

THE

4-BANGER

VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 9, ISSUE 4 ★ WINTER, 2023

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



INSIDE THIS ISSUE:

- McMahon Cabriolet** 2
- Door Issues** 3
- Safe Tires?** 3
- Double Spare** 3
- Mechanics Rebuild** 4
- Ladies Corner** 5
- Naper A's Review** 6
- High School Car Show** 7
- Birthdays** 8
- Prez Says Column** 8

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

**Send Your Photos & Articles
To Rich Volkmer, Editor.
(rich.association
@sbglobal.net)**

Model A Swamp Buggies

Story & Photos By **BOB FIELDS**

I'm reporting on a great event hosted by my Florida-based Model A Club, the "Palm Beach A's." Last weekend, we toured to Roy Booth's Model A Modifications in Indiantown, Florida, then had a nice lunch.

Roy is in his mid-30's and he's a third generation Model A enthusiast. His Grandpa drove a Model A as a daily driver in south Florida after returning from WWII. Roy has built a replica of what he drove in the 40's all the way into the 70's.

Roy's Dad was more into building Model A swamp buggies. All of the machines displayed were powered by stock Model A and Model B engines.

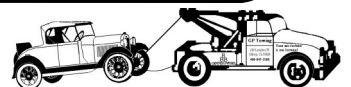
Roy's machine was the largest and had several modifications (a Model B engine, a mechanical fuel pump, and a military



grade rear axle). One of the best parts was finding the Redneck gas shut off valves found on all the swamp buggies...you can do almost anything with a Vise-Grip!

Roy's friend brought more of a stock Model AA truck frame and running gear. Turnout was good for the event with 10+ cars and 30+ people.

It was really great to see a third generation of Model A fans in action . . . in this case, sporting machines built to have some fun running around in the backwater swamps of Florida!



1931 68-C Model A Cabriolet

Story & Photo by RAY McMAHON

The last two weeks of July every summer for as long as I can remember we would hop into my father's car and head up from Long Island, New York, to a small town in the Catskills. We would play games on the way up, identifying car makes and models and as we got further away from the city onto the winding roads and steep carved out mountains, and my father would always tell us the story of "Falling Rock." Supposedly he was a Native American. Then we would be on the lookout for the sign that we knew we would see that said, "Watch Out for Falling Rock." He was lost and everyone was supposed to be looking for him! That was his joke for at least the first six or so years of my young life.

The place that we were going was an old Farmhouse that had been converted into a Bed and Breakfast situated on a large lake and with several golf courses in the immediate vicinity. The town center was called "Four Corners" as it had buildings on each side of the intersection, one of which was a General Store. There was an older man that we would see at the General Store there that owned a very nice 1929 Model A Cabriolet. He would drive it to the General Store every morning to get his newspaper, coffee, and a pack of smokes. I would run down to the Store hoping to see and hear the putta-putta sound of his amazing car's engine. He would drive by the place that we were staying and if I was lucky, he would toot the horn when I waved at him. I loved the sound of that engine and the Ah-ooga horn sound and decided that I would have a Model A of my own one day. In time, that vow came true.

My first chance to own a Model A was while I was stationed out West and on Active Duty for the USAF. Mary and I were newlyweds and didn't have much money. We also needed a second car. A little Aerial Recon (I was a Helicopter Pilot) did the trick. We joined the local AACA Club and had a ball going on day trips with her. Not a Cabriolet but a nice original 1930 Murray Body Town Sedan. The Club was a wealth of knowledge, and I learned many skills from its members.

Our first Model A Reference Book was The Ford Model A "As Henry Built It"

By George DeAngelis. I also joined MARC and got the 1974 Judging Standards which was only 26 pages! I still have both. I keep the old 1974 JS in the back of my current edition of the Judging Standards Book.

Fast forward to 1986. We were civilians now and working in Illinois when I happened to see an ad for a 1930 Cabriolet in the area that was reasonably priced! I called about the car and went after work to see it and bought it on the spot. It was an amateur restoration, and a lot of things were not correct on the car but that was okay. This car would be our fun car to go on trips around the area and for Sunday Ice Cream runs in the summer with our two daughters. They would literally climb up the rear fenders and hop into the rumble seat to get their "spot" for the trip.

After many years of fun, the car needed work and I had thoughts of selling it. My family said NO, that I could restore it when I retired. Winding down my career as an engineer, I was able to devote more time to this great hobby.

I met Gerald and Branden Hochstetler of Gerald & Sons Restorations at the Detroit Meet as well as Dale Krull and Tom Thews. I had followed the restoration of Dale's Oval Window Coupe and was blown away by the beautiful workmanship that the Hochstetlers achieved on it. I also loved that they are a great family. I asked Gerald if he would consider restoring my 68-B and he said he would. We worked out a plan to pick up the car and bring it to their shop. Disassembly began right away.

During this time another friend, Steve Bunnow, told me that he would not be able to get his Slant Window Cabriolet ready in time for the Oshkosh Meet because he had too much to do on the car and only a couple of weeks upon returning from Florida. I shared with him my passion for the Slant Window Cabriolet and my goal some day to bring one to a National for Fine Point Judging. Sort of a "Bucket List" item.

A few days later he contacted me and told me that he would sell me the car to help me fulfill this dream!

I went and looked at the car and decided to buy it and then asked Gerald and Branden if we could switch gears to help me to get the 68-C up to current Fine Point Standards for the Oshkosh Meet. They did not hesitate to say yes and to give it their all to get her ready. As luck would have it, the Covid pandemic gave us extra time. We were able to score 484 Points and receive a Mark of Excellence Award and the Henry Ford Award at the Oshkosh Meet with both of my daughters and our three grandkids there to see it all happen. What an amazing moment that was for the family!

We continued to work on the 68-C after Oshkosh as Mark Maron encouraged us to do and were able to receive 495 Points and the Master Restoration Award at the Morgantown Meet. Branden and Gerald deserve all the credit for this unbelievable improvement. I tracked down parts!

This project could not have come to its fruition if not been for the kindness of Steve Bunnow and the total commitment of Gerald and Branden and the support of my wife Mary and the watchful eye of Mark and Val Maron. My thanks also in absentia to Dale Krull and to Tom Thews for your friendship and support. Shout out to Jim Sinclair for teaching us what to look for and for many hard-to-find parts. Also, to Lindy Williams of our beloved Naper A's for his many assists with respect to hardware. Special Thanks to Bill Sturm for a really amazing top, interior and rumble seat compartment. His workmanship made this car so very special. Also Many Thanks to Ken Ehrenhofer for help in color matching the Lombard Blue paint on our Cabriolet to another car he had previously painted to get the shade just right.



Door Issues Department



Paul Herbert has been spending his Winter days mending the operators and installing new door checks on his '29 Briggs Fordor Leatherback. He has focused on the two front doors so far, but will direct attention to the back doors next.

Pulling off the upholstery panels to gain access, he then removed the door latches and the wood panels which support the operators, and the window glasses to install new fuzzy channels. It turned out that the wood panels needed repairs and the operators freeing up and lubrication before it could all go back together.

First the wood panels were repaired with fresh wood as needed and all mounting screw holes were renewed with golf tees. Drilling lubrication holes near the operator cranks, he freed up the rotating gear mechanism. Then the window channels and door glasses went back in, the operators went back on the wood panel, door latches and operators were installed, and fresh rubber door checks fitted. Everything works!

Are Your Tires Safe?

The National Street Rod Association does safety inspections of members' cars at their meets. Concerned about the safety of tires on many of the cars they inspected, these observations were made in club publications last Fall:

The problem with tires in the past is that the chemicals used to make tires were so durable they didn't decay. So landfills were filling up with a lot of old tires that refused to decay from natural elements like UV rays and moisture. So, to help with the natural degrading of old tires, the present compounds are more susceptible to damage by natural forces such as UV from sunlight and

less resistant to moisture and chemicals. To recognize tire age, a datecode is now incorporated into the molds used during the manufacturing process.

The code is a four-digit number telling the week and year the tire was made. A tire code of 4710 indicates the 47th week of 2010. Code 0521 would be the 5th week of 2021, and so forth. Most manufacturers, such as Goodyear and Firestone, caution that between six and ten years is the time to keep a close eye on your tires. Reaching the ten-year mark, they need immediate replacement. Tires aging beyond the ten-year mark, based on the tire's date code, should not be driven on public roads or highways. Sobering thoughts!

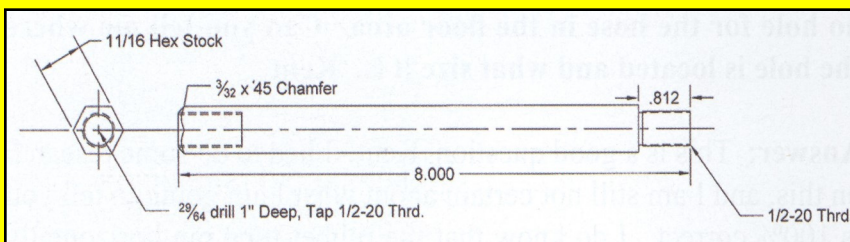
Many thanks to John Emmering for sending this article along, as printed in the Hoosier Views, a publication of the Indiana Regional Group of the Early Ford V8 Club.



DOUBLE SPARES FOR YOUR "A"?

Photo & Drawing By RON EHRENHOFER

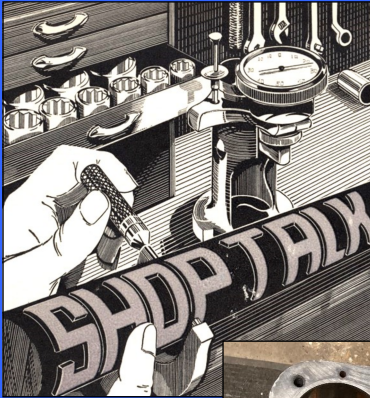
Double spares are a good look on some Model A's, trunk type permitting (it won't work on cars with a folding trunk rack). But having an extra spare tire along for touring is not a bad idea, even if it benefits another car and driver. Weight is a consideration, of course, so if the car is to sport both a trunk and two spares, use good judgment in not overloading the trunk when you add a second spare. The necessary adapter studs for mounting a second spare will sometimes show up at swap meets, but you can also fabricate a set of three using this drawing:



Double spare setup as mounted on a 1929 60B Model A, the Briggs "Leatherback" body style. Note the stationary trunk rack is inboard from the spare tire mountings.

A MECHANIC'S REBUILD

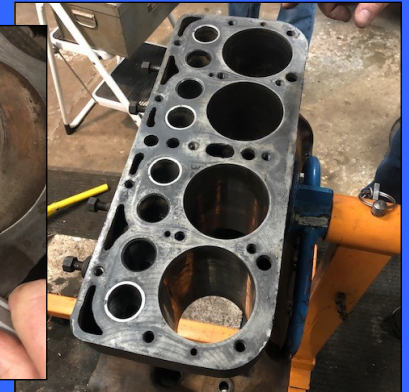
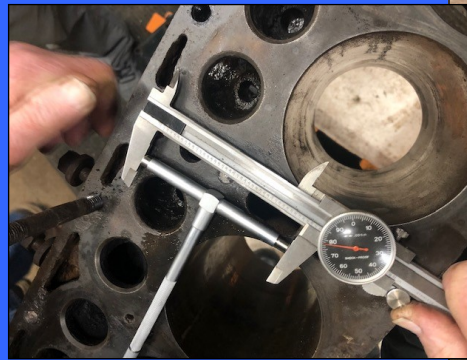
Story & Photos By RAY McMAHON & GENE EGERT



Our candidate for a mechanic's rebuild was initially steam-cleaned to check closely for cracks and valve seat wear and cylinder bore wear.

Our Motor Rebuilding Tech Sessions began on January 13th when we picked up a tired engine at Ray McMahon's house. Gene Egert and Alan Petrik took it to a friend's place for power washing, then the block went to Gene's garage for crack inspection. On January 16th disassembly commenced with help from Ken Jagodzinski and Gene chased the threads on all bolt holes. Alan worked on the head and exhaust manifold, while Lindy Williams sorted parts for the restoration and reassembled a good oil pump from Roddy Barton's leftover parts.

On January 19th plastigauge was used to measure bearing tolerances and wear measurements were taken on the cylinder bores tapers. On January 27th Dan Manola machined the block to accept hardened seats for the exhaust valves and installed new hardened inserts, which fit perfectly. On February 2nd, Steve Paul honed the cylinder walls, and on February 9th, all the valve seats were ground using a valve seat grinder and hand lapped to install a good set of used valves. The intake valves did not require hardened inserts.



Measuring cylinder bore wear. The bottoms were still standard at 3.875" but the top areas were worn to .010" oversize. Therefore, honing was done mostly at the bottom of the bores.

Dan used a valve seat cutter (photo left) to relieve the cast iron block for insertion of stainless steel seats (photo below) for the exhaust valves only (photo above). However, both the intake and exhaust valve seats were then to be ground and all eight valves lapped in with valve grinding compound.

Platigauge was used on the main bearing journals to check for clearance of .020" or under. The old babbit bearing material appeared serviceable.



Checking crankshaft clearances verified that a mechanic's rebuild could be done. If babbit is not cracked, an engine qualifies for new rings and a valve job.





LADIES CORNER

By DIANE PETRIK

1930 EVENING DRESSES (SIMPLE & ELEGANT!)



We always thought one of the coolest features on early Ford cars was the rumble seat. That feature allowed a two-seat car to accommodate more people in a pinch, but it did away with any usable trunk space.

What defined the "rumble" seat was its location right above a live axle, with 21" rims and a stiff suspension. A generation earlier, galloping horses that were pulling a buggy over rocky dirt roads had given an even more jarring experience!

Ford offered its first rumble seat coupes and roadsters in 1928. A Model A rumble seat roadster cost \$480 and the rumble seat coupe \$550. Ford continued offering its rumble seats after it introduced the V-8 in 1932, but they were phased out by 1936.



1930 Rumble
Seat Coupe

1930 SPRING HATS (NOTE THE PRICES!)



A friend who owns Model A's was intrigued when I told him 75% of Model A's sold are still on the road. Less impressed when I told him the other 25% made it home!

Chocolate Depression Cake

Great when eggs & butter are limited...

Baking spray with flour
2 ¼ cups all-purpose flour
1 ½ cups granulated sugar
¼ cup cocoa
1 ¼ teaspoons baking powder
½ teaspoon baking soda
¼ teaspoon kosher salt, 1/4 tsp reg.
1 ½ cups warm water
½ cup canola oil
1 teaspoon vanilla extract
Fresh berries (optional)
Powdered sugar, for dusting (optional)

FROSTING:

1 ½ cups powdered sugar
¼ cup cocoa
3 tablespoons water
1 teaspoon vanilla extract
Pinch of salt

DIRECTIONS:

Preheat oven to 350°F. Spray a 9-inch cake pan with baking spray then flour and line the bottom with parchment paper. Whisk together flour, sugar, cocoa, baking powder, baking soda, and salt in a large bowl until incorporated. Add water, oil, and vanilla, and whisk until well combined. Pour cake batter into prepared cake pan & bake in preheated oven until a wooden toothpick inserted comes out clean (30-32 minutes). Let cool on a wire rack until completely cooled (about 30 minutes). Invert onto a serving platter. If desired, top with berries and dust with powdered sugar. If using Frosting: Whisk together powdered sugar and cocoa powder until well combined. Whisk in water, vanilla, and salt, and mix until smooth. Spread icing over cooled cake.



2022: Naper A's In Review

By ALAN PETRIK

The Naper A's Ford Model A Club had a very busy 2022. Not only did we conduct regular monthly meetings, but also at least 37 other activities were enjoyed by many of our members and guests over the course of the year. Our club continues to be a stellar home base for any Model A enthusiast supported with lasting friendships, the best technical support, and a place of learning about these great cars.

MEMBERSHIP

The Club's active membership roster as of December 2022 was at 46 members. Six new members have joined. A hearty welcome to Roger Ascher, George Haralampopoulos, Jerry Rigatos, Jim Stulga, John Tabisz, and Bob Verando!

EVENTS

Many great events and tours occurred during the year, and monthly meeting attendance usually exceeds 20 members. Most of our events enjoyed solid participation in excess of six to eight cars, allowing our members to gather and also exercise their cars.

HIGHLIGHTS

Our most recent event, the Christmas Brunch, was attended by some 35 members and guests. This was the largest turnout in years.

We repeated several favorite events year over year, including the Memorial Day Parade, the Naperville Father's Day Car Show, the Union Railroad Museum Extravaganza (rained out after arrival), the Sycamore Steam Show, the Sharon Wisconsin Model A Days, the Annual Picnic, the White Pines Fall drive, and the Annual Garage Tour.

Our Wednesday informal weekly club lunch at Colonial Café in Naperville continues to draw eight to twelve attendees each week with excellent technical conversations across the table. Consider joining in at 11:30 on Wednesdays, you'll be glad you did.

SAFETY

2022 was the year of the cotter pin! Based on safety checks and house calls, four member cars were found to have missing or loose cotter pins on the main brake transfer rod clevis pin. Without the proper installation of the pin and cotter pin, the loss of all braking will most definitely occur. Please make a note to add an inspection of all cotter pins in your spring startup checks or other routine inspections. The club is planning another Safety Check at Voegtler's Garage in Warrentonville this April.

TECH SESSIONS, HOUSE CALLS, & PROJECT CAMARADERIE

This club continues to excel in the support of its members. Those engaged in these efforts assist with not just advice or knowledge, but also with working hands-on expertise and real help with any project no matter how difficult or how extensive the nature of the work. The learnings offered across this group of members is priceless. Some of the house calls and garage sessions are identified here...

Four engines were rebuilt:

☐ Bob Field's 1930 Tudor buildup of a spare block was followed by the removal and installation of the new engine. His 2023 plan is to rebuild the old engine.

☐ Paul Herbert's 1929 Fordor engine removal, breakdown, reassembly and re-installation to solve oil leaks and engine knock after a poorly done professional rebuild.

☐ Ed Danley's 1930 Fordor removal of his tired engine and installation of a Club-overhauled spare block that was donated. The Club plan is to break down his old engine to determine if a candidate for a mechanic's rebuild and hopefully rebuild it.

☐ Alan Petrik's 1931 Fordor engine breakdown, rebuild, and re-installation to solve an engine knock that was caused by a disintegrated #1 Piston Rod babbitt bearing.

All four cars are back on the road with their drivers smiling.

Countless other house calls were also made, with a few worthy of mention...

☐ Installation of Nick Mazzarella's new roof material on his 1931 Slant Fordor restoration,

☐ Repairs on Al Junco's electrical system,

☐ Jerry Rigatos 1931 Roadster steering column rebuild,

☐ Various new member car startups, brake adjustments, and repairs.

The Garage Tour Transmission Build Project was a tech session witnessed by 13 members. The finished transmission was subsequently sold and profits of \$470 donated to the club.

COMMUNITY SERVICE, PHILANTHROPIC SUPPORT & EDUCATION

Since 2016, the Naper A's Club has been supporting the Lustgarten Foundation at its annual Naperville Cancer Walk in July. Lustgarten supports Pancreatic

AUTO SHOP BENEFIT CAR SHOW

FRIDAY APRIL 28TH 10:30-1:30 (DURING LUNCHES)

899 N. MILL ST NAPERVILLE SCHOOL BUS LOT

**REGISTER
BELOW**



**\$5
ENTRY**

Food Trucks
DJ/Music
Contact Greg Ditch
281-221-0996
GDITCH@Naperville203.org



Made with PosterMyWall.com

Cancer Research. This worthy organization seeks to find earlier detection methods, better treatments and possible cures. Pancreatic Cancer has directly affected several members of the club. Donations cultivated by the Naper A's to date have now exceeded \$11,000.

For 20 years, the Club has supported Donka. Donka is a DuPage County-based organization that empowers the abilities of disabled people with computer skills. This year's donation at \$670 exceeded our goal of \$500.

The Club continues efforts to draw attention to our hobby and to help educate younger generations. Naper A's supported two events at Edgewood Elementary School in Woodridge. The events support the school's study of the industrial revolution and mass production. The first event in spring brought three cars and the fall event had more than eight cars allowing our members to answer questions from the students.

In May, some seven member cars joined in with over 125 other vehicles of all types to support the Naperville North High School auto program. This program is again gaining steam as student enrollment in the programs grows year over year.

HONORABLE MENTIONS

While other club members have worked to restore cars worthy of fine point judging, this year Ray McMahon

did extremely well. His beautiful 1931 68-C Slant Windshield Cabriolet garnered 484 of 500 points at the MARC National meet earning a Mark of Excellence and a Henry Ford Award. Then at the MARC 2022 National Meet he garnered 495 points and a Master Restoration Award. The car also won the AACA First Senior Award as well. If you haven't seen this car, give Ray a call, he will be proud to show it.

Rich Volkmer continues his efforts to issue this *4-Banger* Newsletter, and each quarter's issue is better than the one before. It is proudly shared with other clubs and we are thankful to Rich for its publication along with the members who contribute stories, photos, and information.

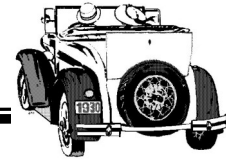
The Mileage Award for the most miles driven in the year went to Bob Fields, who recorded 3269 miles. But Bill Johnson came in second with 2209 miles and Paul Herbert notched 1698 miles for third place to claim a plaque.

CONCLUSIONS

While 2023 is upon us now, a look back at our last year in review is a good thing for us to consider and value the fellowship of this club. Planning for events is already underway and our 2023 Calendar will take shape as the driving season begins. Also, if you can't drive but desire to attend events, passengers are always welcome. Come join in when you can. Happy Driving and a safe 2023 to all!



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



Hello All Fellow Model A'ers!

I hope everyone is doing well this Winter and staying healthy, with Covid-19 issues mostly in our rear-view mirrors. The Naper A's seem to be off to a good start for the New Year. Our Christmas Brunch at the Courtyard finished up 2022 with a good turn out, hearty food, and great camaraderie.

Going forward into 2023, we have several events lined up already. The Safety Check is first up, on Saturday, April 15th at 8:30 AM at Voegtle's Auto shop in Warrenville. Bring your car to get it checked out for the coming touring season.

Last year, we had a great turnout for supporting youth, displaying our cars at several school events. This year should be no different with Naperville North H.S. Auto Shop hosting another Car Show on Friday April 28th from 10:30 to 1:30. There is a \$5.00 entry fee to partake.

Our club supports these efforts to get today's youth involved in our Model A hobby. So we'll be talking to the Naperville North Auto Shop teacher to see if his students would be interested in a Model A engine rebuilding project as part of our Tech Sessions program.

Many thanks to Al Junco for making a variety of attractive Naper A's wearing apparel available for sale, so get in the spirit and dis-

play our club name on a jacket, sweatshirt, or T-shirt!

Speaking of rebuilding engines, I should mention our on-going Winter project, doing a mechanic's rebuild on a donated engine core from Ray McMahon. At this writing, Gene, Lindy, Alan, Ray, Steve, Dan, and Ken have participated in five sessions and a sixth is planned.

The club is buying some of the parts to do this and members are also donating some things. We plan to make the rebuilt engine available to club members for purchase at a reasonable price, then put the funds back into the club coffers and keep the process going. We will expect a block to exchange in the next cycle.

Our crew has donated time and parts to see this through, plus the expertise of Dan Manola on the delicate work installing valve seats and regrinding valve seats with his specialized tools and Steve Paul's help with the honing out the cylinder walls with his specialized tools. Turn to Page 4 for our Progress Report. In our coming

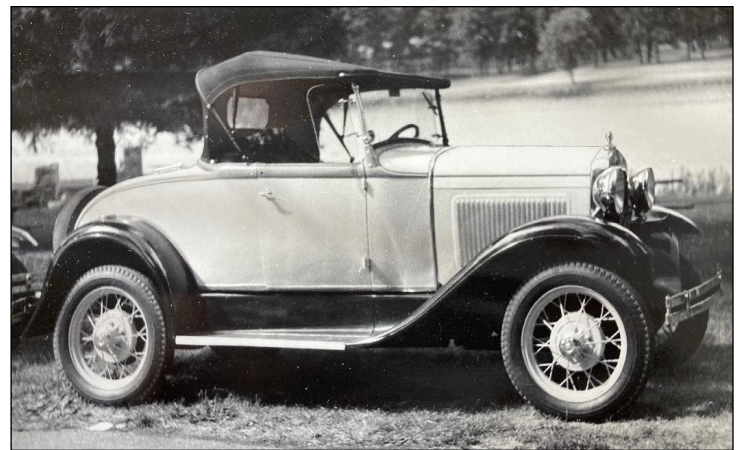
sessions, we hope to re-assemble the motor in the next month or two and run it in on our test stand. Stay tuned for more news!

If you are doing a project or have news about an event, please do take photos and provide a writeup to Rich Volkmer by e-mail at (rich.association@sbcglobal.net).

In closing, I call your attention to a snapshot that just surfaced from our old family photo archives, which shows our 1930 Standard Roadster at the time of its purchase in 1963 by my wife Cheryl's Grandfather, Frank Hedl. The top was white when I got it, but has since been changed back to black.

All the Best,

Gene



Cheryl's Grandfather, Frank Hedl, bought our 1930 Standard Roadster in 1963, passed it on to his son, also named Frank Hedl, and in 2012 we took ownership, so the car has been in the family for 60 years in 2023!



HAPPY JANUARY, FEBRUARY, & MARCH BIRTHDAYS TO ALL...

Jim Weaver 1-1, Rich Volkmer 1-27, Paul Herbert 2-4, Nick Pradel 2-8, Mary McMahon 3-5, Annemarie Pradel 3-14, John Tabisz 3-24, & Judy Beller 3-28.

SEE PAGE 5 FOR YOUR CAKE RECIPE!



Ron greeted Stu and Jerry at the December 4th Christmas Brunch. Look for more photos coming in the next issue!