some hot coffee on the way. Of all the places we saw, Bryce was my favorite.

There are at least 50 miles of road inside that park and you reach 9150 feet elevation at the top. At Bryce, as at the North rim, there are constant driving challenges. The grades are steep and long both up and down. There are many pull-off areas, and as the driver you need to use them because you can't sightsee while driving. However, both of our cars ran great and had no trouble handling the terrain. We returned to Kanab in time for the Closing Dinner, which was moved from the park to the Community Center due to the cold weather. The room was supposed to hold 450, but over 600 squeezed in. It was a cozy final evening with many new friends!



Friday morning, as we got the Model A loaded up and ready to head back for home, another group from California was doing the same. As they lined up to leave, one of the group started up a boombox on his roof with Willie Nelson's "On The Road Again." What a great trip!

Naper A's 2019 Christmas Dinner



MANY THANKS TO LARRY BENISCHEK FOR TAKING SUCH GREAT PICTURES!

The Naper A's Christmas Dinner enjoyed its usual festive camaraderie last December 8th, with a sumptuous feast of roast beef, two kinds of pork, and veal with all the potatoes, gravy, dumplings, and trimmings enjoyed by all and washed down by good Czech beer. Members and guests alike enjoyed a companionable evening, while Jerry Davis donated roses for the Ladies, and Alan Petrik, Cheryl Egert, and Rich Volkmer contributed some memorable door prizes. Lindy reported on members' yearly mileages and the top three drivers were recognized. All in all, the event again capped a busy, productive year! Tom Eklund gave a presentation on the Naper A's charitable cause, Donka, which provides computer training for handicapped persons, and, as in the past, President Gene Egert acted as our jovial host for the evening.



...AND A MERRY CHRISTMAS WAS HAD BY ALL!

2019 Naper A's Picnic

Cantigny Park ☐ September 15, 2019

Story By NICK MAZZARELLA
 Photos By NICK MAZZARELLA & RAY McMAHON

Our 3rd annual picnic at Cantigny Park was almost washed out by thunder storms, but just as the arrival time came at 10:00 AM, the clouds started to break. Our usual spot next to the pavilion was reserved but unoccupied.



Apparently that group cancelled due to the threatening weather.



Being the resourceful bunch we are, we quickly picked up our grill, food, chairs and tables and moved into the pavilion just in case the weather turned against us. Of

course, it stayed dry for the remainder of the day! Master Chef Gene Egert did some of his best cooking ever, and most folks brought side dishes.

The turnout was twenty three people, the most we've had since our picnics began. We had five Model A's; driven by Gene Egert, Lindy Williams, Tom Eklund, John Emmering, and Rick Burgermeister, plus a lovely 1929 Lincoln Four Door brought to the event by Rueben Taylor. You can really see why they used to call the Model A Ford a "Baby Lincoln!"



STEERING COLUMN

Continued From Page 1...

parts apart, it was a real mess. The two small screws that go through the control rod quadrant that hold the upper column bushing in place were particularly difficult. Lindy's basement shop to the rescue, a little more torch work and they came out!

Once completely apart, I went into clean up phase taking the gear box, bolt-on sector housing, and the column tube to a sand blaster (Diamond Blast Corporation at 1741 N. 30th Avenue in Melrose Park, 708-681-2640).

Back on my work bench, I had many discoveries. First the good news... The worm gear, sector shaft/gear, upper and lower bearings and their races were in like-new condition. This was huge savings as the the worm and sector gears are the highest cost parts for a steering column rebuild. Further, the

brass bushings in the sector housing also did not need replacement as the sector shaft fit perfectly with no wear in the bushings. The gear box is a Gemmer design and the markings per the judging manual indicate that it was used April 1929 thru mid-1930. This tied in nicely with other dating on our car indicating a Spring/Summer 1929 assembly. After chasing all the threads that were tapped in the gear box, it was ready to go.

Now the bad news...the column tube surface was really bad, pitted quite deeply. The control rod quadrant was also badly pitted. All the other hardware needed to be replaced. A new horn rod was needed and a new steering wheel, as the old 7-tooth wheel was splined while the new 2-tooth unit is keyed. All the needed parts were ordered from Bratton's.

By the way, the new steering wheel ordered and shipped through Bratton's, was made by Snyder's. Another note on the steering wheel, it arrives to

the buyer rough out of the mold. Thus, it needed several hours of filing, grinding, and sanding to finish it up properly.

As to the column tube, its structural integrity was good, but it looked awful. After several coats of filler primer and sanding, and getting nowhere. I decided to use Bondo. See Photo 4 to understand why....



NEXT ISSUE, We'll do Assembly and Installation of the Gemmer 2-Tooth Steering Column



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



Hello again, my fellow Model A'ers! Hopefully all of our cars are safely tucked in for Long Winter's Night. Except, of course, for those fortunate ones whose owners have heated garages, in which case, work may even pick up over the Winter. Either way, please be sure to check your Model A antifreeze levels and add some gas stabilizer to the tank . . . just in case.

Our annual Christmas dinner was well received on December 8th, with great food service once again at the Bohemian Crystal Restaurant and generously donated gifts raffled away to almost all of our guests. Thanks to all members for their handsome donations toward Donka!

It looks like we might have a good year coming up in 2020 for tours. At present, the planning stage is going well, judging from discussions held at our February 4th Membership Meeting, and a full calendar well prepared by Alan Petrik will help keep us aware of all the dates.

Perhaps most importantly, several Tech Sessions are planned. The first will highlight my rebuilt engine and test stand as a trouble shooting tool. The event is slated for February 29th at Gar Williams' garage in Naperville, beginning at 8:30 AM.

I plan to tow this test stand over to the Tech Session. It was built up thanks to generous parts contributions from fellow Model A-er's, including the old Model A frame to start the project (Tim Shackelford), help welding a flange (my neighbor Charlie

Provenzano), a radiator (Gar Williams), motor mounts (Bill Johnson), a fuel tank (Joseph Voegtler, Jr.), and a bellhousing and exhaust system (Tom Eklund).

It began with the front part of the Model A frame, onto which I grafted an angle iron frame to hold a dashboard, and also welded up extensions to hold some sturdy wheels salvaged from a large rolling cabinet. This Winter, I've kept busy assembling the engine test stand at home and installing my spare engine into it, complete with the usual starter, generator, carburetor, distributor, wiring and 6-volt battery just like you'd find in a car . . . except it's all for demonstration purposes. The only thing where I really needed outside help on the project was having Exhaust Works fabricate a flange and weld it on to connect up the exhaust system.

When most folks talk about their "spare," it's in reference to a tire in the trunk of the family car, or bolted to the back of their Model A. In my case, however, the spare is the original engine from our '30 Tudor. As you may recall, last year it was pulled from the car and we dropped in a fresher engine. A generous soul had given me that good replacement engine, so Lindy Williams and I gave it a quick "mechanics rebuild" and dropped it into our Tudor to take over for the tired original engine for the time being.

Since then, that original '30 engine has been given a complete rebuild, including being bored out .040 and fitted with new

stock Model A pistons. We did valve job and shimmed the crank and connecting rod bearings on it with help from Lindy Williams and Dan Manola, so it's ready to go now but there is no pressing need to use it at this time. For now, it's just my "spare," and you can see it in person at our March 29th Tech Session at Gar's garage.



Meanwhile, don't forget those House Calls that keep all of us busy in getting our old cars ready for Spring. So, with that thought in mind, let's look forward to a safe and adventurous Model A touring season once the weather breaks . . . with everyone's car ready to rock 'n roll. No excuses!

USED CAR DEPARTMENT

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