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2025 TRADESHOW
Information Enclosed!

AUTO ELECTRIC CORNER
Retirement, Unit Identification, 10-SI from eBay, CS-130 AC

FORD GP (JEEP)

A WORD FROM THE EXECUTIVE DIRECTOR
2025 ERA Tradeshow



The hotel facility and the tradeshow dates have been chosen by the Board of Directors at their quarterly meeting on September 26th. The event will be held at the Holiday Inn Harrisburg-Hershey at 604 Station Rd, Grantville, Pennsylvania, 17028. The dates of the event will be **April 3rd thru April 5th, 2025.** The show committee will announce the group code and the reservations phone number for the rooms later. The room rate for a single king or double queen will be $129.00 plus tax per night which also includes a buffet breakfast.

This Holiday Inn is nestled in the beautiful hills of Pennsylvania, only 23 miles from the Harrisburg International Airport, it hosts amazing views of the landscape from all directions of the building. The hotel will provide shuttle service to and from the airport. It boasts 200+ rooms with a full service restaurant and a large lounge that features line dancing lessons on Thursday evenings and Live music on Friday and Saturday nights, admission to the entertainment is included with your room reservations.

This year the show will have a bonus day on Wednesday, April 2nd that will allow for a group tour of the Hershey Chocolate World planned for that Wednesday afternoon. This event will be billed separate from the show registration and is optional to participate. Group discounts have been negotiated with Chocolate World and will be announced later also.

A group tour of the AACA (Antique Auto Club of America) museum is being planned for Thursday, April 3rd. The museum is a three-story beautiful brick building with a good many of the pieces on display changing every six months. The exhibits include early produced automobiles with a large permanent exhibit of the "Tucker" automobiles produced only two years 1948-49 in Chicago. The museum houses the buses made famous in the movies "Forest Gump" and "Speed". Also included are Muscle cars, a model train exhibit, a motorcycle display and many vintage trucks of all types. Many of the vehicles are "on loan" from their respective owners all over the world. The Museum changes it's exhibits in October and will remain until after our visit in April. We will announce some of the new exhibits after they are unveiled this month.

The tentative schedule will be announced by next month, but an all-day expo is planned for Friday and all-day seminars on Saturday. The list of seminar presenters will be announced as soon as the schedule is finalized. The 2025 tradeshow promises to be another Outstanding event. Make plans to attend! Save the dates!

As a reminder! Don't forget to vote on November 2nd!
!!!God Bless America!!!

Mike Schroeder

NEW ERA MEMBERS

Lucy Run Inc.
Amelia, Ohio

ERA EXCHANGE

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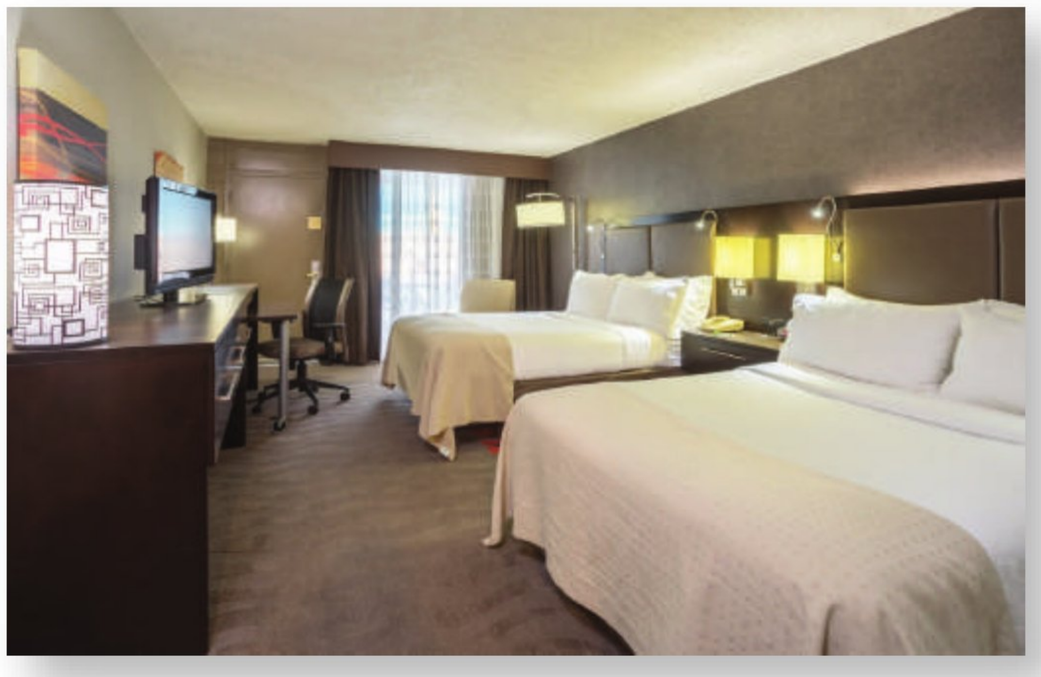

Rooms are $129 + tax per night (includes buffet breakfast)

Information to reserve your stay will be available at a later date

AUTO ELECTRIC CORNER —
Retirement, Unit Identification, 10-SI from eBay, CS-130 AC



BY MOHAMMAD SAMII

To start with, I would like to thank Mike Schroeder, our ERA Executive Director for the very kind words announcing my retirement and citing my contribution to our industry in last month's issue of the Exchange. I am very much humbled and am very grateful to be a part of the ERA.

I had the privilege of travelling a few times with Mike and his family, Michele and Stephanie, who are no strangers to the members, for scouting locations for the various ERA Shows. I have been amazed at the level of his dedication for finding suitable venues that are good choices for the show and the excruciating details of negotiation and haggling that he goes through to find the best place at prices that can attract the most attendees. That is a level of skill and dedication that I always wished I had, but unfortunately, I don't. Seeing from up close what Mike, Michele and Stephanie are doing for the ERA, all I can say is the Association is in good hands, and we have to be very grateful for that.

Retirement

So, it's finally official. Since August 20th of this year (2024) I retired and stopped rebuilding…sort of…! I am still at the shop and working but made arrangements with an auction company who specializes in this sort of work, who came, investigated and piled all of my parts, equipment, fixtures and machinery in different lots, identified by a Lot number and put everything online. This is totally an on-line and not a live auction, meaning without many people rummaging through my stuff in the shop which was never a desirable option for me.

The auction is sort of eBay style where the prospective buyers can bid on any lot and of course the highest bid for that particular item wins. The payment arrangement is all done by the auction company which will settle with me when all is done. A date is set for the end of 3-week long auction, and that's the day the buyers will come and with the help of auction company staff, retrieve the lots they won.

Due to poor scheduling on my part, a lot of my parts got all compiled together and harder to identify or classify. Had I planned it a few months earlier, it would have been arranged differently but now it is too late to worry about it. I will wait to see how much of it sells and then decide what I would do with the leftover units, parts and equipment that do not sell.

It is interesting to see during the last few years that most of my rebuilding have been sophisticated computer controlled and COM alternators with LIN interface, but the last few units that I rebuilt before shut down were a Chrysler Square-back, a Prestolite starter for a Case tractor



(*Figure-1*) which seemed had been drowned in sludge (*Figure-2*), a 41-MT featured in the last month issue, an internal indexing 35-MT starter and a 10-DN based Lestek alternator of by-gone years. As of now, the last piece has been a self-exciting internet-purchased 10-SI with burned-up stator that the owner regretted why he did not come to me first. More about that later in this article.

So, it looks like I have come to a full circle, finished more or less doing the same type of units I started rebuilding some 52 years ago! I have no regrets…or as the title of a famous French song says: *"je ne regrette rien"…!*

I no longer have full access to any of my stock, parts and most of my equipment, thus rebuilding any unit is now beyond my capability with the exception of some minor repairs, testing and re-clocking. I still buy some units and sell it to my customers and tell them rebuilding their own units is no longer an option.

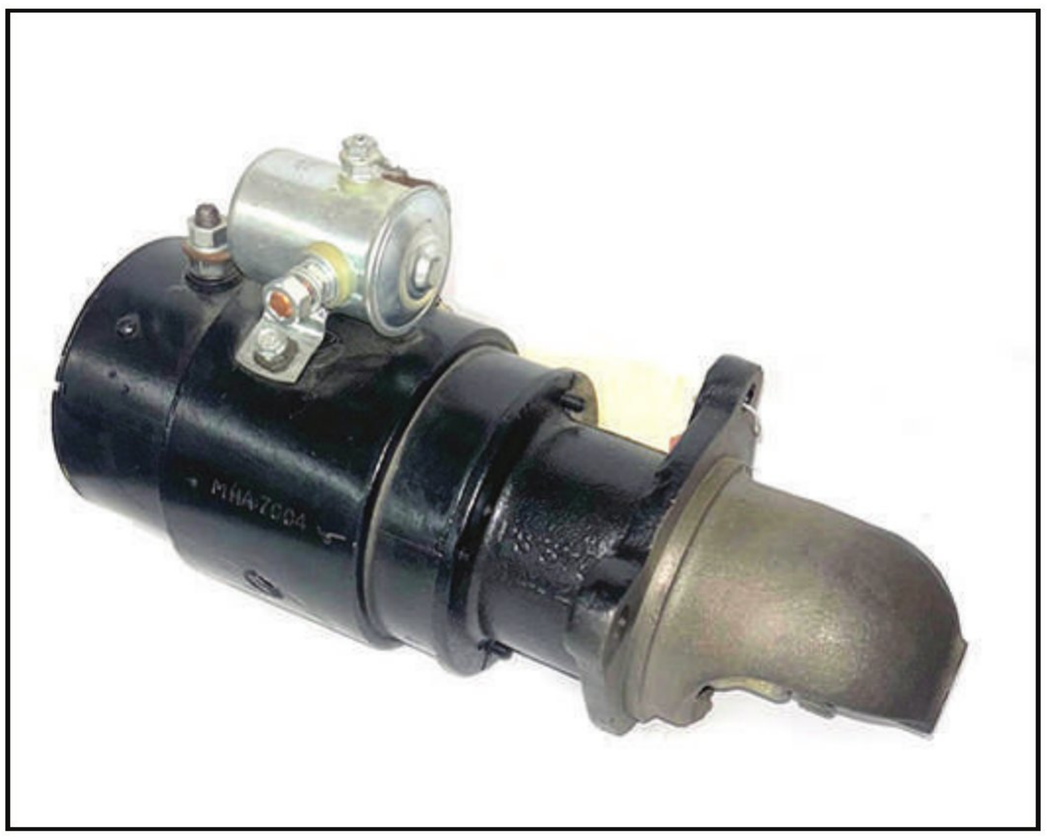

Figure 1 – A Prestolite Starter for a Case Tractor

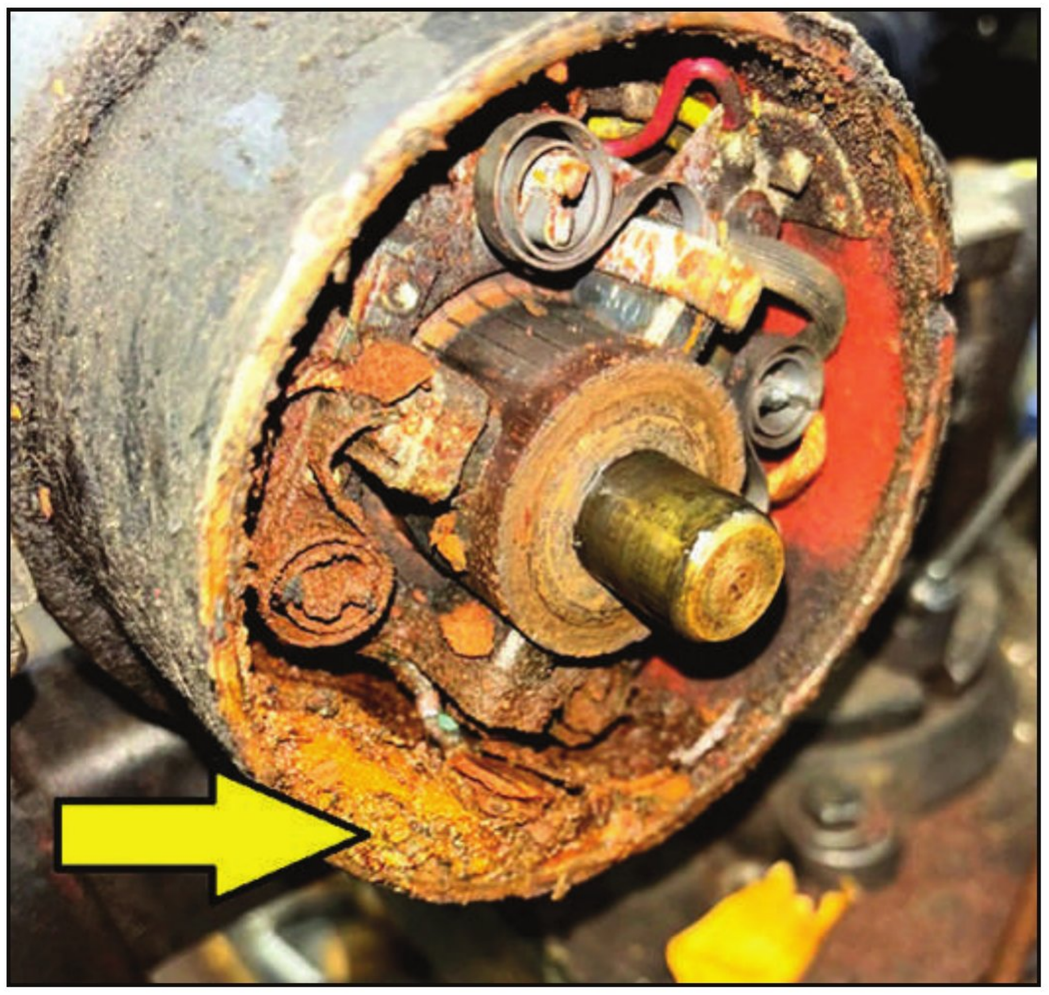

Figure 2 – Removed End-plate, Showing Condition of the Starter

Unit Identification

Some rebuilders might try to stamp the correct number of a starter on the field case to facilitate identification if they see this unit again, or perhaps helping the next rebuilders to have an easier time to identify the unit. But when if this number is incorrect, not only it will not help, but might cause confusion when ordering major parts.

We had this old 35-MT that had come in for rebuilding and the previous rebuilder had stamped a Delco 1113672 number over the OE tag (*Figure-3*). This starter is a common old unit that fits many older John Deere and International tractors. In fact, it has been such a good unit for us that I always keep one in the stock, as it moves 2 or 3 times a year.



Figure 3 – Incorrect Identification Tag

My suspicion arose when the customer said it is off a 1970 Allis-Chalmers model 190 tractor. A quick application search showed the customer starter is actually an 1113657 and not an 1113672 starter. Since the two starters share the same size and type of field case, it has probably been replaced without having the number corrected. One can imagine if this starter needed a DE housing and the part was ordered by the incorrect starter number, how much confusion, delays and frustration would have ensued, not mentioning the cost of parts shipping back and forth. A comparison of the two starter housings is shown in *Figure-4*.

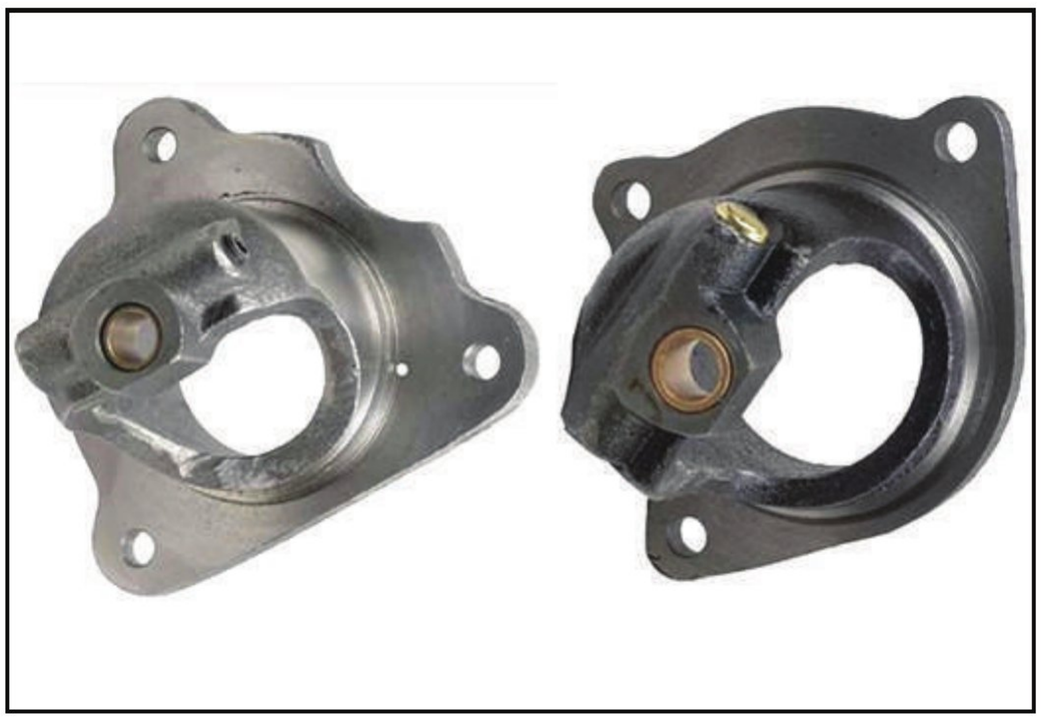

Figure 4 – DE Housing Differences between the Two Starters



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The starter was rebuilt, and a correct number was put on the ERA identification tag attached to the starter to help the next person that sees this unit *(Figure-5*). It is admirable that the part number was stamped on the unit but if the number is incorrect, it is of no help to anyone, just added confusion.

Self-exciting 10-SI from eBay

A mentioned above, one of the latest unit that came in to be checked was this single wire 10-SI alternator (*Figure-6*) that the owner had just purchased from eBay for his formerly generator equipped tractor at a very good deal, pricewise! It of course did not work. After teardown, I noticed that the stator was severely burned up, perhaps due to overcharging. I also noticed this alternator had a 40-Ohm resistor installed across on the brush-holder which is very common. (*Figure-7*)

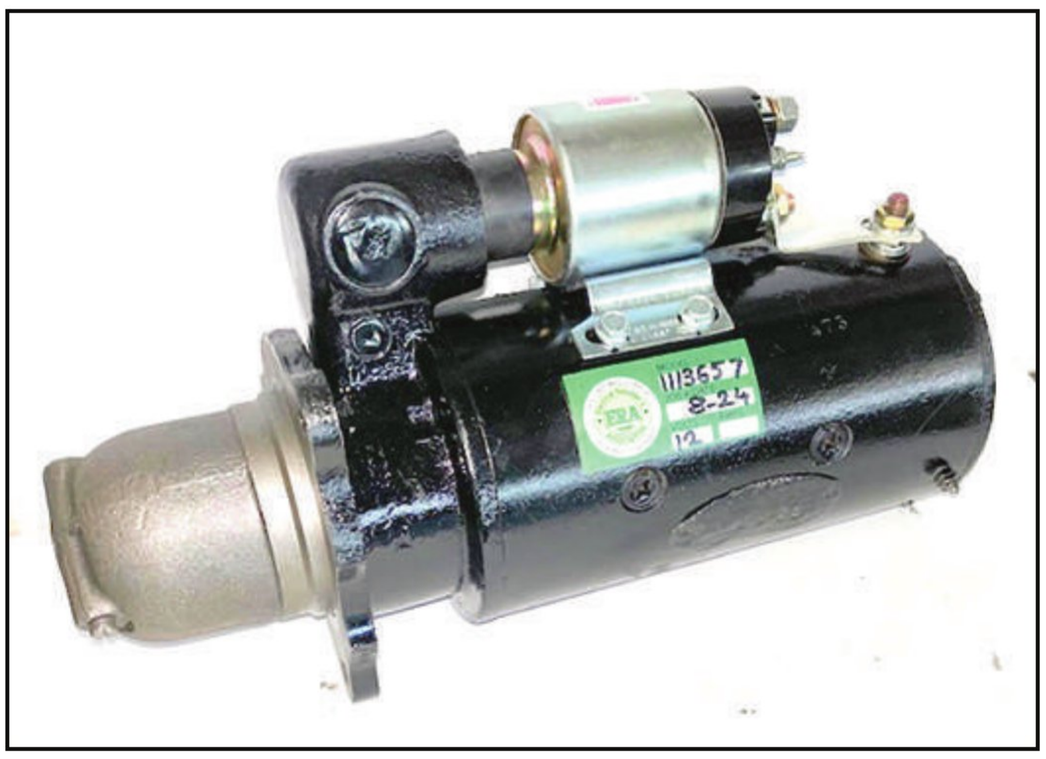

Figure 5 – Rebuilt 35-MT Starter with Correct ID Tag



Figure 6 – An eBay Purchased Alternator

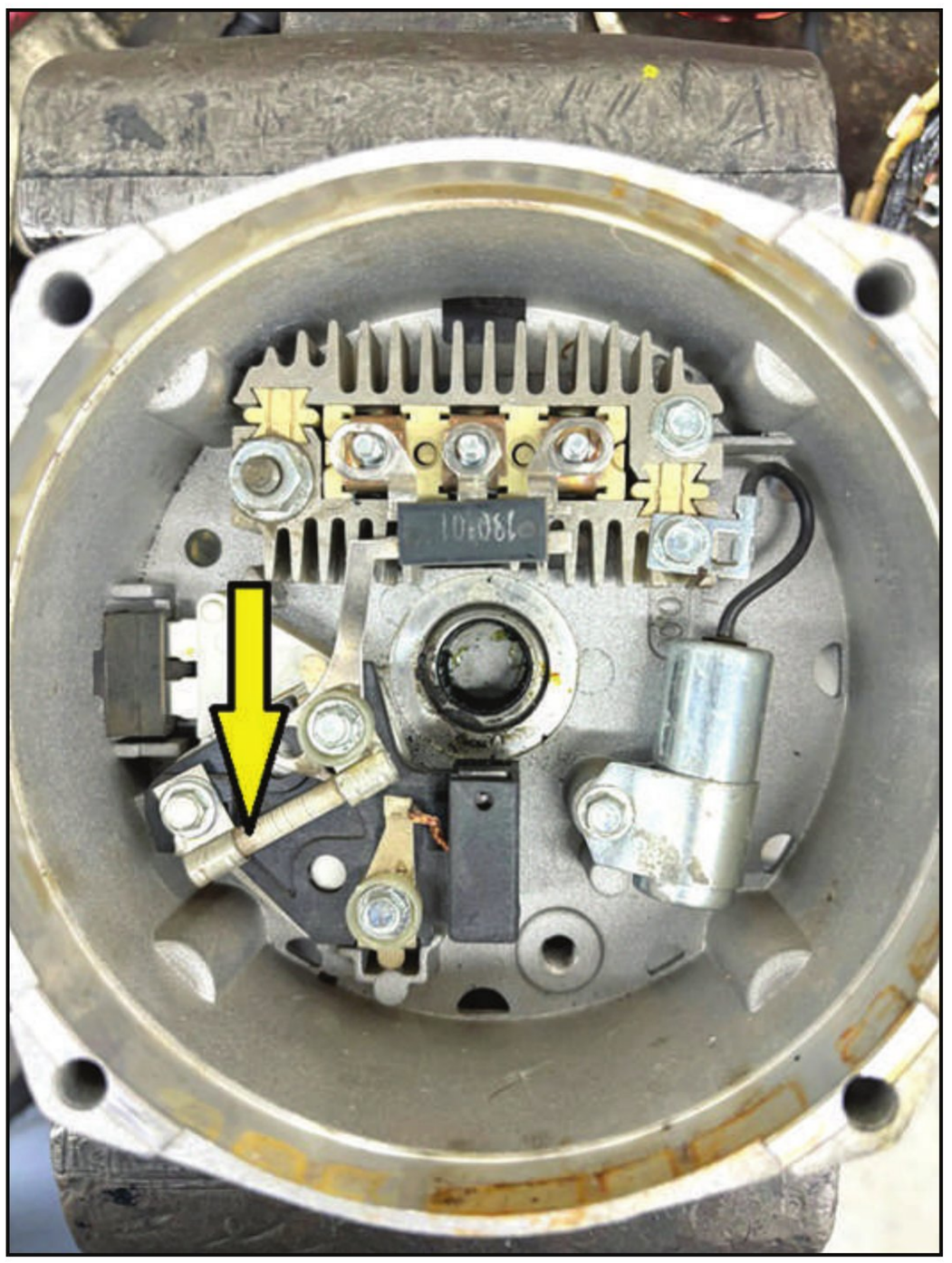

Figure 7 – 40 Ohm Resister for Warning Light Operation

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The purpose of this resistor that Delco added a few years after the 10-SI came out was to provide another path for the warning light to come on if the brushes were completely worn out or the rotor coil opened up. Field reports of those days had indicated that there were cases that when brushes were worn out or rotor coil opened, there was no indication to the driver, and he/she could possibly drive the car long enough until the battery were completely discharged and the car died, so, this resistor was added to prevent this.

In the above case, since a single wire 10-SI does not need a warning light, this resistor serves no purpose. Additionally, being in parallel with the field coil, it increases the turn-on speed of a self-exciting alternator. Most self-exciting A-circuit regulators depend on the minute signal generated by the residual magnetism of the rotor to do the initial turn on of the regulator for activation. Having a parallel circuit to the rotor coil by adding this 40-Ohm resistor reduces this voltage and requires a higher RPM to generate the same effect. Thus, a self-exciting 10-SI would not require it. I doubt this fact was ever considered by the eBay seller or his Chinese supplier.

CS-130 AC…!

This unit came from a road construction company that was a little different from the norm. Similar units might have been discussed in the Exchange some time ago or posted on the forum, but its peculiarity is worth mentioning.

This alternator is used in a large Crafco sealer-sprayer machine that unfortunately I do not recall its model number. It is a typical CS-130 but with no rectifier or regulator. The three stator leads are attached to modified 3 posts sticking out of the back of the alternator. (*Figure-8*)

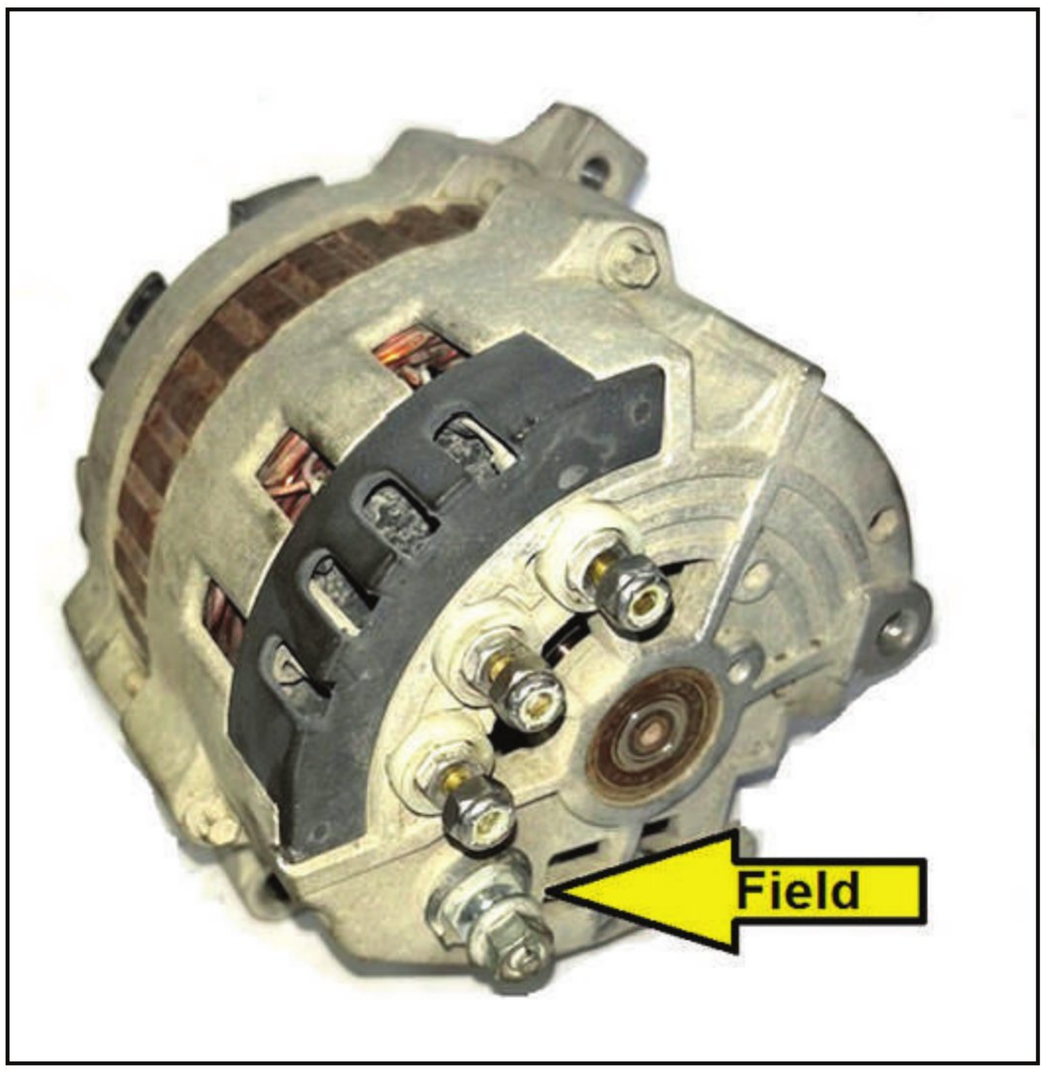

Figure 8 – CS-130 with AC Output

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2.7kW

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Delco# 1107564, 1107744, 1107543, 1108657

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1.2kW

Yanmar Marine Applications
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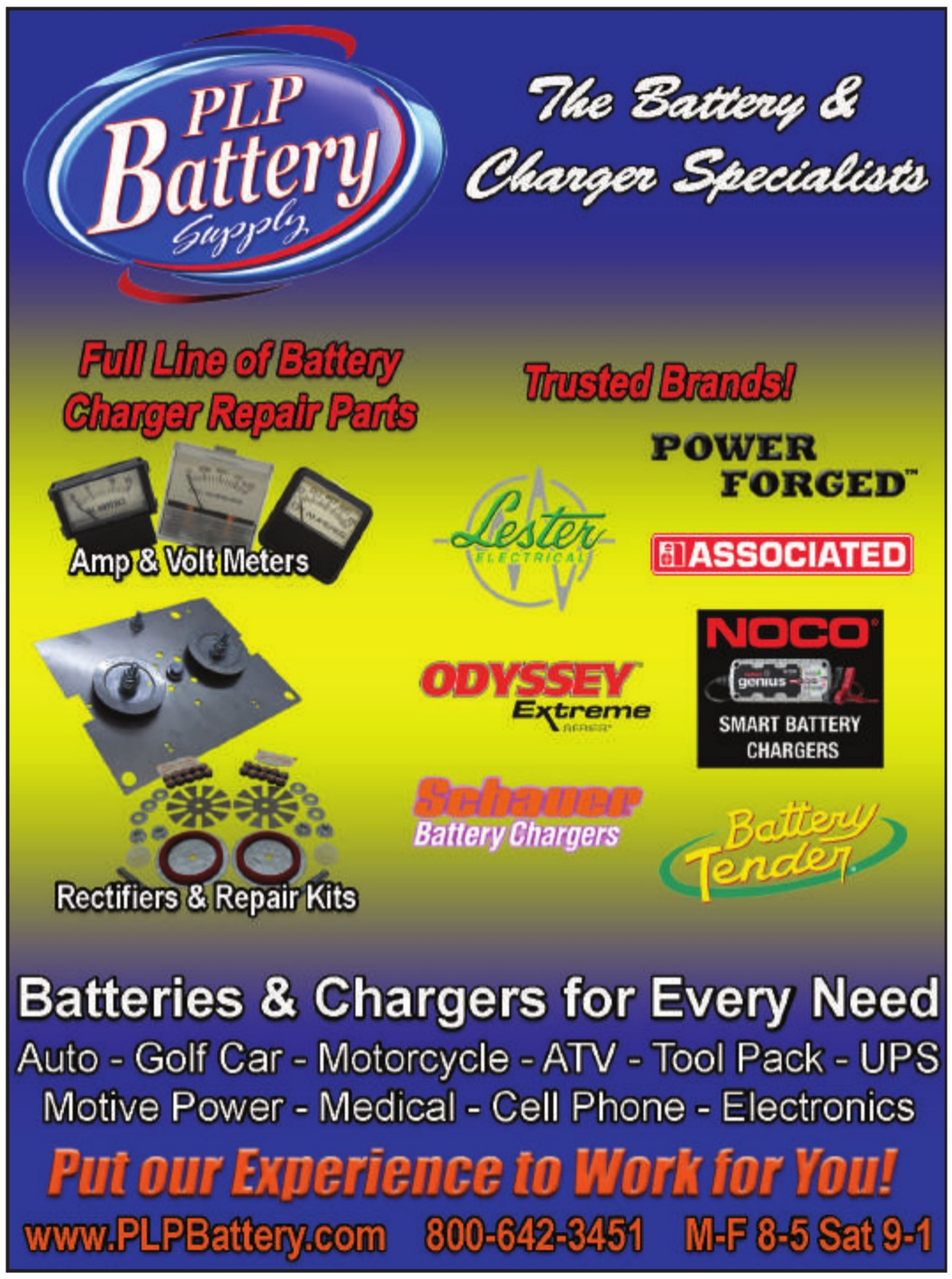
Hitachi# S114-303
Yanmar# 128170-77010, 128170-77010D, 428170-77010

The tar spraying machine has a large tank that is gas-fired to melt the tar so it can flow. It is usually warmed up in the morning of the days the machine is scheduled to work. The tar is pumped through a hose leading to a spray nozzle. In order for the tar not to congeal and stay viscous enough to be able to be sprayed, this nozzle is heated to keep the tar more liquid. The alternator provides this 3-Phase AC power to the heating element built into the line and nozzle.

The alternator's output post is modified internally and is attached to the positive brush, in other words it is the *Field* terminal. (*Figure 9*) Applying 12V to this terminal activates the alternator which in turn provide the 3-Phase power to the heating element.

There is not much there to go wrong and of the few that I have seen, none had any issues with the stator and rotor. Once freed up from the dust buildup inside, a set of brushes and bearings is all that it needed to make this unit serviceable.

For testing, I use a regular 110V-60W light bulb (shown inside a deflector on *Figure-10*) attached to each phase alternately, full-fielding the unit and speeding it up until the light glows. This is repeated for each pair of phases and that finalizes the testing. I just make sure the invoice reflects my time an effort for this unique alternator that no local auto part store will understand or is able to test.



Well, that's all for this issue. Until I see you again (hopefully in Hershey, Pennsylvania next year), please keep up the good work and stay healthy.

You can contact Mohammad Samii by email at: sammyselectric@sbcglobal.net, or by calling the ERA Tech Help Line at 636-584-8324 or his business at 217-398-3864

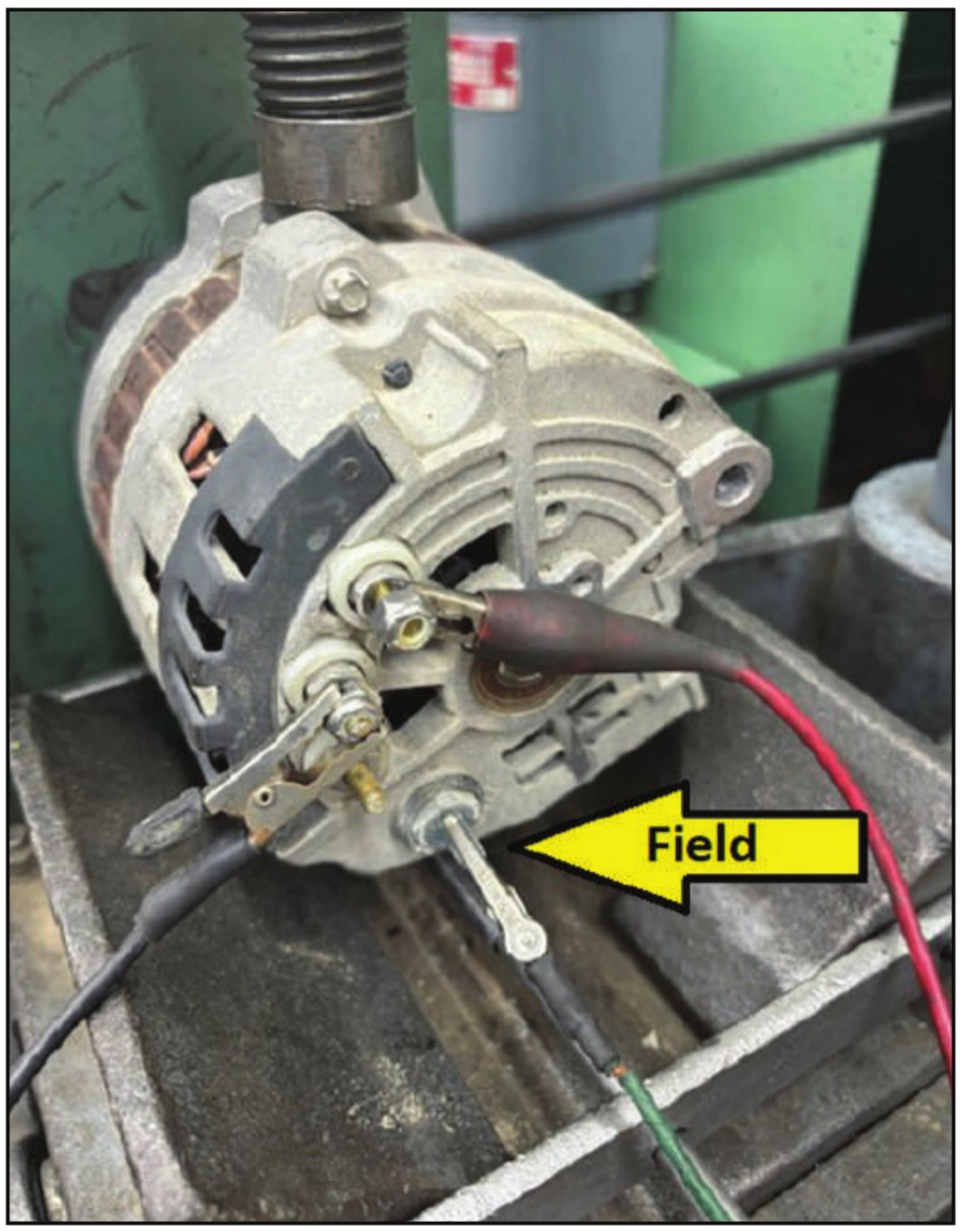


Figure 9 – Testing Voltage at Each Pair

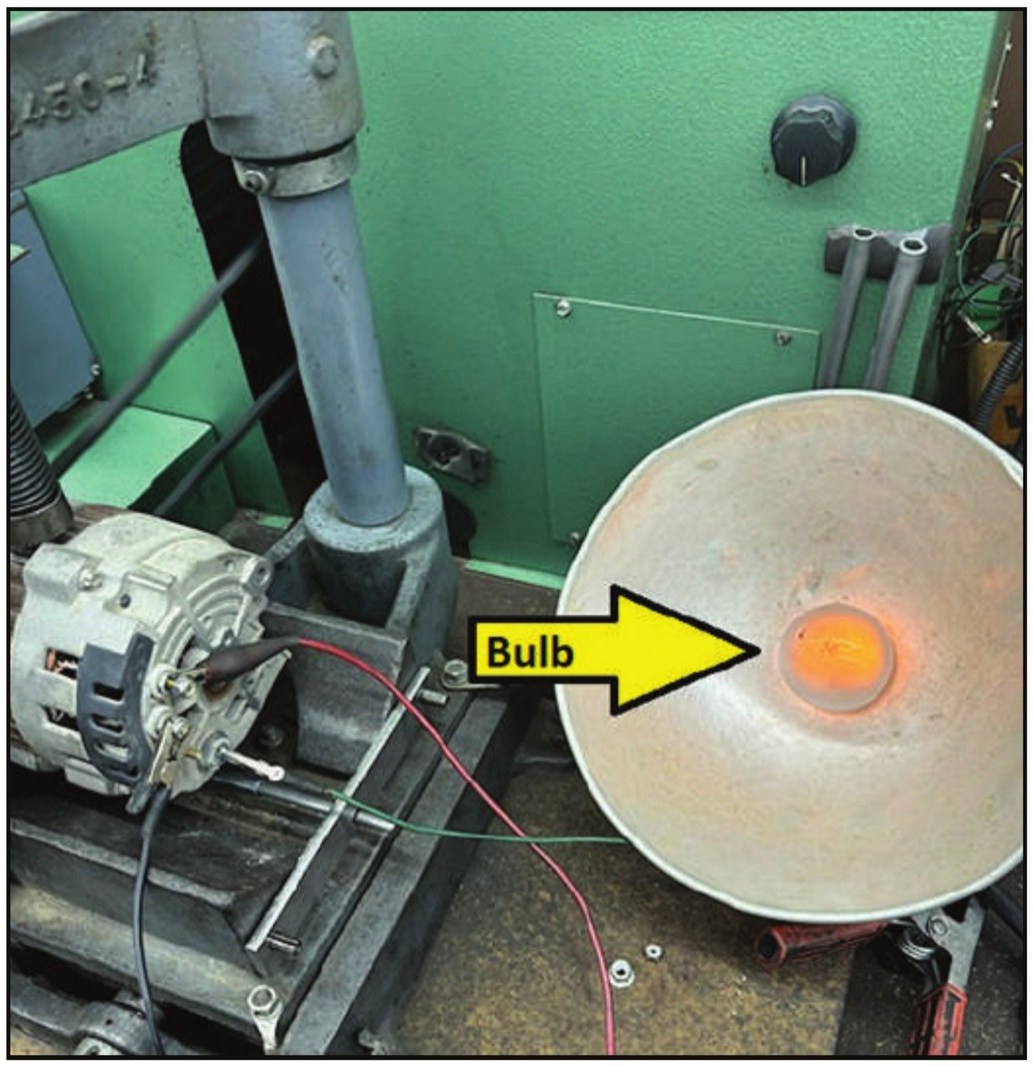


Figure 10 – Using a 110V Bulb for Testing

Ford GP (Jeep)



BY MIKE SCHROEDER

As I promised in the last magazine to send an article about the Ford GP generator that came into my shop last month.

Being an older ford generator with some subtle differences that piqued my interest, I had to do some research about it. As I mentioned in my article last month, Ford was one of three companies that "bid" on building this vehicle for the government. American Bantam, Willys Overland and Ford. Each produced several prototypes for the government to test. In the photo is the 1940 Ford Pilot Model GP-No.1 Pygmy. (*Figure 1*)



Figure 1

Notice the low profile, flat hood, slat grill with recessed headlights. This prototype model donned farm tractor tires on all four wheels, powered by a popular flat head 4-cylinder 42hp 9N Ford tractor engine and a four-wheel drive chassis. The interior is relatively simple (*Figure 2*), the windshield folded flat, forward and some models were equipped with a canvas top. Interestingly, the driver sat directly on top of the fuel tank.



Figure 2

The first prototype "pilot model" was produced by American Bantam and delivered to Camp Holabird in Baltimore on Sep. 23, 1940. Willys-Overland and Ford were able to observe the American Bantam pilot prior to completing their pilot models. On Nov. 11, 1940, Willys-Overland delivered the first of two "Quad" prototype pilot models. On Nov. 23, 1940, the Ford Motor Company delivered two "Pygmy" prototype pilot models - the first with a Ford body (serial number GP-No. 1) and the second (serial number GP-No. 2) with a body produced by the Edwin G. Budd Manufacturing Co. (Philadelphia). Of the five pilot models produced by the three manufacturers only the two Ford pilot models are known to survive making the Ford Pilot Model GP-No. 1 America's oldest known "jeep.". The photo shows the Army testing the Ford GP at Camp Holabird in Baltimore on November 23rd, 1940 (*Figure 3*).



Figure 3

Have you seen this ERA label?

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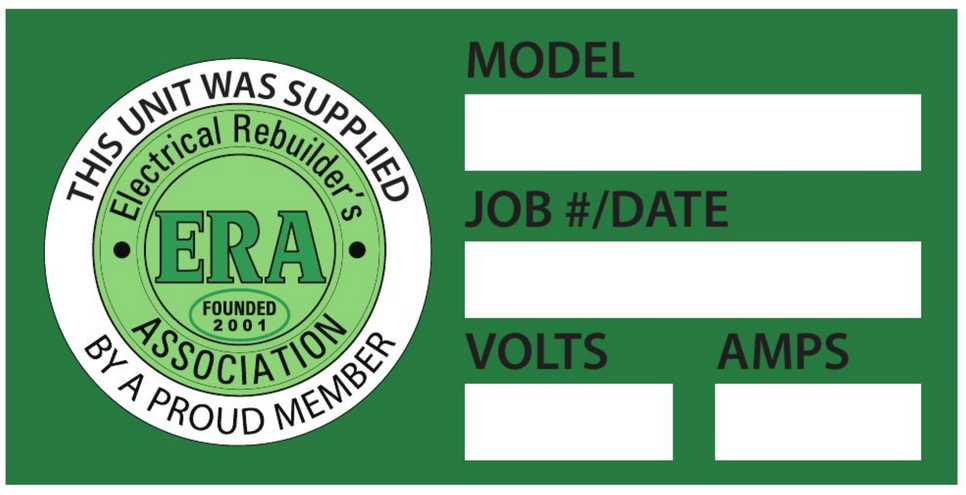

FORD GP (JEEP)



Figure 4

Manufacturer	Years	Production	% Total	Test and Production Models
American Bantam	1940 - 1941	2,676	0.4 %	Pilot Model, BRC and BRC-40
Willys-Overland	1940 - 1945	362,894	55.7 %	Pilot Model Quad, MA and MB
Ford Motor Company	1940 - 1945	285,660	43.9 %	Pilot Model Pigmy, GP and GPW
Total	1940 - 1945	651,230	100.0 %	
Note: The production total for Ford Motor Company is based on HVA research of the archives at the Benson Ford Research Center at The Henry Ford, Dearborn, Mich.				

Figure 5

This 1940 Ford GP pilot model No1 was sold by the Ford Museum in 1982, its home is now in the US Veterans Memorial Museum in Huntsville, Alabama (*Figure 4*).

While researching this vehicle I ran across varying accounts of numbers of units produced by Ford. According to the Henry Ford Museum, Ford produced 4458 of the first version with the 42 hp 9N engine. The chart depicts production numbers by all manufacturers. (*Figure 5*)

The generator from the GP that I worked on features a ventilated case and drive end frame and shorter than normal mounting ears (*Figure 6*). It is wired "B" circuit and had a common 3-unit voltage regulator that I question being period correct?? The pulley (*Figure 7*) appears to be one commonly used on "flat head" generators, being threaded and screws directly onto the armature. A view of the comm end (*Figure 8*).

Credits to The Henry Ford Museum, US Veterans Memorial Museum and MilitaryTrader.com

Article submitted by Mike Schroeder, Owner, Central Automotive Electric, Union, Missouri

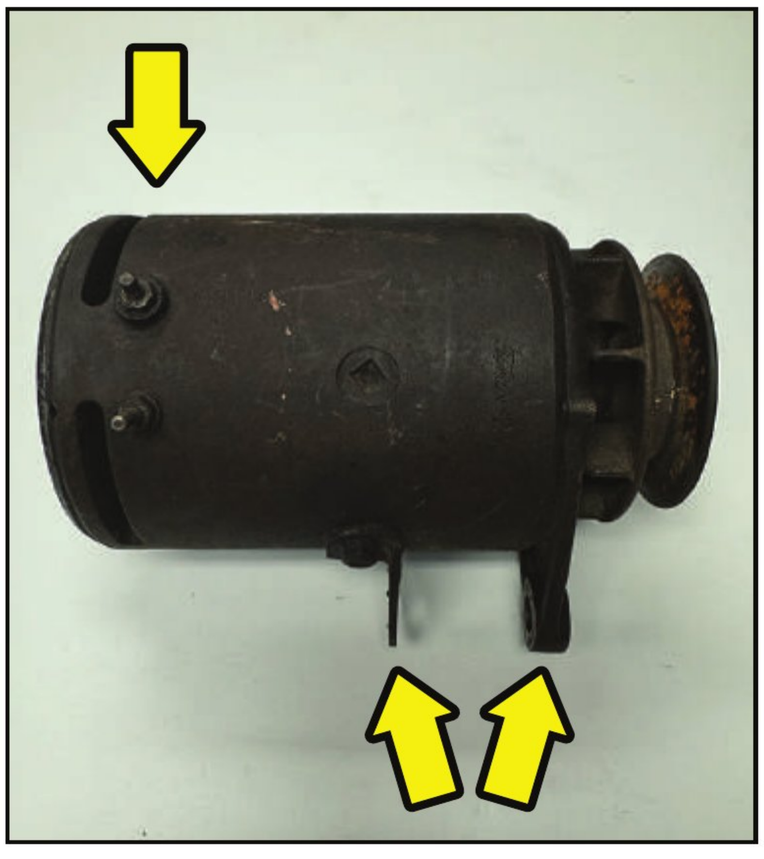

Figure 6

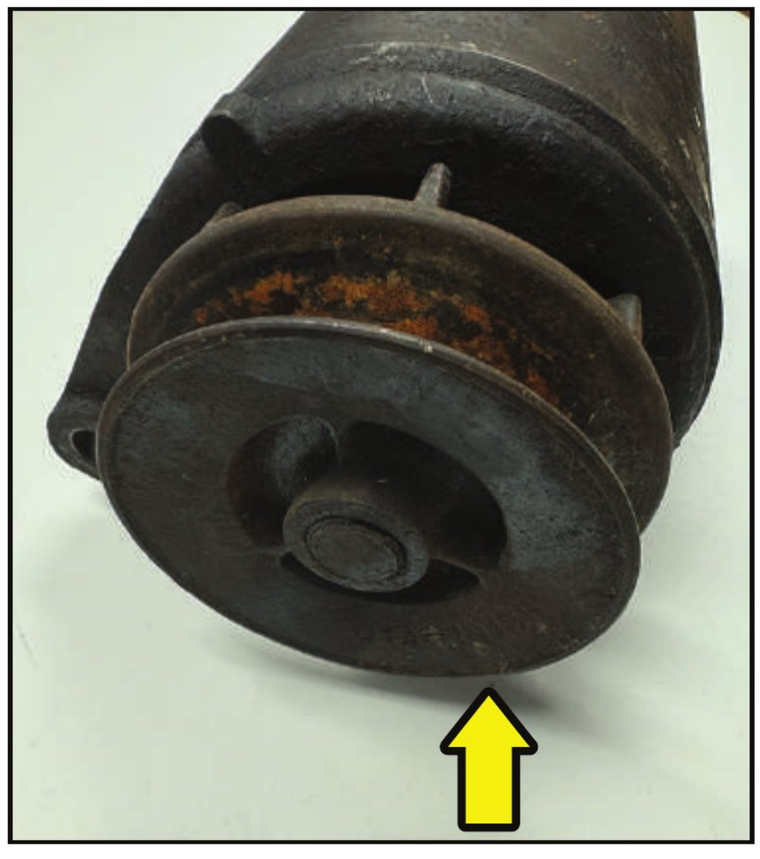

Figure 7



Figure 8

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Well established Starter Alternator and Generator, also Torpedo heater repair. In beautiful Western Michigan. Includes building with great location, all inventory and parts. Well established customer base. EXCELLENT Reputation. Will Train. E-Mail frgen17@gmail.com

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Business for sale. Over 50 year established starter - alternator rebuilder and battery distributor. In Beautiful Southampton Village Long Island. Includes 2000+ new and rebuilt units, batteries, battery related items, accessories, equipment, and component parts. Email jamcostarters@optimum.net

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Auto Electric Business going out of business. All equipment and 80-90 units. Heavy Duty (Ag Alts. & Starters) lots of parts. South Central North Dakota. $75,000. Call 218-770-3928

ADVERTISING: If you'd like to submit a classified ad, email Michele at office@electricalrebuilders.org. ERA members receive the first 25 words free. It's an ERA benefit!

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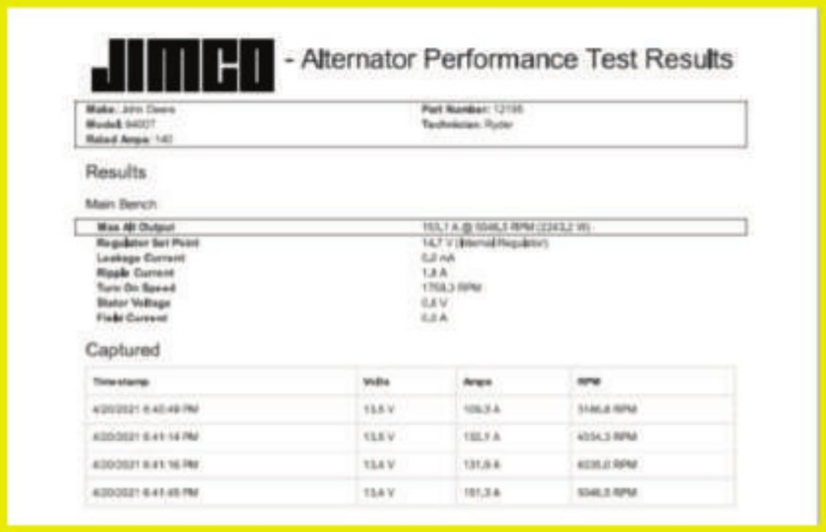
JIMCO - Alternator Performance Test Results

Results

Main Bench

Max Alt Output	153,1 A @ 5046,5 RPM (2243,2 W)
Regulator Set Point	14,7 V (Internal Regulator)
Leakage Current	0,0 mA
Ripple Current	1,8 A
Turn On Speed	1758,3 RPM
Stator Voltage	0,8 V
Field Current	0,0 A

Captured

Timestamp	Volts	Amps	RPM
4/20/2021 6:40:49 PM	13,5 V	109,3 A	5146,8 RPM
4/20/2021 6:41:14 PM	13,5 V	132,1 A	4034,3 RPM
4/20/2021 6:41:16 PM	13,4 V	131,0 A	4038,0 RPM
4/20/2021 6:41:45 PM	13,4 V	151,3 A	5046,5 RPM



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Questions? CALL 816-331-1917

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