

The "A"nnouncer



August, 2020

Newsletter of the Running
Board "A's"

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

Volume 19

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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.

View Behind the Wheel

The second half of this month seems to have gotten hotter. This causes the Model A's to breathe a little heavier, and run at higher temperatures. So, checking the water level is a must in order to have safe operations. I'm finding that this is a good time for me to get some work done on my Phaeton. I've opened up the interior kit and set it in the sun to make it more pliable, and to loosen some of the folds that were caused due to boxing it all up. More on that later.

Chuck Savitske is having the concrete floor poured in the non-paved half of his pole barn. I'm sure others have found projects to keep them active. Whatever we are doing I hope there is a great deal of success, and everyone is acting safely.

It is good to see that Bobbi and Dick are keeping the club busy with tours. Their creative minds are well at work. Great job! It pays to keep tuned up and ready to go.

Finally, although it's August, I have been thinking about our holiday party. I think with the uncertainty of Covid-19 and with no ability to socially distance in the Frenchtown Inn, I think we should cancel the event for this year just to be on the safe side. I hope you agree.

See you in the fast lane,
Doug Pyatt

Transmission Trouble

By Tom Fritz

It's the end of June, the temperature is in the low 90's, so, what would it take to get you to rebuild your transmission? A few possibilities are:

1. You've gone crazy from the heat.
2. You're bored out of you mind.
3. You need to refill the transmission almost as often as you need to fill the gas tank.

In my case, it probably was a combination of all three, but the one that really drove me to it was that I needed to refill the transmission almost as often as I needed to get gas. Before the covered bridge tour, I filled the transmission with straight STP, hoping that that would slow up the leak. It didn't, so I really had no choice.

There are already several good articles on rebuilding transmissions, including:

1. Les Andrews volume 1
2. Jim Schild's Model A shop Manual
3. Tom Endy's Transmission Overhaul Pictorial (<https://www.santaanitaas.org/wp-content/uploads/2018/08/Transmission-Overhaul-Pictorial-August-2018.pdf>)

Both Jim Schild's and Tom Endy's articles are excellent, so I won't even attempt to give the detailed descriptions that may be found there, rather I'll share a few helpful hints that saved me a lot of work.

1. If you decide to not remove the engine, mark the position of both rear spring hangers on the spring. It makes it easier to get the spring centered when you reassemble.

2. You can keep the torque tube from hitting the floor by tying a loose loop of rope around both it and the emergency brake cross shaft. This is a lot easier than attempting to balance it on a floor jack.
3. The torque tube can be difficult to separate from the transmission. It is much easier to do this with a ratchet strap. In my case, I attached one end to the towing anchor on my Honda and wrapped the other end around the Model A's banjo.
4. Endy's article recommends slightly beveling the holes in the rear of the transmission case for the cluster gear shaft and the reverse idler gear shafts if using the shafts with O-rings.
5. If you're only using Les Andrews book, be careful if you're rebuilding a transmission that has an early main shaft. These shafts do not use the pilot bearing spacer.
6. When remounting the transmission, it can be difficult to insert the input shaft. into the clutch. This job is much easier if you use a few long bolts to align the transmission with the engine. Thread on nuts onto these bolts before inserting into the bell housing; you can then use these nuts to draw the bell housing towards the engine block.
7. Getting the driveshaft inserted into the U-joint is another problem that can be solved with a ratchet strap. You can attach one end to the front axle and wrap the other end around the torque tube. I used a 1" wide strap for this; the ratchet mechanism is only a few inches long, so you can't get enough force to bend the axle. If you're really worried about bending the axle, you make a sling between the spring

perches and attach the ratchet strap to the sling

8. Don't freak if it looks like the spring won't go back into the rear cross member. Use a small pry bar to guide the spring into the cross member.
9. 6 to 8 pumps of grease into the U-joint may not be enough and the whole damn tube (as they used to say at the Watchung club) may be too much. Fill the U-joint before you reconnect the speedometer cable. Keep pumping grease until you see it coming out the speedometer drive gear housing.
10. You may never get all the dirt and grease off the garage floor; I'm thinking of renaming my garage the grease spot

I should have taken pictures but didn't have much time to waste and was generally too dirty to use a camera. The only picture is of the disassembled trans. The only clear failed parts were two bearings.



I replaced all the bearings as well as the main cluster and reverse idler shafts. I had to grind down the shaft retainer as I forgot to order a new one. The early retainer is too thick in the slot in the reverse idler shaft.

This was one of the most miserable and enjoyable jobs that I've done in a long time. From start to finish, it took around a week (a minimum of 10 hours a day) to get it done. My timing wasn't the greatest, I had to work all of the 4th of July to get the job finished in time to do the drive by for the Hardy's anniversary. I'd like to thank Bob, Chuck, and Dick for their advice; sometimes you just need someone to listen to help figure things out. I'd also like to thank Bob for the use of his press.





New Member

Mike Ulmes
21 Crestview Drive
Milford, N.J. 08848
Phone: 908-505-3306
Email: mike@ulmes.net

CALENDAR OF EVENTS

Drive By Car Show

**Somerset Woods Rehabilitation
and Nursing Center**

**780 Old New Brunswick Road
Somerset, NJ 08873**

Friday, August 21, 2010

Dick and Bobbi Bettle are participating in this car show and would like to get as many Running Board A participants as possible for this great cause. This will be a surprise for the residents who have been separated from friends and family during the pandemic. Contact Dick and Bobbi at (973) 966-2947 or at bettlesr@gmail.com.

Silver Creek Athletic Association

Fathers Day Car Show

Sunday, August 23, 2020

Are you in car show withdrawal? The Silver Creek AA has rescheduled their Fathers Day Car Show to Sunday August 23. It is located on Route 212 in Springtown PA. Gates open at 8:00 AM and the show begins at 9:00. Registration is \$10 day of show.

If you are traveling from any distance, I would definitely check their [website](#) before you head out to make sure the show is still on and they haven't made any changes.

CALENDAR OF EVENTS

Continued

Belvidere Victorian Days Saturday and Sunday, September 12 and 13, 2020

It appears that the Victorian Days Auto Show is also a go for this year. The antique car show is on Saturday September 12. The cost of registration is \$20 day of show. The show is held around the Garret D. Wall Park in Belvidere, NJ. Check out their [website](#) for more information.



Ed and Peg Hardy 60th Anniversary Drive By Celebration July 5th, 2020

When Doug Pyatt received an email from Ed and Peg's daughter, asking if he thought some members of the club could drive by the Hardy homestead during their anniversary celebration, he answered with a resounding "YES"!



Carol wanted to keep it a surprise, so that was no problem. All the club members were contacted via email, which we knew Ed and Peg don't have.

They wanted us to do the drive by at about 1:00 PM, so Doug came up with a plan to meet at the local WAWA in Souderton at 12:30 PM. We had 7 Model A's, on F1 pickup and a lotus show up for the event. Tom Fritz and Deb Daye attended after Tom





worked for a week straight to rebuild the transmission in his Tudor just so they could attend the event. Others in attendance included Chuck and Deb Savitske, Lee Stoudt and friend Jen, Ken and Judy Nygard, Dick and

Bobbi Bettle, Bob and Leslie Adams, new members Henry Friedberger & Dorothy Weiss, Doug Pyatt and Diane and me.

It was another warm, sunny July day. Bob and Leslie led the pack from the WAWA over to Telford and past Ed and Peg's house. We made quite a sight and sound display going through the neighborhood with horns blasting from the old cars.

A few days later, I spoke with Ed and Peg and they told me how much they appreciated our efforts. Ed said, "I may have had a tear in my eye as you drove by".



After we woke up the neighborhood, Bob and Leslie led us through the streets of Sellersville and Perkasio and finally onto Ottsville, where some of us capped off the day with some much appreciated ice cream from Owowcow.

Hackettstown to Milford Tour

Saturday July 18, 2020

By Dick and Bobbi Bettie

A few MG Club members, a few members of the NJAACA, and a couple of our friends: Joe & Chris Kuhl and Bob Sullivan, met Bobbi and me at the VFW in Morris Plains on a warm, sunny, [Saturday](#) morning. At 10:30, we took off

through the back roads of Morristown, Mendham and Chester, over the Schooley's Mountain and up Schooley's Mountain



Road to the Lowe's in Hackettstown.

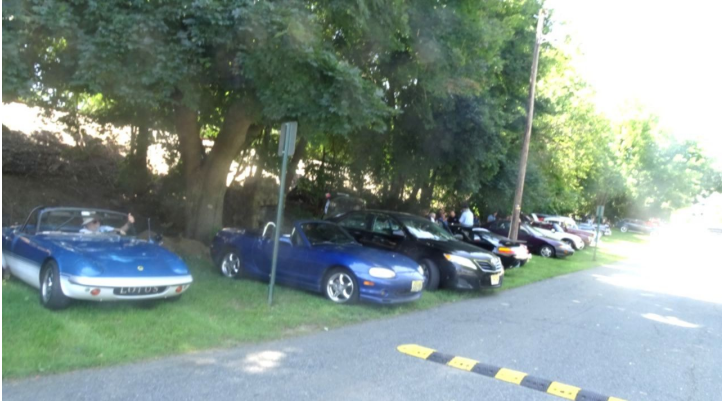
There we met Running Board A members Steve & Kathy Belton, Timothy & Kathleen Litzenberger, Bobbie Sliker & Carl Weissman, and Tom Fritz, and a whole lot of members from the NJAACA. Too many, in



fact! It was quite a large crowd!

We took off for the Royal Diner almost on time. Some-

one
(she
shall
remain
name-
less)
had to
yell at
me to
stop
talking



about cars and get in mine! While at the diner, some of the crowd ordered “meals to go” while others went straight to the park with home prepared picnics to stake out a shady spot. All the cars lined up in a row were quite a sight to see.

After lunch we were off to the vintage gas station, where I was the only one to get gas! Everyone else was lined up on Route 31, making for an interesting photo opportunity. Somewhere during the tour, Bobbie & Carl broke down. Their ‘40 Ford stopped and had no spark. They called AAA to have the car brought home. Luckily a friend of theirs lives near where they broke down so he took them home.



After a short detour around Roaring Rocks park on Castle Ridge Road, we wandered



back to Rt 57 in time to enjoy a quick stop at the Bread Lock and drive on the “concrete mile” before heading off through the corn fields and farms to Route 519 and Jimmy’s Ice Cream in Milford. Ice Cream on a summer afternoon is a perfect way to end a tour. Although it was hot, everyone seemed to have a good time.





Congratulations



Congratulations to Ed Hardy on his 30th anniversary of being a member of the Model A Restorers Club.

Also, congratulations to Dick Bettle on obtaining the 15,000 mile mark with the MARC Driving Awards Program





**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