

NAPER A'S



Model A Ford Club

P.O. Box 245 □ Naperville, IL 60566

May 2, 2017 Minutes

MEMBERS PRESENT:

Stu Carstens
Gordon Coleman
Noel Delessio
Gene Egert - *President*
Tom Eklund - *Vice President*
John Emmering
Ken Jagodzinski

Rich Kilburn
Dan Manola
Nick Mazarella - *Secretary*
Ray McMahon
Ron Olson
Steve Paul
Alan Petrik

Pete Pope
Bill Johnson
Rich Volkmer
Gar Williams
Lindy Williams - *Treasurer*



President Gene Egert gaveled the meeting on February 7, 2017 at 7:05 pm, and adjourned at 8:15 pm at the *Warren Tavern*. There were 19 people in attendance.

TREASURER'S REPORT:

Treasurer Lindy Williams reported the current balance was \$2347.79. There were no transactions this month.

SECRETARY'S REPORT:

Secretary Nick Mazarella reported that the club roster is being kept up to date.

Member birthdays this month are Stu Carstens, Steve Paul, Gene Egert, Alan Petrik, Ray McMahon, and Ken Jagodzinski. Alan Petrik's Dad, Milton Petrik will celebrate his 100th birthday in June! Happy Birthday All!!

Meeting Snacks in 2017

January - Jim Weaver



NOTES: <<<<<<<<

The June meeting will be held on **Saturday, June 10th at 8:00 am at the Power Master Performance Factory in West Chicago.**

The first Tuesday of July is the 4th Holiday so we will meet that month on **the second Tuesday on July 11th at 7:00 at the Warren Tavern.**

February - Ron Olson

March - Dan Manola

April- John Emmering

May- Stu Carstens

June-Donuts/Coffee provided at Power Master

July- Alan Petrik (July 11th!!)

August- Bill Johnson

September- Lindy Williams

October- Gene Egert

November- Pete Pope

Stu Carstens brought lots of pizzas and drinks to the meeting. Thanks **Stu!!!**

2017 Tour and Event dates

APRIL Frostbite Tour- 23rd	MAY Bloomington Overnight Tour-6 th /7 th Annual Safety Voegtles' Auto- 13 th Sandwich Auto ZSHow-28th Naperville Memorial Day Parade-29th	JUNE Sharon WI Model A Day-4 th Downers Grove Model A/T Day-9th Monthly Meeting and Poer Master Tour-10 th Naperville Classic Car Show-17th Members' Garage Tour-24th
JULY 4 th July Naperville Parade-3 rd Monthly meeting on 11 th <<<< Naperville Pancreatic Cancer Walk- 23rd	AUGUST Union IL Car Show-6 th Early Ford Club -12th Amboy, IL Depot Days-25th	SEPTEMBER Bloomingdale Septemberfest Car Show-9 th Gilmore Museum Model A Day-16 th Cantigny Car Show (Club Picnic)-17th White Pines Tour-TBD
OCTOBER Starved Rock Cruise-TBD	NOVEMBER Annual Illinois Valley Thanksgiving Dinner-TBD	DECEMBER Annual Christmas Party Diiner-3rd

OLD BUSINESS:

The Frostbite Tour on April 23rd was a success

The 2017 Swap Meet in Roselle on March 19 had the typical items. Naper A's was well represented.

The **Annual Naper A's Safety Check** will be held at *Voegtles' Auto* on Saturday, May 13th from 8:30 am to 11:30 am. Seven people said they were bringing their cars.

The correct date and time for the *Naperville Pancreatic Cancer Walk* is on Sunday, July 23rd at 8:00 am.

NEW BUSINESS:

Members driving in the *Naperville Memorial Day Parade on May 29th* will meet at 9:00 am on Jackson St near the pool to line up. Coffee and donuts will be available.

Drivers going to *Sharon, WI Model A Day* on Sunday June 4th will meet at 6:30 at the corner of Eola and Rte 56 in West Chicago.

The **Naper A's meeting** will coincide with a joint Studebaker and Naper A's club *Power Master Factory tour* on Saturday, June 10th at 8:00 am. The clubs will provide coffee and rolls picked up by **Gene Egert** from *Harner's Bakery*. Seating is limited for the short meeting at the beginning of the event, so bring a folding chair if you need to sit down. We won't need seats for the tour.

We will have a **Garage Tour** on Saturday June 24th. The purpose is to visit members who are doing work on their Model As and learn something about they are doing. Each stop will have light snacks and drinks. Ron Olsen will organize the tour. Ron suggest meeting at the Walgreens' parking lot on 75th St and Janes Ave in **Woodridge** at 8:00. The first stop will be at Nick Mazzarella's house in Woodridge with several other stops. The last stop will be at Alan Petrik's house where we will have lunch.

We will have a picnic at the *Cantigny Car Show on Sept 17th* as we did last year. More details to come.

The group discussed upcoming events and tours, including Memorial Day and July 4th

parades, various Cruise Nights. Swap Meets and major drive-to-events such as Eola, IA, The Union, IL, Sharon, WI, and The Hegler Mansion.

Some additional ideas for cruises were discussed. Suggestions include the Duesenburg Museum, Volo Car Museum, and Model A Museum in Michigan.

Nick Mazzarella added a table to the minutes with all upcoming events that is easier to read and can be updated quicker..



TECHNICAL DISCUSSION

Rick Volkmer

Rich's '29 4-door fired up immediately after being idle for years, but was leaking coolant, gasoline, and oil all over the floor. The external oil return line was easiest to fix with a little snugging down. Gasoline was overflowing from the carb because the float

valve was sticking. He pulled the carb and **Lindy Williams** took it home and installed a new float valve as the old one had ridges on it that were hanging it up. The water pump also locked up (no lubrication) and the bottom hose was leaking fluid. So he sent for a new "leakless" water pump and fresh hoses and clamps. **Lindy** helped adjust the new water pump taper to fit the fan. All will be going back together as soon as the *Spring 4-Banger* goes to press. Meanwhile, the motor will also get a new set of points as the spring contact was kind of dodgy. All that, but at least it started!

Newsletter prepared and sent by Secretary **Nick Mazzarella**



service in Peotone, IL Phone [708-258-0685](tel:708-258-0685).

A break shop in Wisconsin called **Rock Quiet Brakes** that do brakes for a very reasonable cost. The work has been excellent.

REX Radiator in Joliet still does copper/brass radiator rebuilding, and is one of only a few

places that do this kind of work. **EPA** rules have made this business very expensive to conduct.

Antique Engine Rebuilding, 4835 Louise, Skokie, IL 60077. **Rich Fallucca** is the owner. Web site is... <http://www.antiqueenginerebuilding.com/>

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

FunProjects, Excellent aftermarket cutouts and regulators by John Regan at www.funprojects.com

Bert's Model A Center at <http://modelastore.com/> is another good source for hard to get Model A

Dealers and 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.

Mail Truck in Oak Creek, WI has Model A parts at good prices. They operate on check only basis. You have to call to make an order and when you get the invoice you send a check for the amount. Then the parts get shipped. The prices make the effort worthwhile. The web link:

<https://start.cortera.com/company/research/k7k6nqo5l/mail-truck-model-a-parts/>

John Marshall Model A wheel drums sales and

parts.

Winning Colors, 14409 Edison, New Lenox, IL 60451, phone: [815-462-4810](tel:815-462-4810) . Contact; Mark Cryer. They do powder coating of wheel/rims at reasonable prices.

<https://www.thehenryford.org/collections-and-research/digital-collections/search-results#terms=Model%20a&f.type=photographs&years=0-0&perPage=10&pageNum=1&sortBy=relevance>

The Henry Ford Archive web site:



2017 Safety Check at Voegtle's

FROM THE MAFCA ARCHIVES:

Distributor Roadside Seminar

(revised 2010) by Tom Endy

A spare distributor:

On any long club tour sooner or later one of the Model A's will pull over to the side of the road and up will come the hood. The first component to be attacked is the distributor, and it is probably the most likely source of the problem. For this reason it makes sense to carry a spare distributor with you that has been rebuilt with the points already set, and most important, **tested on the same running car**. It is a lot easier to swap out the distributor than to be standing alongside the road fooling around trying to determine what's wrong with it and to attempt to change out numerous parts. You **do not** have to reset the timing as long as you do not disturb the cam screw and you are installing it in the same car it was tested on.

Distributor failure:

The three most likely things that tend to go wrong with a distributor are (1) the condenser failing, (2) the lower plate wire breaking or shorting, or (3) the point gap closing up.

The points:

The point gap should be the first thing to check and they can be easily set without changing the distributor. Points tend to close up as the rubbing block wears. This is especially true on a new set of points. The points will close up considerably during the first 100 miles, until a glaze is worn into the rubbing block. So if you just installed new points before starting out on the big tour, be prepared to have to reset them sometime soon. After that you only need to reset that at about 1,000-mile intervals. Points are set at .018 to .022, so be sure to carry a set of feeler gauges with you.

Henry's wayward wire:

The wire that connects the upper and lower distributor plates together is also prone to break and/or short out. The arrangement wasn't one of Henry's better ideas. The wire is supposed to be a very flexible 80-strand wire to be able to better withstand the constant movement imposed by the driver's use of the spark advance lever. Most distributors by now do not have the proper wire installed, and even with the proper wire, they will still eventually break due to the constant flexing. Be wary of the "modern" lower plates being offered by most suppliers. They will eventually fail (after about 1,000 miles) because of the constant sparking and erosion of the contacting parts. Bratton sells the correct 80-strand wire and is really the only best solution.

The condenser:

The condenser is usually the first thing everyone wants to replace. I have seen countless numbers of them replaced over the years, but I have only seen one that actually failed. Many years ago era condensers were susceptible to failure due to heat, and in the present day due to inherent poor quality. The condenser is located in close proximity to the exhaust manifold where it is extremely hot under normal conditions. If your engine becomes over heated due to high ambient temperatures and/or running out of water, or driving around with the spark handle all the way up you could do damage to the condenser. The poor quality of many condensers on the market is the bigger problem though. Look at the end of the condenser where the strap is attached. If it has a 1\4" round circle and is soldered on to the base of the

condenser, don't use it. Temperatures can get high enough to melt the solder. Look for a condenser that has the strap stake welded on, they will have three small dots on the strap where it attaches to the base of the condenser. These are the better quality condensers. Bratton's Antique Auto stocks them.

Roadside distributor replacement:

It is never a good idea to break the torque on any one of the 14 head bolts as it can cause the head to warp and allow water to leak into the oil pan. Unfortunately Henry came up with a fool proof anti-theft scheme that works very well even in the modern day, but involves one of the head bolts. An armored cable from the ignition switch to the distributor protects the integrity of the wire carrying power to the points. The cable has a clamp around it and is bolted to the #8 head bolt making it difficult to remove the distributor to insert a hot wire. It is not a good idea to break the torque on the #8 head bolt either out on the road or in your garage. A prudent thing to do is to remove and discard the clamp and allow the cable to be free. You also need to put a spacer under the nut of the #8 stud to take up the space vacated by the clamp. The #8 stud is slightly longer than the other studs. With this arrangement it is an easy task to replace the distributor alongside the road without risking creating more problems by inducing a warp in the head.

Distributor tools and support:

A couple of other items that are a must besides the spare distributor is a cam wrench, part number A12210-W. They sell for about \$1 at most any Model A Ford supply house. The other item is a small inspection mirror, like a dentist uses. After you think you have located the timing mark, check with your mirror to see if the hole in the timing gear is really on the mark. One last consideration is the type of distributor shaft installed. There are two types, a long shaft and two short shafts. My recommendation is to install only the short shaft when rebuilding a distributor. The short shaft requires that another short shaft of similar length be installed down in the engine block. The second shaft is easy to install; just drop it down the hole in the engine block and rotate it with a screw driver until it locks in the slot. The two-shaft arrangement provides some amount of U-joint action which is easier on the distributor shaft bushings. It's also a good idea to carry an extra short engine shaft with you (part number A12249). This is in case a fellow club member breaks down, he needs to borrow your spare distributor, and the one in his car has the long distributor shaft installed. You will also have to reset the timing if you install your spare on someone else's car._