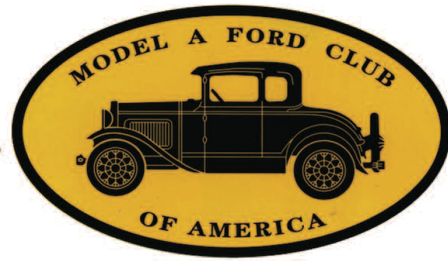


NAPER A's



Model A Ford Club

P.O. Box 245 □ Naperville, IL 60566

JUNE 7, 2022 Meeting Minutes



Warren Tavern

President Gene Egert

Convened the June 7, 2022, meeting at 7:00 pm, and adjourned at 8:15 pm. The meeting was conducted at the *Warren Tavern*. There were sixteen participants. The meeting began with officers' reports.

Attendees: Gene Egert, Lindy Williams, Bruce Cejka, Nick Mazzarella, Bob Fields, Alan Petrik, Rich Volkmer, Rick Burgermeister, Al Junco, Steve Paul, Gar Williams, Ken Jagodzinski, Paul Herbert, Tim Shackleford, Jim Stulga, John Tabisz
Snacks were provided by Tim Shackleford
Snack List for the Year
Jan-NA, Feb-NA
March-NA, April-Gene Egert,
May-John Emmering, June-Tim Shackleford
July - Bob Fields, Aug-TBD,
Sept-Ken Jagodzinski, Oct-Lindy Williams,
Nov-Gar Williams, Dec-No Meeting

We need a volunteer for August snacks.....

Treasurer Report

Treasurer Lindy Williams reported that the treasury balance was \$2449.79.

Transactions for the month include;

Income

- Dues Received.....\$ 25.00

Expenses

- Monthly bank charge\$ 8.00
- Reimbursement to Gene Egert...\$100.00
- Donuts and coffee.....\$ 75.00

Guest Attendees

Jim Stulga and **John Tabisz** both of **Downers Grove** who are new Model A owners, introduced themselves and talked about their cars. Jim Stulga has since joined Naper As'.

Presiden's Report

The Naperville Memorial Day Parade was well attended by Naper As' members. Nine brought their Model As and gave rides to veterans. *Gar Williams* gave a ride to 96 year old WWII vet.

Gene Egert bought Model A parts at a farm swap including 2 engines, a misc parts. Gene will provide photos with list for purchase.

Secretary Report

Nick Mazzarella had no changes to report. The updated events calendar - Version 9, was presented by **Alan Petrik**.

Old Business

The Model A Days at Sharon, WI was excellent as usual. Many participants dress up in period apparel, including our won Gene and Cheryl Egert. There were nine Naper As' cars in attendance.

The Naperville North High Car Show was good opportunity to introduce students to classic cars. Teachers are offering a car shop for the coming year, and sign-up rate is good. There were sponsors from various manufacturers and suppliers there.

New Business

We had two guests who are new Model A owners. **Jim Stulga** lives in Downers Grove and acquired beautiful 1930 Cabriolet. **John Tabisz** of Downers Grtove owns a 1931 Tudor that he says "needs work". Welcome to Naper As' gentlemen.

The Naperville Car Show will be on June 18th Those going will leave from the Colonial Restaurant at 7:30 am.

Bob Fields will lead a tour on June 11th. Cars will meet at the Hoe Depot on 75th St and Rt 59 at 9:00 am.

The Warrenville July 4th Parade will be on July 3rd at 6:00 pm. Details to will be sent by email.

The group decided that we will have our year end brunch at the Courtyard Restaurant on Sunday, December 4th. Gene will set up the reservation.

Al Junco reported that he can produce magnetic name tags for members at a reasonable cost. There will be an initial set up cost.

Tech Talk

John Tabisz talked about his '31 Tudor. It ts overflowing when he drives and isn't sure why. Lindy explained that the radiator can be overfilled, and that is a common cause because it's hard to see the coolant level form the fill neck.

Jim Stulga has problems with weak starting. He suspects that he has power cable designed fo a 12v system, Some attendees said it will restrict the current on 6v systems.

Bob Fields wants to do an engine swap on his A, and he looking for help. He'll notify everyone when its time.

Gene Egert has the recently bought two Model A engines and miscellaneous parts at his mother-in-law's garage. Anyone wanting to see and purchase Tham can contact Gene.



Dealers, Vendors & Web Sites to Note:

American Science and Surplus, <https://www.sciplus.com/> sells lots of interesting stuff for science experiments and projects. They are located at 33W361 Roosevelt Rd (Route 38), 1/4 mile east of Kirk Road.

Antique Engine Rebuilding

Missy and Brian (New Ownership and location)

847-674-6716

610 W. Washington

Bluffton, IN 46714

www.antiqueenginerebuilding.com

Bert's Model A Center is a good source for hard to get Model A parts.

[Http://modelastore.com/](http://modelastore.com/)

Custom Engine Service—Tim

204 Woodlawn Ave. (Entrance around the corner on Frazer Ct)

Aurora, IL 60506

630-844-1071

DLT Upholstery, <https://www.dltcorporation.com/> sells automotive interior materials and tools at reasonable prices. 27735 Diehl Road, Warrenville, IL 60555. 1(800) 458-3500.

Elburn Radiator and Repair. Bert Velhuiszen, 1 S. 1st St, Elburn, IL 60119, 630-365.5800.

Herb's Glass, and Mirror, Phred Hollister. Replacement safety glass for Model As.

737 W. Chicago, St, Elgin, IL 60123

847-888-4527, www.herbsglass.com

Independent Antique Radiator Manufacturing, 200 Berg St, Algonquin, IL 60102, 847-458-7400, no website available.

Naylor Automotive Engineering for bonded relining. 4685 Knox Ave, Chicago. 773-582-6900, <http://www.natlorautomotive.net>

Randy Gross, 16411 Shoemaker Ave, Cerritos, CA 90703 714-292-8660, melmodela@aol.com

Starters, generators, alternators, brake drums, modern steering unit.

Rockauto at <https://www.rockauto.com> is a good online source for modern auto parts.

Rock Quiet Brakes in Wisconsin do brakes at reasonable costs. Reports say the work has been excellent.

SPEED POWDER Coatings is a reasonable source for powder coatings. See www.speedpowder.com .

Located at 1310 W. Washington St, West Chicago, IL 60185. Ph. 630-473-0355. (Scott Altowski)

Winning Colors do powder coating of wheels/rims at reasonable prices.

14409 Edison, New Lenox, IL 60451,

Phone 815-462-4810

Model A Ford Ignition Diagnostic

(revised 2010) Taken from the MAFCA Restorer Magazine...

Ammeter "Jiggle":

by Tom Endy

Once upon a time I was rolling down the road in Miss Vic, my Model A Ford Victoria A-190, when out of the blue the engine quit. As I coasted to the side of the road I tried to contemplate what had gone wrong. The car is well maintained and therefore there was no reason for this outrage. The problem had to be a lack of spark or a lack of fuel. Nine times out of ten it's usually a lack of spark. Before I climbed out from behind the wheel, I decided to perform a diagnostic test. With the ignition still switched on, I cranked the engine over a few times, not expecting it to start, but intently watching the ammeter. The ammeter needle did a small rain dance, that is it "jiggled" from left to right a couple of notches in each direction as the engine turned over.

A wealth of knowledge:

This visual indication provided a wealth of information. I now knew that the battery was alive and well and still attached to the car and that the primary side of the ignition circuit was functional. Functional means that the ignition switch and pop-out cable was not shorted out or open-circuited, the points were opening and closing and were connected to the circuit, the condenser was not shorted out, the primary side of the coil had continuity and was still connected to the battery at one end and to the points at the other end, and Henry's wayward wire that connects the upper distributor plate to the lower distributor plate had not broken or shorted out. Without even getting out of the car, I had ascertained that the primary side of the ignition circuit was working properly.

Under the hood investigation:

But since the car wouldn't start, it was time to get out and look under the hood. The problem had to be in the secondary side of the ignition circuit, or it had to be a lack of fuel. When I looked under the hood I found that the high tension wire that plugs into the bottom of the coil had fallen out. I plugged it back in and the engine fired right up. The high tension wire is in the secondary side of the ignition circuit along with the secondary winding of the coil, the distributor cap, the rotor, the copper spark plug wires and the spark plugs themselves. Volumes have been written about the Model A Ford electrical system, and the Jiggling ammeter has been mentioned numerous times. But for those folks who aren't electrical types, much of the explanation is meaningless.

Jiggling explanation:

What the jiggling ammeter is all about, is that with a properly functioning ignition switched on and the engine turning over (but not running), the points will open and close as the engine rotates. Each time the points close electric current flows through the ammeter causing the needle to move two notches to the left. Each time the points open the needle returns toward the center, but since the needle movement is undamped, it swings past center to about two notches to the right much like pendulum. As engine cranking continues, the ammeter needle appears to jiggle back and forth and it is telling you that all is well in the primary circuit of the ignition.

Catch 22:

There is a catch! Not all Model A Fords are wired so that the ammeter will jiggle. The early production cars up until November 1929 were wired such that the ignition primary circuit was not wired with the ammeter in the circuit. **There was no jiggling!** The later cars were wired with the ammeter in the circuit (Ford Service Bulletin, page 390), and this now provided the desired diagnostic Jiggling. All is not lost though; you can easily convert your non-jiggling Model A Ford to a jiggling version. All you have to do is move one wire.

Determination:

First determine which way your car is wired. To do this pull the high tension wire out of the bottom of the coil. Switch the ignition on and crank the engine over. Watch the ammeter needle. If it jiggles, your car is wired to the later configuration. If it does not jiggle, your car is wired to the early configuration. It is an easy matter to convert from the early wiring configuration to the later.

How to convert:

Remove the two broken-looking wing nuts on the front cover of the terminal box on the fire wall that a number of wires go to. Remove the cover and locate the small black wire that runs from the coil to the terminal box. On the non-jiggling cars it will be connected to the threaded post that is toward the right side of the car (right as in the passenger's side). Remove this wire and put it on the other threaded post. This one will be on the left side of the car (as in the driver's side). Before you do this, disconnect the battery, or better yet remove the fuse if you have one installed (look for it on the top of the starter). This will prevent an undesired rain of sparks. It's as simple as that; you now have a diagnostic Jiggling Model A Ford.

More information:

If you want to learn more about this diagnostic phenomenon, there is an excellent two-part article that appeared in the Restorer in the 1987 November-December and 1988 January-February publications. Both articles were written by the late Paul Moller of Evergreen Park, Illinois. The two articles were also reprinted in "How To Restore Your Model A", Volume 5 (1994). ☺