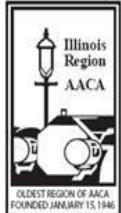




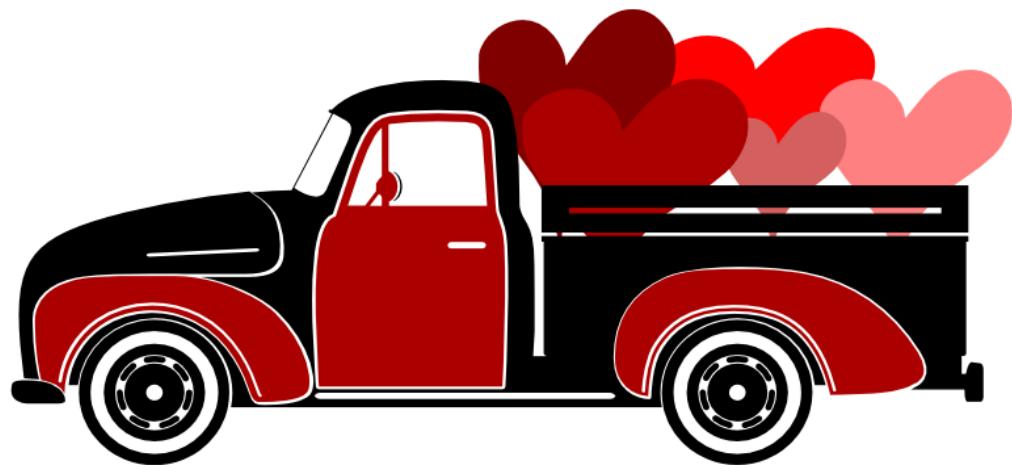
SIDE LIGHTS



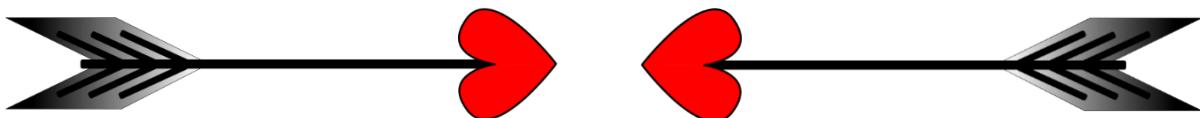
The Official Publication of the Illinois Region
AACA's Oldest Region—established 1946

February 2021

Volume 73 Number 2



*Happy Valentines
Day*



Upcoming **EVENTS**

**July 3 - Fourth of July Celebration Car Show,
Carpenters Park, Carpentersville, IL.**



NATIONAL NEWS

*For more information on National and other events
see aaca.org*

2021 Nationals & Tours

April 15-17 - Annual Convention - AACANational - Philadelphia, PA

July 1-3 - Central Spring Nationals - AACANational - Auburn, IN

July 22-24 - Annual Grand Nationals - Minnesota Region - New Ulm, MN

October 6-9 - Eastern Fall Nationals - Hershey Region - Hershey, PA

Other Events of Interest

June 4-6th - CCCA's THE GRAND EXPERIENCE and Michigan Grand Classic at the Gilmore Museum. Featuring GM cars from 1915-1970.

June 13-19th - Packard Automobile Classics 55th National meet. It will take place in Brookfield WI.

July 13-17th Nash Nationals, Frankenmuth, MI.





ILLINOIS REGION

The Illinois Region serves northeastern Illinois. Meetings are held on the second Saturday of odd numbered months at various locations.

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Please contact Andy with questions about membership and/or address corrections. Annual dues are \$23 for both individual and joint memberships. Membership in the National AACA is an absolute prerequisite for membership in the Illinois Region.

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All materials should be submitted by the 20th of the month or sooner.

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Through 2021

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Chapter meetings are held the second Friday of the month September through May (excepting December) at State Bank of the Lakes, 50 Commerce Dr., Grayslake, IL 60030

THE PRESIDENT'S MESSAGE



Monthly Recipe



Make your Valentine a 2 Ingredient sweet treat!

Strawberry Fudge



Ingredients:

16oz strawberry frosting
12 oz. bag of white candy melts or white chocolate chips
Heart shaped decorations or red and white sprinkles. (optional)

Directions:

1. Line 9x9 pan with parchment paper or tin foil.
2. In a small bowl, microwave candy melts on medium at 30 second intervals. Stir and repeat until smooth! Add in frosting and stir until combined.
3. Pour mixture into prepared pan and spread smooth (you can add sprinkles on top if desired). Refrigerate until completely set. In this size pan, the fudge pieces are about 5/8" thick. If you want thicker, make a double batch.
4. Store in the fridge up to 10 days.

(continued on page 5...)

THE PRESIDENT'S MESSAGE (continued...)

If you have an idea for a tour or any type of event you think would be of interest to our group, let us know. We are always looking for new experiences. Contact your chapter president or email me with the details.

One event we are currently working on is a car show to take place on Saturday, July 3 in celebration of the Fourth of July. It will take place at Carpenters Park in Carpentersville, IL. It promises to be a great show with food and a tribute to our country by the local Veterans of Foreign Wars (VFW) Post 2298. Please mark it on your calendar. There will be no admission charge for AACA members.

That about wraps it up.

Let's make 2021 a year to remember.

Dan Sobczyk



Region News: Tech Spotlight

Modern Lighting for your 6V classic. – By Bill Vroman

In my search to improve night driving of our 1953 Chrysler I've converted a set of the original OEM Bullseye headlights to LED bulbs. At the same time, I purchased LED lights for all the other bulbs.

LED Technology - it's all about the Lumens.

For those not familiar, LED stands for Light Emitting Diode. A diode is a component that allows current to flow in only one direction. The power needed for LEDs is fraction of the power needed for incandescent or halogen bulbs. If you're like me, you tend to think of a light bulbs brightness being tied to the wattage of the bulb. While this is still true with LEDs the scale is very different and the important things to look for are the lumens and frequency. The lumens define the brightness, and the frequency determines the color. A typical incandescent 60-watt bulb generates about 800 lumens and operates in the 2700-3000K frequency range. Daylight bulbs would be the same lumens but in the 5000K frequency range. The high beam on the original bulls eyes was approximately 600 lumens or about 40 watts. Modern lights are in the range of 1200 lumens for high beams.

Headlights

If you own a late 1940's or early 1950's Mopar, you may be familiar with the Sealed Beam 'Bulls Eye' headlights made by Autolite that were OEM on these cars. These have the distinctive center disk in the lenses. Like many of the lenses used in the reflector systems of the 20's and 30's, these can jump out as being something out of the ordinary.



I was not able to find any vendor offering a drop in seal beam equivalent based on LED technology. Luckily these early seal beams can be adapted. Unlike modern Sealed Beam bulbs that are all glass,

the early Sealed Beam headlights were based on a traditional bulb soldered into a metal backed reflector mated to a lens with a rubber gasket. Each manufacturer had a different lens, with the Autolite Bulls Eye being the most distinctive. I've seen Ford script on early seal beams of this style.



The tools needed for this job are a paint can opener, a hammer, a 3/4 " hole punch, a pair of small vise grips, and a propane torch. The Bulls Eyes I used for this project had one or both beams burned out, so I was not concerned about ruining a rare part.

Region News: Tech Spotlight (continued...)

Disassembling a Bulls Eye

The first step is to disassemble the Bulls Eye lens from the metal reflector. I found that the best tool for this is a paint can opener. Pry back the edge of the reflector from the lens with the paint can opener. I tried to pry back as little of the reflector as possible, but still wound up with about 2/3 to 3/4 it loosened in order to pop the lens out. Be very careful in this step as the rubber seal may be stuck to the lens and you may crack the lenses as I did once, if the reflector is not loose enough.



Next, remove the original bulb. To remove the bulb, heat the back of the reflector at the center with a propane torch. Be careful to heat as little of the reflector as possible, because the heat damages the reflector surface.



Preparing the Conversion

The diameter of the new bulb mount is slightly larger than the original bulb so the hole in the reflector has to be opened up. I used a $\frac{3}{4}$ inch hole punch and used the taper of the punch to slowly open the hole. Work from both sides for optimum fit and test frequently so you don't open the hole any more than you need to. I tried to get as tight a fit as possible.

Unfortunately, the new bulb mounting does not readily take solder, so in order to mount it in the reflector, I relied on other means. The LED bulbs came with a wider section pressed onto the base. This prevented them from extending through the reflector far enough to properly secure, so I removed this part with a set of tin snips. Once removed I inserted the LED bulb along with a small amount of high temperature silicone cement around the top of the metal base to hold it in place.



Put it back together

Now put the lens back into the reflector. You can put a thin bead of sealer on the rubber gasket to help make things watertight. I skipped this step so that it would be easier to re-use the Sealed Beam assembly if the bulb fails. Make certain to put the lens in with the proper orientation to the positioning tabs on the reflector. I was able to re-crimp the reflector using a small pair of vise grips set to the appropriate opening. Work carefully at this step, as too much pressure could break the lens.

Region News: Tech Spotlight (continued...)

Let's go for a drive!

I was very pleased with the outcome. I believe that my converted Bulls Eyes do a significantly better job than standard 6v sealed beams and are night and day better than the original bulbs, plus you get the OEM look and a very small fraction of the power use. With the lights on high beams the amp gauge barely moves. Unlike a conversion to Halogens headlights, there are no concerns with the old wiring being able to handle the current draw.

The rest of the lighting

I also purchased a full complement of LEDs for the other lighting options. I replaced the turn signals, backup lights, cabin lighting, and under dash lighting with LEDs intended for these applications.

If you want to go down this path. You'll need to get a turn signal winker relay designed to work with the low power consumption or add load resistors on each turn signal near the light.

A Cautionary Note:

The turn signal bulbs I purchased are designed for use in both positive and negative ground vehicles. They are also not designed with 2 fully independent circuits like the original 2 filament bulbs.

I discovered this when I initially installed them. I found that when I turned on the left blinker the right also flashed and visa-versa. Rather than have 2 independent circuits they chose a less expensive and more space appropriate choice of using a resistor to allow the driving light circuit to have a lower intensity while putting no resistance on the turn signal/break light side of the bulb. Because of the combination of a polarity insensitive design coupled with use of a resistor to provide the 2 intensities there is a current path that allows the problem noted. The vendor suggests use of a parallel load resistor on each turn signal bulb, although this was not clearly spelled out on their individual product pages. With a background in engineering, and having passed their product return date, I chose to hack the bulbs by removing the metal base and putting a 4004 diode in series with the low intensity driving light resistor to block the current flow that caused the odd behavior. I now have a true low current LED lighted 1953 Chrysler. Because I did not choose to install the load resistors, the turn signal indicator on the dash flickers. Rather than take my approach I would strongly suggest obtaining the load resistors.

What's it cost and where do I find it?

Cost for this project is just over \$100 for the LED lights if you do your entire car. I paid between \$3 and \$20 for fully functional Bulls Eye lights, probably averaging \$10, but it's been a few years. I found mine at swap meets and on eBay. You don't need

Region News: Tech Spotlight (continued...)

working ones if you're converting them and may be able to get them for free.

I obtained my LED lights from ledlight.com

Part #	Description	Price (each)
84787	6V +Gnd Flasher	\$14.99 (works with both LED and incandescent)
64675	6V LLED Headlight	\$7.97 (900 lumens)
69548	6V type 55 (dash)	\$3.79
69787	6v type 51 (dash)	\$3.19
68574	6v 1129 (backup)	\$5.29
84598	6v 1142 (dome)	\$5.99
97465	6v 1154 (turnsignal)	\$5.99 *

I did not use their load equalizer resistors - but you can get these if you want to try using your existing flasher relay. They say it will also address the misbehavior of both turn signals lighting at the same time and they have anecdotal evidence in the form of good reviews from folks with Model A's.

They offer 2 parts, 3 and 6 ohm resistance but provide little help with regard to which to use.

23494 6 ohm load resistor \$2.49

78775 3 ohm load resistor \$2.49

It should take an hour or less to do each Bulls Eye conversion with the removal of the lens being the most time consuming part of the job. For me, installation of the dash lighting took the most time due to the challenges of reaching the sockets.

Note: The site now shows a bulb with up to 1800 lumens for 5 to 30 volt application that will bring you to modern lighting specs.

84748 P45t LED Headlight 5 to 30 volt dual filament non polarized.

If you want LED headlights but don't want the fuss of converting bulls eyes, you can purchase a seal beam to LED conversion kit that has 4000 lumens / bulb. They get \$200 for a 2 bulb kit. They do not note support for positive ground, but this would bring you beyond what new OEM bulbs provide.

See:

<https://www.headlightexperts.com/led-headlight-kits/h6006-dual-beam-sealed-beam-led-headlight-conversion-kit>

Region News:



WELCOME NEW MEMBERS!

HELLO!

New Members!

Thomas and Joyce Edfors
brasscars@charter.net

WELCOME NEW MEMBERS!

HELLO!

New Members!

Kenneth Muellner
muellner3558@comcast.net

WELCOME NEW MEMBERS!

HELLO!

New Members!

Raymond & Rosemary Hubbard
rhubbard02@comcast.net



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FOR SALE!



One L 78 15 SUPREME 3" wide whitewall Bias Ply Polyester tubeless tire. 11/32 thread. Older tire but perfect for spare (it was used for a spare on my Cadillac before I bought new radials). \$25.00. John Palka 847-370-6902 or email: palka@att.net.



One, new in the box Menards Performax Air Filtration system, table or ceiling mount 3 speeds w/remote control. perfect for woodworking area, traps 1 micro inner, 5 microns outer filters, w/timer. \$125.00 OBO Contact John Palka cell 847-370-6902 or e mail palka@att.net



FOR SALE! (continued...)

The following two for sale ads are Warren Lauridsen's Cars.

1989 Cadillac Sedan DeVille 75,700 miles

4 door, Beautiful cameo ivory (yellow), Newer tires, alternator, a/c compressor, dryer (converted to R/34), Runs well, very nice tour car. \$9,000 Call: Ken Lauridsen: 847-226-5202



FOR SALE! (continued...)

1978 Cadillac Seville 47,200 miles

4 door, Bronze repaint (original color), matching vinyl top, Chrome removed, repaired, replated, like new leather interior, new starter, battery, fuel pumps, belts, a/c compressor, dryer, Cadillac C/B radio, like new condition!

\$14,950 Call: Ken Lauridsen 847-226-5202

