The "A"nnouncer

January, 2021

Newsletter of the Running Board “A’s”

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

Volume 20 Number 1

The Running Board "A's" Officers

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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

Hi everyone. After shoveling our first snow we decided it was time to leave for Florida. No Model A activity on the way here, but did manage to pick up a few parts once we arrived. This time has given me some time to think about a few things I need to do.

Finishing the Phaeton is going slow now. I have to locate top irons. I never had them, and they aren't made currently. Old ones are gone. I did hear from Bert's in Colorado that someone is talking about making them again due to requests. So, if anyone hears anything I would be happy to hear it.

In the meantime, I hope everyone is well, enjoying their Holidays and keeping safe. I feel that we are close to the end of this pandemic, and have good times ahead.

See you down the road,
Doug

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Treasurer's Report

Balance as of November 12, 2020		$1173.09
Income		
	Dues	$150.00
	Total Income	$150.00
Expenses		
	MARC Region Registration Fee	$10.00
	Newsletter	$9.60
	Post office Box Rental	$64.00
Total Expenses		$83.60
Balance as of December 15, 2020		$1239.49

Respectfully Submitted

Margaret Hardy

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On the Cover: Chuck, Deb and Sadie Savitske in the holiday spirit!

Dues are due now. Please make sure they are paid by January 31. They are still only $15.00. You can make checks payable to the Running Board A's. Send your check to Running Board A's, PO Box 9, Hilltown, PA. 18927

From the Editor

Happy New Year everyone ! As I write this, it is December 21, the *shortest* day of the year. I am not a fan of the winter months, the days are cold and daylight is in short supply. It is not easy to do much with a Model A in the winter. I hesitate to take the cars out because of the salt that is usually coating the road like a sugar coating on a sugar cookie. I also don't have a good place to work on the cars, since I have no heat in the garages. My working on any cars is limited to doing repairs that absolutely need to be done to get my modern cars back on the road. For instance, the other day I went out to move Diane's Prius and it was dead as a door nail. The 12 volt battery gave out while parked in the driveway. I had to work on it in the driveway when it was 30 degrees out with a wind blowing. Not fun, but necessary.

The good news is that today is the *shortest* day of the year, so now we will be adding a few minutes of daylight to each day. It's still going to be cold, but at least I now have something to look forward to.

You may recall that last month I asked for suggestions for a place to get the roadster top replaced. I had several good suggestions. Thank you! After a few phone calls and emails, I decided to visit a shop recommended by Bobbie Sliker and Carl. Vinny's Interiors is located in New Britain PA. That's just a few miles from Ken and Judy Nygard, and we all may have passed the shop on one of the Bettles tours this summer since he is right down the road from one of the Bucks County covered bridges. His price for the job is comparable to some of the other shops that I contacted and he is much closer to me than the other

shops. Vinny did a beautiful job on Carl and Bobbie's '40 Ford convertible. This is a one man shop, so I expect that the work will be done right since he is the owner. The downside is that this is a one man shop, so it's going to take some time. He has a long list of people in front of me, but I am on the list and he should be able to fit me in, this spring. Vinny offered to make a boot for the top to cover it when it is down. That should protect the top and make for a cleaner look with the top down. I am also going to have him install the side curtains that I have had since I bought the car. I attempted to install them once myself, but the few fasteners that I attempted to install on the side curtains didn't go very well. I probably won't drive the car with the curtains installed, but at least I will have them and can install them if a shower pops up while I'm out.

Below is a picture of another roadster top that Vinny installed. I'll be very happy if mine comes out as nice as the one below.

Thanks again for all your help. See you in the New Year

Dave

MAFFI Liaison Letter

December 2020

A Message from our President

Closing out the year 2020, we realize many things we planned for our hobby could not take place. However, throughout this time, we also accomplished a number of good things including spending more time with our families. We also made some nice additions and improvements in our Museum. To list a few… we added an interactive chassis exhibit, the America's Sweetheart Roadster and improved our interactive start display. We brought in three First Responder vehicles and will continue to display these vehicles throughout 2021. We added to our era fashion exhibits by acquiring new mannequins complete with era fashion attire. Special collections including Ford Dealer records, Jim Beam Model A decanters, header clocks and additional tools were added to our displays. Next year we will be adding several new donations to our Museum including a 1931 Woody Station Wagon. We also created videos, which will be rolled out on our website, showcasing our museum and several displays.

Due to the cancellation of Model A Day, we had a significant shortfall in income. However, many clubs and individuals have made contributions to help offset some of this loss. For this, we extend our great appreciation!

From all of the Trustees and myself, thank you for all of your support and many happy wishes for this holiday season.

Best Regards,
John Begg, President

Model A Ford Foundation

Bob Outwater's New Red Sleigh

Most of us have seen Bob Outwater's Model A pickup truck as a work in progress. The picture above shows the final product.

As you may recall, Bob was looking for a project and found this Model A pickup body and frame for sale with lots of extra hotrod parts for a very reasonable price. The first thing he decided to do was to extend the cab by 4 inches to give the truck more leg room. He and Chuck Savitske cut the back of the cab off and them Bob went about working his magic to make the truck cab look like it always had the extra room. After many, many hours of work the truck came together. He had to find an engine and transmission for the truck, put it all together, and add things like windshield glass and window glass, headlights, tail lights etc, but I think you will all agree that it was well worth the effort. Beautiful job Bob!!!!!

CALENDAR OF EVENTS

We have no events scheduled yet in the New Year. I am confident that we will be able to start scheduling events soon with the help of new Covid 19 vaccines.

CALENDAR OF EVENTS

If you come up with an event, try to get it to me in time for the next newsletter, but if you can't, I can always do an email blast to everyone to let them know your plans.

Ken's Pandemic Ramblings

By Ken Nygard

I'm starting with a disclosure and a disclaimer: I've been reading a lot of random articles both in print and online. This started out to be about converting classic cars to electric technology because of some random video about someone converting a Model A to an electric drive train. So, there are now kits, suppliers of individual components to convert just about any classic or vintage car. This pretty well summed up that story. But it did lead to something else! There have been some major advances in electric vehicles this year and even in the past several months. Back to the disclaimer: I may mix up some of the topics in this article, but I will try to list several sources or links at the end. Also, my science background and degrees date to 1972. I am not an authority on anything that follows!

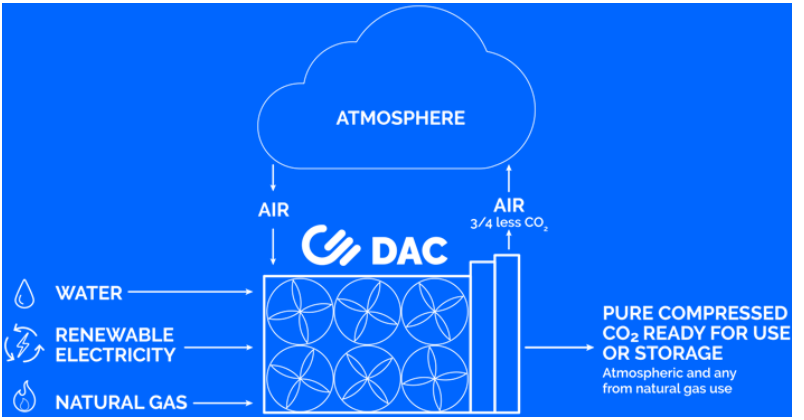
The car above was electrified for use in a Broadway play.

Electric car batteries have gotten much cheaper. A decade ago the cost per Kilowatt Hour of a battery

was about $1100. In 2019 the cost per KWH has dropped to an average of $157. Tesla has reduced their cost to $118 and Hyundai to about $100 in their commercial and industrial applications. This is significant because at that $100 point there is no longer a difference in the cost of a conventional fossil fuel powertrain and electric.

All-electric for all cars is not without problems environmentally. Scarcity of materials and using child labor for mining of some raw materials and dirty recycling methods are some of those problems. That being said, advances in technology are helping some of those issues.

A company called Carbon Engineering, backed by Bill Gates, Chevron, Occidental petroleum and others, is now producing diesel, gasoline and jet fuel by using carbon dioxide (CO2) (a major greenhouse gas) removed from the atmosphere using giant scrubbers. The CO2 is combined with hydrogen and converted



into a liquid fuel. These fuels are much cleaner than the original fuels refined from oil. These fuels are currently being produced and sold. The cost (about $4

per gallon) is higher than petroleum but in line with other so called renewable biofuels.

But wait….Hydrogen is produced by breaking down natural gas or other petroleum products as feedstock. Well….it doesn't have to be produced that way. Much of the hydrogen production has been done by producers of ammonia, the prime ingredient in agricultural fertilizer. Ammonia producers have now produced so-called "green ammonia". It is renewable using plant based feedstock and electricity from solar, wind or hydroelectric and is reportedly a very efficient process.

Carbon Engineering's process may not be the only way to convert CO2 to fuel. The Department of Energy (DOE) at the Argonne National Laboratory has been able to convert the CO2 without using hydrogen. The DOE process of using a copper powder catalyst electrochemical process and water can form alcohol to be used either as a fuel additive or convert into other fuels.

Another method of producing fuel from CO2 is being developed by the University of Cambridge. "Artificial photosynthesis" uses photocatalyst coatings, sunlight and water to produce liquid fuels similar to those of Carbon Engineering.

Confused yet? I am. What does any of this have to do with hydrogen and ammonia? We now can produce easily transportable liquid, clean burning fuels using CO2 from the atmosphere. Are we back to internal combustion engines? I'm not sure and after trying to read some of the research I did not see that as a conclusion. So, why do we need or care about hydrogen?

Why are hydrogen powered vehicles being heavily invested in by Toyota, Hyundai and Honda? As a reminder, keep in mind that hydrogen powered vehicles are electric vehicles. They do not burn the hydrogen as fuel. Fuel Cells use hydrogen along with oxygen from the air to produce electricity. A fuel cell is essentially a generator. Fuel cells can power an electric motor or charge a relatively small battery that then powers a motor. Emissions consist of oxygen and water!

Advances in this technology have allowed Toyota to lower the price of the Toyota Mirai by over $9000, and increase the range to a reported 402 miles. (The Mirai is a 5 passenger, near luxury level sedan powered by fuel cell technology.) It now costs about $50,000, qualifies for an $8000 tax credit, and comes with $15,000 in complementary hydrogen fuel. (Equivalent to $4 per gallon gasoline at this point)

Honda produces the Clarity and Hyundai the Nexo, similar to the Mirai, also using fuel cell technology. These are only available in California at this point because of lack of fueling stations and difficulties in starting a new infrastructure for hydrogen. There are about 100 stations built or planned, and

you can easily drive from L.A. to Lake Tahoe. In 2019 only about 2000 fuel cell vehicles were sold. In 2020 it is projected that 16,000 will be sold.

Toyota has introduced fuel cell powered tractor trailer trucks that are now in use. Hyundai is likewise developing trucks and mass transit vehicles using fuel cell technology.

Why the investment with all the issues of infrastructure? The answer is that now we are back to ammonia! The biggest hurdle in the infrastructure issue is transportation of hydrogen as a gas under high pressure. Remember “green hydrogen”? Renewable and used make ammonia? Ammonia is a liquid. Not only can it be transported in trucks but is already transported in existing pipelines. A new process now can produce hydrogen gas for fuel directly from liquid ammonia! Ammonia can be shipped to existing “gas” stations as a liquid in a truck just as gasoline is. The ammonia is converted to hydrogen gas at the pump and the vehicle is fueled just as conventional vehicles are.

Clean burning gasoline from the air! Renewable hydrogen! New more efficient batteries! Artificial photosynthesis to produce fuel! It is unlikely that any single technology can solve all our transportation issues. Could a combination of these technologies put us on a path to cleaner air, partially solving climate change and creating a sustainable energy economy with good jobs? Can we guiltlessly drive our vintage cars?

Sources include:
www.CarbonEngineering.com
DOE Argonne National Laboratory www.anl.gov
University of Cambridge
Northwestern University
www.Forbes.com

www.Motortrend.com News, “Recycling Combustion”

www.ScienceDaily.com (Nov. 18th.)

These websites will contain links to the sources above and were the basis for most of this article.

Holiday Parties Past

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For the Running Board "A's"

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