



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

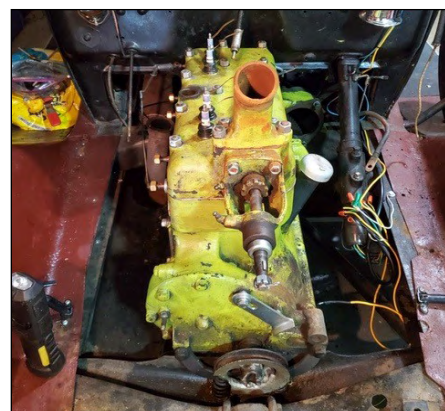


Hello, My Fellow Model A'ers!

Well, we've made it through yet another year of excellent Model A Experiences. Our Club is growing slowly, but surely, with new members. And we're all becoming more experienced in Model A repair and maintenance.

Our Christmas Brunch was well received with 35 members in attendance. Many thanks go out to all the members who donated gifts for the raffles we held that day. Meanwhile, our Wednesday lunches have been continuously very well attended by members. Just now, we're trying to mix it up a little by changing the traditional Colonial Café location to the Tasty Biscuit in Naperville. Who's up for lunch?!

So far this Quarter, we have had several Tech Sessions on engine overhauling. The club has acquired numerous engines to see if we could do mechanic's rebuilds on them. To date, we found only one that was not good. We put one on a test stand and it ran so well that we decided not to take it apart. We took a third one apart and found it acceptable for doing a mechanics rebuild, and so will be putting it back together soon with fresh rings and a valve job.



This is Ken Fisher's tired "Neon Model A Engine" which the Club pulled in a House Call on January 31st. See Page 1 story



Gene hosted yet another Model A Engine Tech Session at his home garage on January 17th to evaluate the condition of member Ray McMahon's Cabriolet motor. It turned out to be in remarkably good condition and showing only minor signs of wear. The bearing babbitts were all in excellent condition on both the rods and mains, little taper was evidenced from measurements taken, and hardly any cylinder ridge. This engine will be reassembled with fresh rings and a valve job. It already had valve seats installed during a previous and more extensive rebuild. Two rebuildable cores with bad babbitt are available for \$50 each.

We have a new member, Ken Fisher, who's ready to pull his engine to determine its condition. This will be our next House Call and another chance to share expertise with other members. If his engine needs serious repairs, he may buy one of the Club's refurbished mills. At this time, we have something like a dozen or so engines available.

We keep busy with House Calls to help members resolve other issues with their cars to keep them on the road. Sometimes, it only takes a little troubleshooting to identify wiring troubles or timing or fuel issues. A real tired engine will surprise you by running anyway but lack power. Now you can begin to see how the Naper A's developed a reputation as the fastest engine-pulling group in Model A-dom.

On another topic, the Club has become deeply involved with the restoration of the Model A Bus being donated to MAFFI's Museum by the Ehrenhofer brothers. It's been a several-years-long process so far, and the objective is to have it ready for Model A Days at Hickory Corners, Michigan, this coming Fall. Our club has helped Ken and Ron finish and install the back and both sides of the bus body, ready now for final paint. The next steps include framing and covering a top on the bus, building the front doors, wood-graining all the interior trim, and installing the seats. Stand by for news, and keep our Tuesday Bus Workdays open on your calendar!

All the Best,

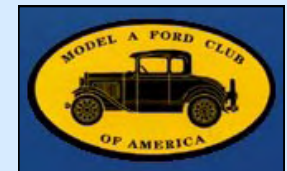
Gene

THE 4-BANGER

VOICE OF THE NAPER A's

THE 4-BANGER VOLUME 10, ISSUE 4 ★ WINTER, 2024

AFFILIATED WITH THE MODEL A FORD CLUB OF AMERICA



INSIDE THIS ISSUE:

- Tom's Car Plaque 2
- Let's Talk About Kids 3
- Stud Removal Tips 3
- Babbitt Bearings 4
- MAFFI Minute 4
- Wednesday Lunches 4
- Cutoff Switch Plan 4
- Ladies Corner 5
- Cookie Patrol 6
- Winter Parts Swap 6
- Holiday Brunch 7
- Editor's Corner 7
- Prez Says Column 8

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

Send Your Photos & Articles To Rich Volkmer, Editor. at rich.association@sbcglobal.net

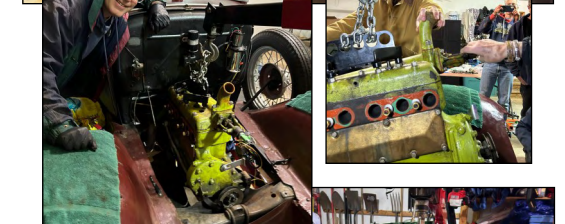
Ken's Model A Engine Pull!

Story & Photos By RICH VOLKMER

Naper A's member Ken Fisher picked up his 1931 Tudor last Summer in Georgia from a southern gent named Dennis Hester, who posted it for sale on the MARC website. The engine did run, but had almost no compression. So he pulled the cylinder head and gave it a valve job, but only found 30 and 35 pounds in #1 and #2 . . . and 0 pounds in #3 and #4 after all that work.

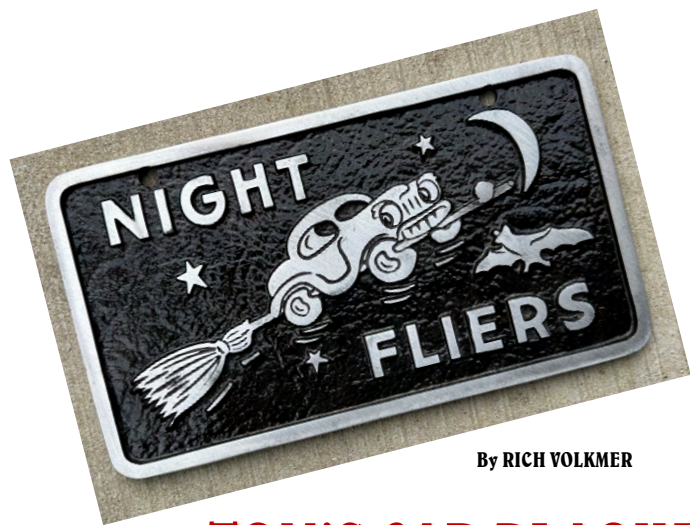
So, our club members descended on his garage on January 31st to do the right thing and helped pull and disassemble his engine for more serious attention. We found more issues than anticipated, and some beyond just the needed engine work.

The pistons all appeared to be .040 over, and there were broken rings although not much ridge at the cylinder tops. We found bad babbitt in the rear main, and broken teeth on the aluminum timing gear, so it will require machine shop services, not just a mechanic's rebuild. Other fixes needed include a complete wiring harness, new engine mounts, and kingpins. Ken already worked on the interior.



c60143 was built on March 26, 1928.





By RICH VOLKMER

TOM'S CAR PLAQUE and how one thing leads to another!

Tom LaRocco was our neighbor many years ago. He was a quiet guy and very private in his lifestyle. His home was a little cottage-style house a couple doors down from our place. He was the night clerk at a 24-hour Amoco station a couple towns over, but once had worked in a local factory, the Warrenville Window Company. He lived alone, and neighbors took turns with providing his food, mowing his lawn, and just watching over him, as he was getting older.

Tom had two garages behind his house, but no one ever knew what was inside. That is, until he passed away. Then, his two daughters came back to conduct an estate sale and an amazing accumulation was uncovered. Tools everywhere, shop machines, a small tractor, electric motors, and lots of scrap iron.

Among copious rusty automotive stuff sat a dust-encrusted silver 1959 Chevy Biscayne two-door sedan with a 348 performance engine, three two's, a floor shift, and a blown clutch. Family members kept the car, but they gave me his car club plaque, which laid on the dirt floor at the back of the car.

It said "Night Fliers" and featured a little cartoon car riding on a broom with stars, a moon, and a bat flying around in a black sky. I was taken by memories of such car club plaques back in our younger days in the 50's and 60's, when guys around town hung them from chains on their back bumpers.

That plaque then sat on a shelf in my own garage, forgotten for the last 20 years, until some house-keeping brought it to light and a bit of elbow grease and paint restored its original cast aluminum sheen.

Curiosity then led me to exploring Tom's car club, the Night Flyers, through some internet research... and making a new friend, named Bill Junge. As it turned out, Bill had all the answers.

A Google search had eventually led me to discover <https://carclubplaques.pairsite.com/Cities/Stock.htm> which is a page on a specialized web site operated by my new friend, Bill Junge. It is totally focused on car club plaques. In fact, Bill is a leading expert on this niche interest, and you will be astounded by the extensive history he has assembled. It includes visuals of 11,000 car club plaques and explains who made them, sold the plaques, and the costs involved.

In conversations with Bill and exchanged e-mails, the back story of Tom's Car Plaque emerged. Turns out that, while there once was a Night Flyers car club in Pasadena, California, it was no doubt unrelated to Tom's Night Fliers. Bill observed that "The plaque says Night Fliers but I doubt that club was related to the Night Flyers in Pasadena. Those "stock" plaques were sold through magazines in the 1950's and there were probably a bunch of clubs that ordered them all over the states. This page on my site shows it and others that were advertised in those magazines..."

These plaques were shown in a J. C. Whitney ad in the August, 1958 issue of Hot Rod magazine and the heading said 'SIX BRAND NEW CAR PLAQUES'. The price for these plaques in 1958 was \$2.98 each.



MANY THANKS TO BILL JUNGE FOR PROVIDING INFORMATION FOR THIS ARTICLE.



ELSEWHERE IN THIS ISSUE, LOOK FOR A PICTURE OF BILL'S 1951 STUDEBAKER CUSTOM!



So, the real source of Tom's car plaque was the J.C. Whitney Company. Or, as it is better known in Chicago, Warshawsky's. So, Tom probably didn't belong to a car club at all, he just bought a plaque for \$2.98 from Warshawsky's and hung it on his bumper.

NEXT ISSUE: A DEEPER DIVE INTO WARSHAWSKY'S



Thirty-five Naper A's members and their guests gathered on December 10th at the Courtyard Restaurant for a festive Christmas Brunch to celebrate completion of an active and productive year for the Club. President Gene Egert reported on 2023 accomplishments, conducted raffles, and presented the annual Mileage Awards. On leaving, the group gathered out front for a family photo aside Jerry Rigatos' 1929 Roadster Pickup all decked out in fine Christmas décor.



With this issue, our little *4-Banger* celebrates completion of its tenth year of publication! Forty quarterly issues, and pretty soon you rack up ten years. So, once again it's time to take stock and look ahead to the future.

Like all mortals, there will come a time when I can no longer manage this quarterly publication, but at this writing that day remains in the future and it would be nice to continue for maybe ten more issues, to round off an even 50 before turning over the reins. During that time, it would be good to recruit a new editor to show the ropes. Anyone out there interested?

This continues to be a fun project for all who become involved... including, of course, myself. When members pitch in with story and photo contributions, we share ownership of the paper along the way. So, I must express my personal appreciation to all fellow Naper A's members who have been supporting the *4-Banger* with their stories and photos. We have high hopes for your continued participation!

When we discussed starting up a club newsletter ten years ago, the founding principle was that it could only be successful if the entire club took part and pitched in. That took a while, although

Noel DeLessio did immediately give me a great three-part tech article. Mostly, though, I put the first few issues together "Lone Ranger-style."

Over a period of time, however, participation gradually picked up and the original plan began coming together. Our strength turns out to be in Tech Articles, which our *4-Banger* offers in more profusion than many other area club newsletters. But keep in mind that this requires a continuous flow of articles. In short, keep 'em coming.

Looking forward, more remains to be done as we forge ahead with the regular quarterly rhythms of our *4-Banger* publication cycle. If you attend events of interest to our club, take pictures and e-mail them to me with caption information and a write-up. Please do not send ALL your pictures, just a few of the best ones. Like Joe Friday used to say, your write-up doesn't have to be fancy, "Just the facts, 'Mam."

ALWAYS INCLUDE THE 5 W's OF JOURNALISM

It is not difficult to do a good write-up for our newsletter. Just follow the old rule of thumb and be sure to include:

WHO? WHAT? WHERE? WHEN? and WHY?

As far as what to report about, it can be just about anything we do as a Club, including:

- Car Shows, Swap Meets, and Road Tours!
- Technical Topics!
- Your Road & Tour Adventures!
- Your Current Projects!
- Your Car's History!

Send 4-Banger JPG photos & text articles as MS Word files to Rich Volkmer, Editor, at rich.association@sbcglobal.net



Christmas Cookie Patrol:

By JERRY RIGATOS

Neper A's members Jerry and Linda Rigatos fired up their '29 Roadster Pickup to deliver batches of Christmas Cookies to 12 houses on their street in West Chicago on December 24th. Linda always makes a batch for each family, but this was the first year that the deliveries were made with a Model A. Kids love that oogah! horn.



Neighbor Erin and her kids, Augustine and Autumn, were among the lucky neighboring cookie recipients.



Winter Parts Swap

Hosted by the Illinois Region MARC

All Makes and Models are welcome

Clean out your garage and attic
Admission \$5 Plenty of free parking

Friendly Ford in Roselle Illinois
333 E. Irving Park Road
Sunday March 17th, 2024
8AM til 1 PM

For Swap spaces
Contact: Nick Clancy
PH: 224-500-1720
nick.clancy@yahoo.com

Coffee and Donuts
Lunch will
be available

For Swap Spaces
Contact: Gene Levin
PH: 847-754-7224
ezl3517@comcast.net

Do you need parts for your project?



Do you need to sell that stuff in your garage?

LET'S TALK ABOUT KIDS...

By DIANE PETRIK

Back in the 1930's, imagination was a kid's best friend. That's because there was not much else for them to do, so their imagination came in to play. It was the best entertainment they could get! Children used anything laying around to make their own games and toys. They played jump rope, tag and "Ring Around the Rosie". Most of the time they played outside and just explored their surroundings. Some children had a ball or an old rusty bike. In the winter, they may have had a wooden sled. Many kids had puzzles and board games and if you were lucky your dad may have built you a tree house. If your parents were wealthy, you had a lot of nice shiny things like tea sets, rocking horses, roller skates, train sets, and more.

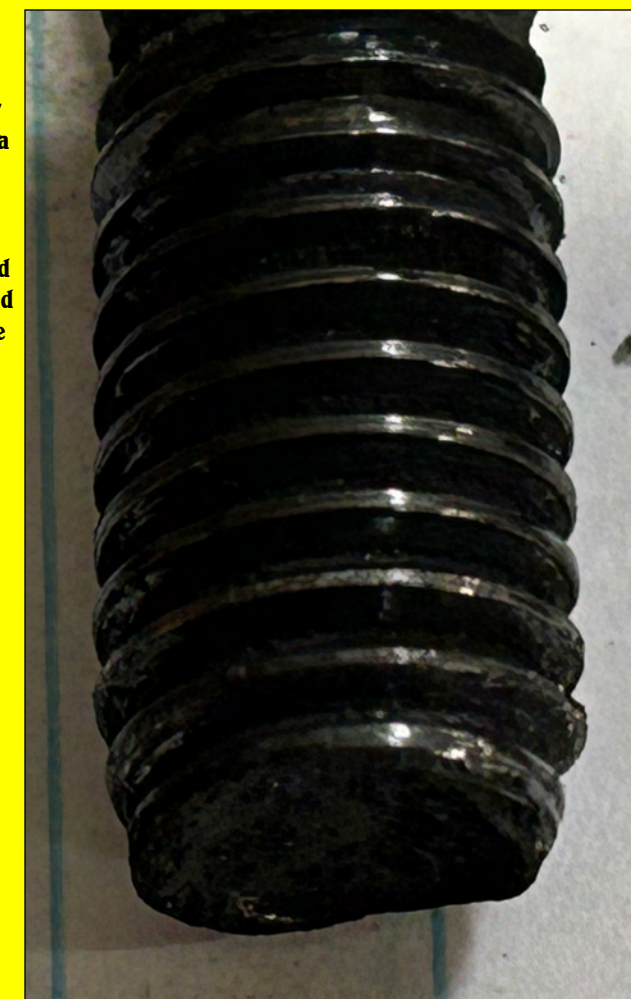
But the average child didn't have much. A lot of families had a radio so Little Orphan Annie, The Shadow, and Gangbusters were very popular shows. Twenty years later, kids could watch morning cartoons if they were fortunate enough to have a TV set. Popeye the Sailor Man and Mickey Mouse Club became the thing. By then, good books included Nancy Drew Mysteries, Mary Poppins, and The Hobbit.

Since mothers stayed home and incomes were too small for fathers alone to provide for the family, the older kids sometimes dropped out of school and found a job, if possible, to help with finances. This happened mainly in the lower classes. Their wages were quite low, and kids felt they were a burden to the family. Therefore, many ran away from home to start their own lives, hoping that leaving would help their families. Some families ended up breaking apart, which left children or teens orphaned or homeless. Times were tough!

CYLINDER HEAD STUD REMOVAL

Story & Photo By GENE EGERT

While working on Ray McMahon's engine, we found what seems to work best on stud removal. We first soaked the studs with PB Blaster penetrant for several days. Then we tried putting an induction heater around the stud for 30 seconds two times heating to red hot. Placing a nut on a stud flush, we then hit it with force with a hammer. While trying to turn with a 12" pipe wrench, we ended up snapping off one stud. Next, we tried heating up around stud with a small tip oxygen/acetylene torch. For 2-1/2 minutes, we heated up around the block and inside the water jacket side chambers. Then we started hitting the stud with a nut on it and trying to turn it with our pipe wrench. With some force, that stud snapped loose. While turning, we applied oil to the threads to keep it rotating out smoothly. This seemed to work well. Note: the studs looked like they were driven to far into the bottom of the block holes when finger tight is all that is really needed.





SCHWALM'S BABBITTED BEARINGS

We poured 29 engines last week, mostly Model A and a few Model B. The shop is keeping busy!



332 Georgetown Rd, Strasburg, PA, United States, Pennsylvania
(717) 687-6976
ora@schwalms.com
schwalms.com

RON'S CUTOFF SWITCH



Ron Olsen modified the floorboard in his 1951 Tudor to accept a battery cutoff switch handy to the driver, right beside the battery access plate in the front seat area. This method hides the switch itself under the floorboard and secures it with a fabricated plate. Ron finds this much handier than mounting the switch under the hood on the starter. Photos by Paul Herbert.

FROM MAFFI:

A hundred and ten years ago, on January 5, 1914, Henry Ford implemented a \$5 per day wage for his workers. But workers soon found out they wouldn't immediately get the \$5 per day. They still made \$2.30 and were given a \$2.70 bonus if they followed all of Henry's requirements. Here's how workers would be eligible:

- Abstain from alcohol.
- Not physically abuse their families.
- Not take in boarders.
- Keep homes clean.
- Contribute to a savings account.

NEW WEDNESDAY LUNCH VENUE!

Tasty Biscuit Restaurant,
located at 1112 East Ogden
in Naperville.



LADIES CORNER

By DIANE PETRIK

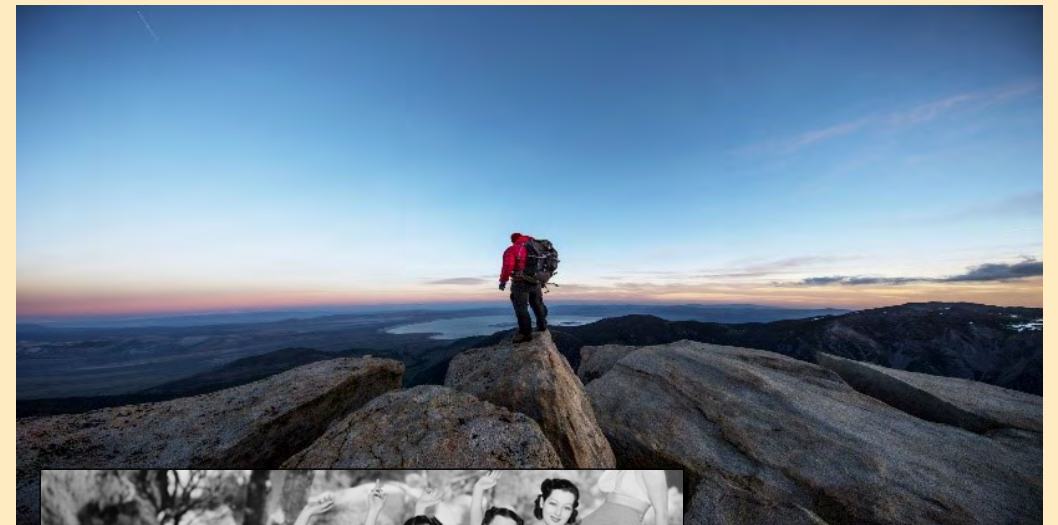
FOOD FOR THOUGHT:

Sometimes the best view comes after the hardest climb...

Happy Birthdays!



- Jim Weaver - 1/01
- Rich Volkmer - 1/27
- Paul Herbert - 2/04
- Nick Pradel - 2/08
- Mary McMahon - 3/05
- Anne Marie Pradel - 3/14
- Dorothy Kropak - 3/17
- John Tabisz - 3/24
- Judy Beller - 3/28



Here's some style for you fellows: These Ladies celebrated New Years of 1936 on a sleigh ride!



Blueberry Cobbler



- 1 or 2 Cups of Blueberries
- 1 Cup of Sugar, 1 Cup of Flour
- 2 Teaspoons of Baking Powder
- One Cup of Milk
- One or Two Cups of Butter

DIRECTIONS:

Melt the butter, place it in an 8x8 glass baking dish.
Mix the dry ingredients with milk & pour into the butter.
Drop in the blueberries.
Bake at 350 degrees for 35 minutes.



Final Note...

It's not what you gather, but what you scatter that tells what kind of life you've lived.

Continued on Page 3...