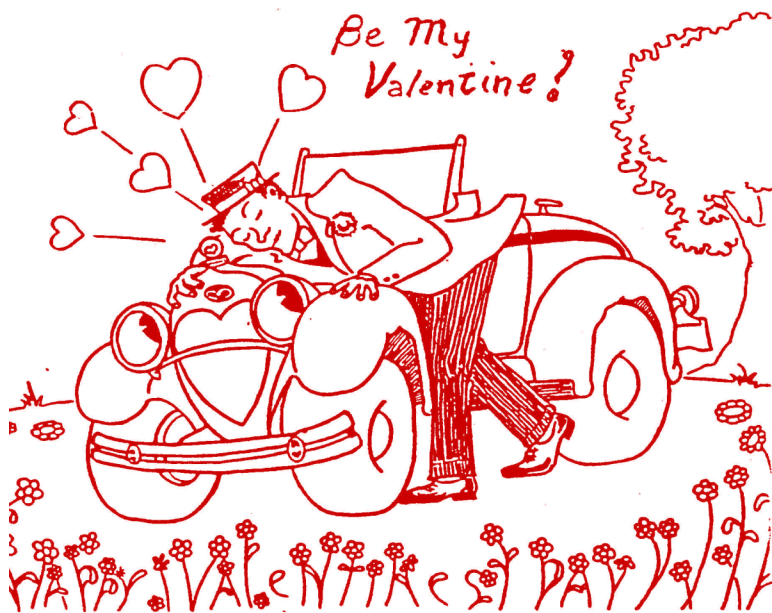


The "A"nnouncer



February 2018

Newsletter of the Running
Board "A's"

<http://clubs.hemmings.com/runningboardas/>

Volume 17

Number 2

The Running Board “A’s” Officers

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Secretary	Ken Nygard 39 Holland Drive Chalfont, PA 18914 215-822-6717
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The Running Board “A’s” club is a Model “A” Ford touring club. We are a region of the Model A Restorers Club (MARC). MARC recommends that all region members become members of MARC. See <http://model-a-ford.org/> for more information.



The very first thing I want to say is thank you for all the cards and well wishes sent to Leslie and myself. I don't know how many know this , but I am lucky to be alive. I will try to get this right. I suffered an aortic aneurysm on Jan. 1 2018.

The doctor at the hospital realized that I had less than an hour to live so he put me on a helicopter and flew me to Lehigh Valley Medical Center. I spent the next 4 weeks unaware of who I was and where I was. Again thank you all for the support you have given Leslie. I WILL BE BACK ON MY FEET AND OUT AND ABOUT as soon as the doctors allow. I hope to be Model A' n down the road with you soon.

Bob "A"

From the Editor

I was blown away to get a President's message from Bob. I was going to give him a month or two to get back into the swing of things before I started bugging him about a President's message, but even with having a severe, life threatening illness, he hasn't missed an issue of the newsletter. That is true dedication. I think we are all thrilled to hear that he is doing so well. Thankfully he made it through his crisis.

Our touring season is about to begin. We have the museum and Mack Truck tour coming up in February, the planning meeting in March, the LVMAC Model A event in Trexlertown and finally, the ever popular Raise Your A day in April. We hope see you at some of these events.

Dave

Happy Presidents Day



Breakfast at the Franconia Café

Saturday January 27, 2018

The breakfast at the Franconia Café was just what we needed to chase away those winter blues. On this day, the weather even cooperated so that Dick and Bobbi Bettle, who came the farthest, even drove their Model A.



The weather didn't keep anyone away, but a bad flu and cold season did. Those who did attend, were Dick and Bobbi Bettle, Bob and Bernadette Outwater, hosts Ed and Peg Hardy, Ken and Judy Nygard, Chuck and Deb Savitske, Lorraine Fox, Tom Fritz, Deb Daye and Diane and me. I know that Doug and Gail Pyatt, Howard and JoAnn Arnold, Sonny Scirratta and Bob and Leslie Adams would have attended but couldn't because of illness.

We had a private room all to ourselves, which made it more convenient to visit with each other while we had breakfast.



The winter blues didn't slow down anyone's appetite. There was a lot of great food being served around the table.

After we finished breakfast, we had plenty of time to catch up on projects being worked on over the winter

and new ideas for tours during our 2018 touring season. Thanks to Ed and Peg for hosting this event. Hopefully everyone who was under the weather for



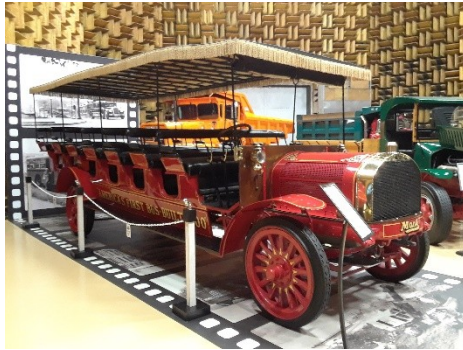
this event will be in good health for the next event. Diane and I hope to see everyone at the planning meeting in March.

CALENDAR OF EVENTS

DAY AT THE MUSEUMS WEDNESDAY, FEB 7TH

It might be winter but that doesn't mean there is nothing to do! Please join me at the Mack Truck Museum in Allentown and the National Museum of Industrial History in Bethlehem for a day of automotive and industrial history.

The Mack Truck Museum has been remodeled and showcases Mack's history with many exhibits. Did you know that the Mack Truck started as a BUS manufacturer?



The National Museum of Industrial History is located in the former Electrical Repair Shop at the Steel Stacks/Bethlehem Steel Plant. Steel making and many other types of manufacturing are on display like this giant drill press!

Contact Ken Nygard 267-893-0638 phone or text, or kanygard@msn.com We can meet at Quakertown Walmart parking lot at 9:00 a.m. to carpool or at the Industrial Museum and go on from there.

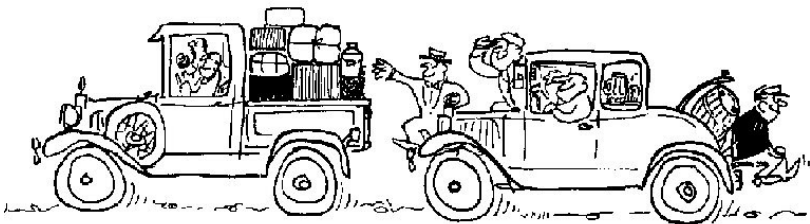
CALENDAR OF EVENTS

Planning Meeting
Saturday March 10, 2018
11:30 AM
Hosted by the Allison's
108 Ervin Rd Pipersville PA. 18947

Come to the planning meeting where we will plan our touring and event schedule for 2018. Bring your ideas! If you have never planned an event, we can offer plenty of help to make sure your event is a success.

The Allison's will provide sandwich makings and drinks. Please let them know by March 7 that you are coming and find out what you can bring to share in the way of a side dish with the group. Contact Dave and Diane at 267-733-3708.

See you there



CALENDAR OF EVENTS

SAME SHOW • NEW LOCATION

Trexlertown Model 'A & AA' Only Car Show & Swap

Hosted by: Goodwill Fire Company & Lehigh Valley Model A Ford Club



NO Car or Entrance Fee
Hubley Model Car Display
Technical Presentation
Swap Meet & Concessions
Pin Stripping by Jim Brand
Variety of Model "A" Cars
Paved Parking for Show Cars

Stock-Original Model A Fords and Ford Era Equipment Only

Sunday, April 22, 2018


Rain or Shine

9 am to 3 pm

7723 Hamilton Blvd
Breinigsville, PA 18031
Short Drive from Rt 78 and Rt 222



An associated car club is not required for show.
RSVP your swap space or your club for the day:
484.548.0632 or lvmodelclub@gmail.com

Lehigh Valley
Model 'A' Club 

Swap meet spots are a \$10 Donation • Model A / AA & Early Ford Parts Only
NO house hold items • NO dolls • NO modern tools • NO modern toys

Oak Tree Supply • timzavacki@gmail.com

CALENDAR OF EVENTS

Model A Ford Safety
Day. I'm sure we will
have a great time! !



Raise Your “A” Day (or as some may prefer, “Up Your “A” Day”)

10 AM-Saturday, April 28, 2018

Bob & Bernadette are pleased to once again host “Raise Your A Day”. This is a day for you and your Model A to spend some quality time together looking for those annoying rattles, cracked frames, potential suspension issues or maybe a quick lube. As always, Bob’s lift will be available for you to check things out.

Please feel free to bring any small parts you may need for your repair.

Sandwiches will be provided by Bob and Bernadette. Please let us know what side, salad or dessert, or other things you will bring to share.

Please let us know (908 237-9322 or boutw@aol.com) by April 25 if you plan to attend so we can get a headcount for lunch.

Bob & Bernadette Outwater

32 Mason Farm Rd.,

Ringoes, NJ 08551

908 237-9322

MARC 2018 National Meet Schedule

MARC Membership Meet

April 12-15

Granville, Ohio

MARC National Meet

June 24 to July 1

Branson Missouri

MARC National Tour

September 17-20

Elkins, West Virginia

Information on the meets above can be found in the MARC magazine, *Model A News*, or on the MARC website <http://model-a-ford.org/>

Ford River Rouge Plant

Many of us know that the Ford River Rouge Plant was the place where our beloved Model A's were built, you may not know the history of how the plant came about and you might be surprised at what the first vehicles to come off the assembly line at the new plant were.



I learned from the January 25th issue of the Hemmings daily blog that in 1915, the River Rouge Plant was initially conceived to give Ford more capacity for his Highland Park Plant where Model T Fords were being produced in ever increasing numbers. He was still buying large castings such as engine blocks from Dodge Brothers and wanted to be fully integrated.

He settled on purchasing several hundred acres in an area called Springwells. According to the blog, before anything could be built, hundreds of thousands of pilings had to be driven 60 ft. into the ground to sup-

port the blast furnaces that were to be installed in the new plant. Dredging crews also had to change the course of the Rouge River to accommodate the factory. Railroad tracks began to sprout out from the site of the new factory.

In 1917, a few months after WWI started, Woodrow Wilson asked Ford if he could produce anti-submarine boats for the war effort. The shipbuilding capacity for the country was at 100% and it was felt that Ford could use his mass production techniques to fabricate these vessels quickly.



In January 1918 a contract was drawn up for Ford to supply over 100 of these vessels to be delivered by December 1918 for the war effort.

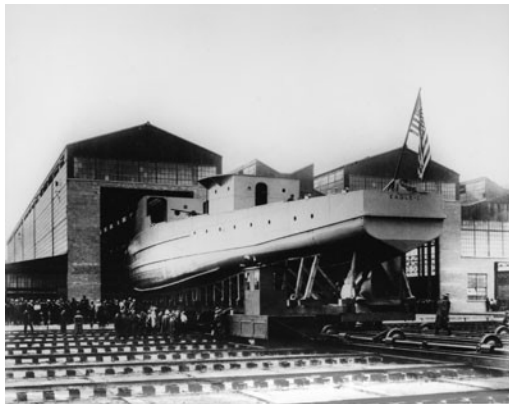
Ford used his newly constructed manufacturing plant to produce anti-submarine boats like the one above, not cars as originally intended. Ford's contribution to the design of the new 200 ft. vessel was that they

should use as many flat plates of steel in the hull design as possible instead of shaped steel plates. This would speed production. He also dictated that the propulsion system would be a steam turbine system with a boiler that was rated for 250 psi. The top speed of the boat, with its single propeller, was a little over 18 knots.

The Navy designated these boats as Eagle class boats, because a newspaper editorial described them as “An Eagle to scour the seas”.

The boats were designed for ease of manufacturing, but did not handle well in rough seas. As a result, the crew of 68 sailors had a very tough time in rough seas.

Ford’s initial plan was to build the boats just like Model T’s on a continuously moving assembly line, but he quickly found out that doing that with a 200 ft. long boat was not practical. He settled on a system where the boats were moved from station to station on a large flat car. He built three parallel assembly lines where the boats could be built. The lines terminated at a platform where the boats were launched on a hydraulic platform into the Rouge River.



The first anti-submarine boat was completed in July of 1918. It wasn't commissioned by the Navy until October of 1918. The war ended in November 1918, so none of Ford's boats ever saw action in WWI.

Ultimately Ford built 60 boats by the end of 1919. Many of the boats did see service in WWII and some were also used as rum runners during Prohibition. After WWII all remaining boats were scrapped with the exception of one boat that sank in a storm in 1946.

Ford found that it was a lot easier to build Model T's than it was to build Navy vessels. Leaking oil out of the boats and sea water into the boats was not something Ford was used to dealing with in Model T's. Utilizing his famous manufacturing techniques and lessons learned during production, Ford was able to reduce the time it took to build a boat from two months to 10 days.

Ford never built any more boats for the military, but he did build a lot of aircraft for the war effort in WWII, but that's a story for another day.

Ultimately the first *automobile* to roll out of the River Rouge plant didn't happen until 1927 when the first Model A's began to appear.

Since then, many Ford models have come out of the plant including Thunderbirds, Mustangs and trucks.

If you would like to learn more, check out the January 25th Hemming's blog or look on the web for an article from Bill Lee on the subject dated January 2016. You can also Google "eagle class boats".



**Membership Application
For the Running Board "A's"**

Name _____

Address _____

Telephone Number _____

Email address _____

Dues are \$15.00 annually. Please make checks payable to:

Running Board "A's"

Mail to:

Running Board "A's"

P.O. Box 9

Hilltown Pennsylvania 18927-9711

If renewing, please underline any information that has changed

Running Board "A's"

PO Box 9

Hilltown PA. 18927-9721

First Class Mail