

# The "A"nnouncer



April, 2020

Newsletter of the Running  
Board "A's"

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

Volume 19

Number 4

# The Running Board “A’s” Officers

\*\*\*\*\*

President	Doug Pyatt 1419 E. University Ave. Bethlehem, Pa. 18015 610-974-9718
Vice President/Director	Deb Daye 275 Greenfield Rd. Bridgewater, N.J. 08807 908-685-1935
Secretary	Ken Nygard 39 Holland Drive Chalfont, PA 18914 215-822-6717
Treasurer	Peggy Hardy 2012 Perilli Drive Telford PA. 18969 (215) 828-9185
Editor/Publisher	Dave Allison 108 Ervin Rd. Pipersville PA 18947 (267) 733-3708
Web Master	Dick Bettle 170 Crescent Road Florham Park, N.J. 07932 (973) 966-2947

**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.**

# View Behind the Wheel

Thinking back to the time of the holiday party, it is without question that none of us ever expected the world to be cast into the situation that we now face today, and the uncertainty that it holds for us. It is expected that this will pass, and we can resume our normal lives.

That being the case, we can go about initiating a Model A touring season. In the meantime, this quiet period can provide us with time to get our cars in top running order. I know some members, like me, who have been doing just that. I recently took some time to get my pick-up truck in order and ready to pass to its new owner. The lubricants were changed in the transmission and rear end, engine oil changed, and the engine tuned up. Todd Paraschos is a new member, and very happy to get his new truck. We will see him coming to some outings in the future.

In other garages, Chuck is working steadily on a '29 Tudor for a new member, and most recently machined the rear axle housing to press on a new bearing race. Bob Outwater is progressing with bodywork on his new pick-up hot rod. The cab and bed are now at the paint shop getting the finishing touches and final painting. Tom Battle rebuilt his '29 Tudor engine, which seems to work just fine, and has now moved to the

Buick Nail-head engine for his new Rat Rod. These accomplishments are just the start of a new Model A year, and shows the eagerness of our members to get their A's on the road!

So for now we cannot get together and go on trips, but it in no way means that we cannot work on our cars, take a one-vehicle short ride, and maintain a positive attitude. Stay safe!

See you in the Fast Lane,

Doug Pyatt



*Getting  
There Is  
Half the Fun!*



## **From The Editor**

Social distancing, self quarantine, and coronavirus are terms that were hardly in our vocabulary just one short month ago. Things sometimes seem pretty bleak, but we have a secret weapon...our Model A's. They have always brought us a lot of joy, and there is no reason to stop now. You don't have "social distance" from your Model A. In fact it probably craves your attention.

As Doug suggested in his President's message, there are a lot of projects being done by club members. At the very least, there are the spring maintenance items that need to be performed to get the cars ready for the summer driving season. Make sure that you get out there and give your Model A the full attention that it deserves. In the process, how about sending me a write up about your activities, any tips you have discovered over the years, or even past activities that you have done with your Model A. I need articles or ideas for the newsletter since we are not currently touring and I am relying on you, our club members, to help out.

Speaking of touring, we canceled the planning meeting, as some of you know, because of a lack of participation. I think the term social distancing was just starting to sink in. As a result, there are no firm events planned. The Steve Ryan show is still on the calendar. I'll let you know if I hear anything about a cancelation. If you have any ideas, especially for the summer and fall, let me know so I can put it on the calendar. Hopefully events like Das Awkscht Fescht will still be held.

Tom Fritz has already stepped up with two articles that are featured later on in the newsletter. Let me know your thoughts and ideas that you would like to share with your club.

One thing Diane has been doing is asking the neighbors if they need anything when she runs to the store. Yesterday, I delivered the grocery items to two of the neighbors using the roadster. That brings a lot of smiles to the neighbors and to me.

Hopefully, we can all get together soon and share our stories with each other and plan the rest of the touring season.



# Tech Tip

By Tom Fritz

## Removing Those Stubborn Field Coil Screws

Have you ever tried rebuilding generators or starters and not been able to remove the field coil mounting screws? Here's a couple of things you could try.

1. Try some good penetrating oil; I personally like Kroil. From experience, this generally does little good
2. Try heat. I'd be worried about destroying the coil

So, if the normal methods don't work, you need to get a little more creative. Here's how I've managed to get them out:

1. Take a chisel bit for an air hammer and grind it down until it's a tight fit in the screw slot (see picture 1)
2. Mount the bit in your air hammer and let it vibrate in the field coil screw for several minutes (see picture 2)
3. Mount the bit in your drill press
4. Clamp the generator onto the drill press table with the screw directly under the bit
5. Raise the table onto the bit (raise it as tight as you can)
6. Turn the bit by hand (a wrench on the bit's blade helps a lot here) (see picture 3)
7. The screw should turn out. If it doesn't, vibrate it some more and repeat
8. Once the screw has started to loosen, you may need to remove pressure on the bit to allow the screw to turn out fully.



Picture 1



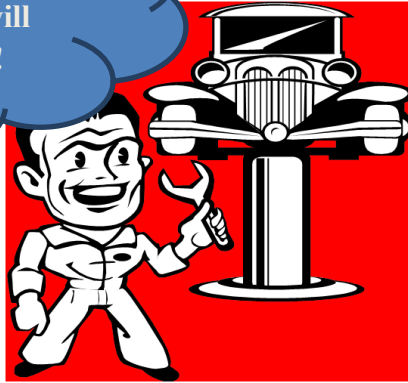
Picture 2



Picture 3

# 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 18, 2020**

# Cancelled

# CALENDAR OF EVENTS

## April 26, 2020

Sunday • 9 am to 3 pm

Trexlertown, PA

Free Admission

Free Registration

Hubley Model Car Display

Technical Presentation

Pin Striping by Jim Brand

Payed Parking for Show Cars

Swap Meet & Concessions

Rain or Shine

# Canceled

*Lehigh Valley Model "A" Club Presents*

the **STEVE RYAN**

*Model A/AA Show & Swap*

## Stock or Original Model A Ford and Era Equipment Only

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

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

An associated car club is not required for show. Interest in Model 'A' Fords Recommended

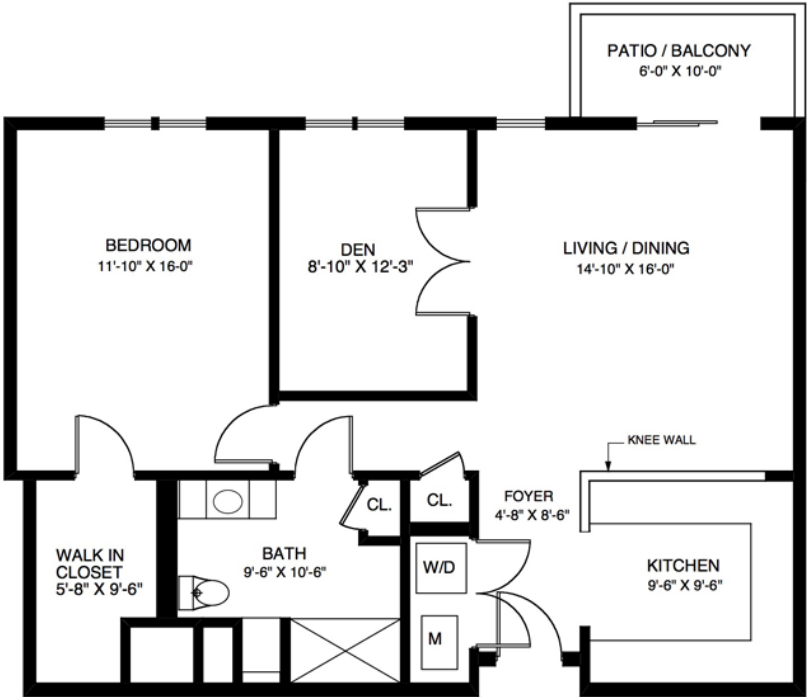
RSVP your swap space or your club for the day: 484.548.0632 or lvmodelaclub@gmail.com

Lehigh Valley  
Model 'A' Club

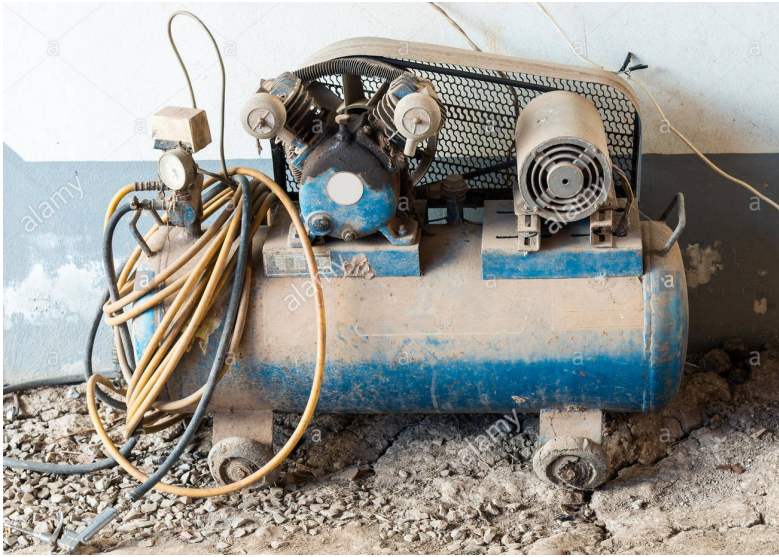


# *CALENDAR OF EVENTS*

**Take a look at the  
map on the next  
page for some week-  
end travel ideas.**



Submitted by John Leydon



# Franken Compressor

By Tom Fritz

While the corona virus may limit car shows and other events this season, it's still a good idea to get the A's in shape for touring, hopefully we'll get some events in. This story really didn't start out as a fun time working on the A. It all started because I had to change the oil in the Honda. With limited garage space, that meant moving the Tudor out to the driveway. Yes, I know that the coupe wouldn't take twice the space that it should if I reassembled it, but that's a story for another day. Things started out great, the A started after sitting all winter with no problems. I had the oil changed, the Honda out of the garage and the A back in in maybe an hour. Hey, things are looking pretty good. Since I had hoped to drive the A to the Martin guitar tour, I thought I should check tire pressure. All four were a little low, but the car

had been sitting since November and the temperature had dropped significantly, so no big deal. Startup the compressor and fill the tires. But there are 5 tires, aren't there? Probably should check the spare just in case it's needed. Now since it doesn't touch the ground and it was fine when we went to the Fall Roll-out, it might be a little low like the others, but shouldn't be flat. Well, things that shouldn't happen generally happen to me and that's right, no air in the spare.

On a nice day, it's always a chore getting hard rubber off a rim; on a cold day it's even more fun. So, no problem, I brought it into the house and worked on it in the heat. After finally getting the tube out, and checking it several times, I couldn't find a leak. So, where did all the air go? Did some evil spirit drain it away; that was unlikely since Bob hadn't been around. Maybe the valve core was loose; check that and once again no problem. Could it be that the valve stem itself was leaking; if you said yes, you know how lucky I'm not. Unfortunately, short of replacing the rubber stem with a metal one, the tube isn't salvageable. Fortunately, I have plenty of spare tubes and had the tire remounted in no time; all I needed to do was to inflate the tire and we were good to go. At this point, the compressor was making a weird ticking noise and air was coming out where it shouldn't come out (like from the bottom of the tank).

That brings us to the construction of Franken Compressor (play your own ominous music here, I don't know how to add it to the newsletter). For those not familiar with Franken Compressors, they are the compressor world equivalent to Frankenstein's monster except that you dig up compressor parts rather than body parts. It helps to be a collector of things

you may need some day (also known as a collector of fine junk, well maybe that's just a collector of junk). I've been collecting parts now for several years. A few years ago, Dick had the misfortune of having his compressor head seize and since he bought a new compressor, he called me to see if I wanted the tank. Since I had already collected a compressor head with a rusted-out tank, I thought this would be the chance to take both dead compressors and make one useful one. Well that attempt didn't work so well. The head was too small for the tank and took something like 30 to 45 minutes to fill; of course, Dick's tank had a leaking relief valve that wasn't helping things, but it was a slow leak and I didn't have any spares at the time so that was the end of things for a while. The monster just sat in the garage with other unfinished projects.

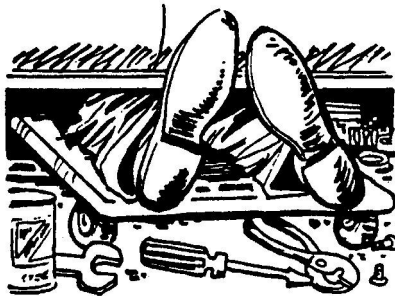
Now that my compressor was also dead, Franken compressor was once again a possibility. Using the head and relief valve from my old compressor and Dick's old tank, Franken Compressor lives (feel free to insert your own lightning bolts here).

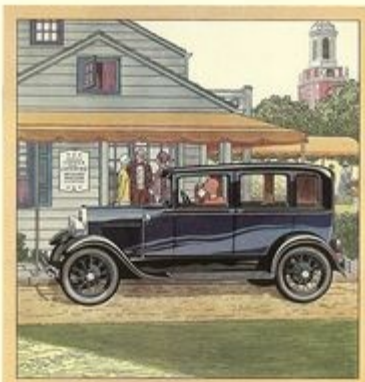
Even with a few leaks in various fittings, it only took around 5-10 minutes to fill; that's not too bad since the old tank was 2 gallons and the new one, I'm guessing, is somewhere around 20. It only took a couple of days to find all the air leaks in the system and I once again have a working compressor that doesn't leak (not losing any pressure for a week is pretty good). To help save this tank from the same fate as many others, I've extended the drain line so that you don't have to tip the tank to open the valve.



For those who are wondering why my tank failed, I cut it apart to see. The outlet pipe on the tank that the drain valve screwed into was 3/32 of an inch above the bottom of the tank. Even if the tank was drained after each use water would remain in the bottom; that could explain why I never got any water out when draining the tank. OK, the only time I got water out of the tank was after winterizing Debbie's steamboat. The compressor would run for over an hour on these occasions. Running that long on a humid day would produce enough water in the tank that it could be drained. So, the ultimate reason for failure was poor original design. On the other hand, the tank lasted 17 years, I can't really complain about that and the head is still usable, which is surprising for an oil-less compressor.

So, if you have a dead compressor that you need to get rid of, give me a call; you never know what I'm looking for. I could still use a better head (for the compressor that is).





The new Ford Runabout

## Features of the Ford car

*Sturdy body construction* ↔ *Lean of weight* ↔ *Four Handalls hydraulic dual-acting shock absorbers* ↔ *Triple storm-proof glass windshield* ↔ *Fully enclosed, silver nickel-plated gears* ↔ *Quick acceleration* ↔ *35 to 65 miles an hour* ↔ *Smoothness, balance and security at all speeds* ↔ *Vibration-dampening spring support* ↔ *Chain of safety* ↔ *Taking heavy loadings* ↔

*Tight-proof ignition lock* ↔ *Reliability* ↔ *Easy to run* ↔ *Long life*

Ford's International Corporation for August 1918



## Built for many thousands of miles

The new Ford has been designed and built to give you many thousands of miles of faithful, economical service. Research in fitting together of the good and reliable things that mechanical parts which you may never see, it is a great car. For sturdy strength, reliability and superior performance, in all weather and under all

conditions, make a particularly good choice for your use. It stands up under the added strain of high speeds and hard daily usage for a car that has always been chosen a favorite of the Ford car. The experience of the greatest builders and users will become your confidence in its performance and make you feel confident that it is a "winner for where the going is."



THE NEW FORD RUNABOUT



**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