

# The "A"nnouncer



May, 2022

Newsletter of the Running  
Board "A's"

[www.RunningBoardAs.com](http://www.RunningBoardAs.com)

Volume 21

Number 5

# The Running Board “A’s” Officers

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|-------------------------|--|
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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.**

## From the President

As touring season approaches, it's time to review some simple touring rules.

1. If you plan to attend a tour, let the tour leader know that you are coming.
2. If you met rule 1 and change your mind, let the tour leader know. Now, you certainly shouldn't need to be reminded of either of these rules, it's just common courtesy
3. You may find it surprising that on many tours and other events that these 2 simple rules of courtesy aren't followed.
3. Prepare your car in advance of the tour. In the past, we had some cars that had the same problem on multiple tours. While unexpected breakdowns do occur, tours are not the time to fix known problems. If you have a recurring problem, you need to fix it, don't expect that it will just magically disappear.
4. Don't be afraid to drive your Model A. This really should be rule number 1. These cars are meant to be driven. If you're afraid you may break down, you're probably not having as much fun with the car as you should be. This may seem in contradiction to rule number 3, but it isn't. We don't want to discourage people from touring. Rule #3 is just saying take care of the problems that you know you have. Rule # 4 is don't worry if you break down on a tour. We can generally fix most problems. The worst-case scenario is that you get to use that tool of last resort; your AAA membership. Don't leave home without it.
5. Take the tour leader's cell phone number with you, if you have a problem on the way to a tour, call the leader. On many past tours, we've had to try to contact someone that was late to see if they were still coming and if we should wait.
6. Arrive on time and prepared for the tour. Don't show up needing gas; this only delays the tour for everyone else.
7. Carry some common parts in your car even if you don't know how to put them in (someone else will know). While I probably have everything you're likely to need, I'm not a parts store and I may not be on the tour. I'll never forget coming back from an event and finding another member broken down on the side of the road (they left early). It was a hot day and when we checked things

out, gas was boiling in the sediment bowl. OK, simple vapor lock, let it cool off and it should be OK. Well, that didn't work. So, after hearing the full description of what happened, it was likely that they had fried their condenser. I asked if he had a spare condenser and he said yes. Unfortunately, the spares were on the shelf in the garage. Since I run modern points, I couldn't help him (I now carry both original and modern spares)

- A. If you do borrow parts from someone, remember, it's only a loan, not a gift. Replace parts that you borrow promptly.
8. Touring isn't a game of follow the leader. Everyone on the tour has some level of responsibility for the others. This is especially true of the car behind you.
- A. If the car behind you is having trouble keeping up with the tour, you need to slow down.
- B. If the person behind you pulls off the road, you need to pull off. The idea is to get the entire tour stopped. Frequently, the leader can't see the last cars and has no idea what is going on.
- C. OK, sometimes it is a game of follow the leader and some people aren't very good at it. If every one in front of you turned right at an intersection, it's probably a bad idea to turn left. It happens, but you may be known as wrong way from then on.
9. If you don't have a CB, consider getting one. The first reason is you're missing out on a lot of fun conversation. The second is it's easier keeping the tour together. If you don't have a radio, don't be at the end of the tour; people aren't necessarily good at following rule 8 and you don't want to be stranded. We generally try to have cars with radios at both ends of a tour so we can keep track of things.
10. If you have a CB, let the leader know when you or some one behind you gets stuck at a red light or some other problem occurs.
11. Last and probably most important, have fun. Again, these cars were made to be driven. Don't be afraid to drive yours. What's the worst that can happen?

\$

## Treasurer's Report

Balance as of March 19, 2022	\$1529.75
Income	
Dues	\$15.00
Hat	\$10.00
Total Income	\$25.00
Expenses	
Newsletter	\$16.34
Christ Lutheran Church Use of hall for planning meeting	\$75.00
Total Expenses	\$91.34
Balance as of April 20, 2022	\$1463.41

Respectfully Submitted

Margaret Hardy

\$

## On The Cover:

A Model A Tudor Sedan going on the lift at Raise Your A Day to get the brakes checked. See the rest of the story about the day in the back of the newsletter.

# Installing a High Compression Cylinder Head

It started out when I went to do my routine spring maintenance on the Tudor Sedan. I noticed that my 20 year old radiator hoses were cracked starting to fail. I have always been impressed with Doug Pyatt's vehicles with high compression heads as far as their hill climbing abilities and gas mileage. I checked with Doug to make sure that there wasn't some other modification that had a great affect on his engines. He said that if you do one thing, it should be to install a high compression head.

I had to place orders with two different vendors to get all the parts that I needed, including new radiator hoses, to get the job done. The day that the cylinder head came, I got it out of the box and got it painted so I could install it as soon as the rest of the parts arrived.

I was most concerned about the studs not coming out of the block, so per the instructions in Les Andrews *Model A Ford Mechanics Handbook*, I soaked the studs for several hours after



Engine before head removal.

loosening the nuts before trying to remove the head. Per the handbook, I tried to start the car. I hear two distinct "pops" before it started indicating that the

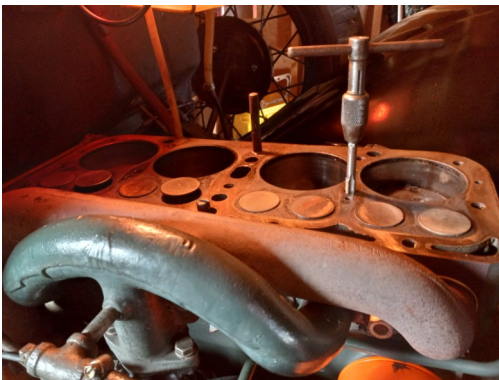
head was loose. I didn't have an "eye hook" available, so after removing the distributor, I just worked the head up the studs, putting more wooden shims between the head and block until I got the head clear of the block. The water pump made it tough to get the head past the radiator, so I removed it before I went any farther. I learned later that taking the radiator out all together makes life a lot easier when you go to reassemble everything.

With the cylinder head off, I went to work on the studs and to my surprise, all but two came out easily. I soaked the two remaining studs in WD 40 again and could see the lubricant bubbling as it worked on the rust. In just a short time, the remaining two studs were out.



I took my time cleaning the block to get it ready to install the new head. First, I chased all the threads in the block with the correct size tap to clean up any rust and to make sure nothing was damaged in the

block. When that was done, I cleaned the surface of the block with carb cleaner, a razor knife and some scotch bright pads. I tried to be careful not to let any debris fall into the cylinders,



buy putting a rag into each one that I was working on, but that doesn't keep everything out. I used a shop vac and 120 lbs of compressed air to clean out any debris.

I installed 14 new grade 8 studs in the block with a little anti-seize on the threads. They all went in just fine. The new "Model B" gasket was next, and finally I set the new head down gently over the studs and onto the new gasket. I followed the torque sequence outlined in the handbook, starting at 35 ft.lbs. I increased the torque by 10 ft.lbs until I got to the final torque of 65 ft.lbs.

When I went to put the water pump on, I realized that it would be easier to just take the radiator out instead of trying to wrestle the water pump in without damaging the radiator.

I am pleased to report that the frame repair under the radiator, that was done in 2015 at Raise Your A Day, is holding up nicely. I finally got everything rein-



stalled, and after remembering to reinstall the fuse that I had taken out, the engine fired up and ran like a champ.



I had a little trouble realigning the hood until I realized that I had not centered the radiator when I installed it. I was able to loosen it and realign it without taking the radiator shell off.

I spent the next few days tightening up clamps to fix antifreeze leaks, but for the most part everything worked fine.

I was concerned, however, that when I had the car out on the road, there was a rattle that I couldn't seem to find. Finally, after playing with it in the driveway, I realized that you don't need nearly as much spark advance with a high compression head as you do with a standard head. It really runs like a champ now.



Low Compression Head

High Compression Head

# CALENDAR OF EVENTS

## **Rhinebeck Auto Show May 7 and 8, 2022**

Hey everyone, this is Steve and Kathy Belton. We have dual membership with Running Board A's and The Lehigh Valley Model A Club. The Rhinebeck Auto Show is on this year! It is May 6, 7, and 8th this year with antique autos being shown on Sunday May 8. The Running Board A folks will be meeting at the intersection of Rt 212 and Rt 611 in Durham Township PA on Saturday May 7 at 9:00 AM. Most folks will be staying at the Quality Inn, 114 Rt 28, 114 Onteora Trail Kingston on Saturday night. Phone 845-339-3900. There is also a Best Western and a Super 8 just down the road that can also be used. We will head up Rt 611 through the Delaware Water Gap and eventually get on Rt 209 and stop at David Helm's Garage in Milford Pa. We usually hang out a short time with him and check vehicles for oil, water, and gas and then get lunch in Milford. From there we head to Kingston and our hotels. You may want to register at the hotel early as this year the show will be well attended by vendors as well as car enthusiasts. Please call Dave Allison at 267-733-3708, if you plan to attend. You can also call me or Kath at (908) 362 6344 for any questions. Also my cell is (908) 334-8661. We go out to dinner as a gang Sat. night, and then go back to the front porch of the hotel and hang out together for awhile and have great conversation and good laughs. Bring your favorite wine. If your vehicle is 1931 or older registration is free. On Sunday we usually head home after the show, at about 2:00 PM, but you can always stay overnight in Kingston and head home the next day if you would like. Hope to see you there! Steve

# *CALENDAR OF EVENTS*

**Tour Hosted by the Bettles**  
**Saturday May 14, 2022**  
**Start Time 11:00 AM**

The Bettles will host a driving tour beginning at Tincum Park and ending at the Canal Museum in Easton. Bring your own picnic lunch and chairs along for the ride.



# *CALENDAR OF EVENTS*

## **Sunday May 29, 2022 Car Show and Baseball at Coca Cola Park in Allentown PA**

Registration for the Car Show is \$20 and includes a ticket to the game at 6:35 PM. The car show runs from 10:00 AM to 3:00 PM. The proceeds benefit the America on Wheels Museum. Additional tickets to the game may be purchased for \$11.00 each. For more information contact Ken Nygard at 215-822-6717.



# *CALENDAR OF EVENTS*

## **MARC 2022 National Meet Hosted by the North Penn A's Morgantown PA**

**June 5 to June 11, 2022**

**The Meet will be held at the Classic Auto Mall in  
Morgantown PA.**

**[Click here for more information](#) or call Bob  
Msrtino at 610-637-0140**



# **Steve Ryan Annual Model A Car Show Sunday April 24, 2022**

I met new members Fred Chapman, Carmen Morelli and Craig Reed along with a friend, whose name escapes me, just outside of Dublin at 8:00 AM on Sunday morning. Fred led the way on back roads through Quakertown, Macungie and finally to the Goodwill Fire Department in Trexlertown. We were met at the show by Tim Litzenberger who was directing traffic and parking cars. We had a great showing of Running Board A members at the show.

In addition to Tim, we saw Steve and Kathy Belton, Bob Adams, Dick Bettle, Chuck Savitske, Tom Fritz, Ed and Peg Hardy and of course, Fred, Carmen, Craig and me.

It was a beautiful day for a car show. The weather was warm and sunny. As a result, there were about 88 Model A's present for the show. We had a great time and there were lots of nice cars to look at. Hope to see you at the next event.



Dave



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

Bob & Bernadette Outwater’s Garage

10 AM-Saturday, April 30, 2022

On a beautiful, sunny Saturday, Raise Your “A” Day returned to the Outwater Garage and the attendance was phenomenal. We had 21 car folks in attendance.

The attendees were Tom Fritz, Debbie Daye, Dick Bettle, Chuck Savitske, Doug Pyatt, Dave Allison, Ken Nygard, Bob Adams,



Tom Battle, Craig Reed, Fred Chapman and Carmen Morelli as well as several guests, Bob Daurenheim, Paul Fiedler, Lou Mac, Lou’s friends Matt, Tom, Brenda and Kenny. And Bob Stelle who decided

to become a member. And an unexpected but welcome neighbor with his dog.

As usual everyone got their turn to use the lift to grease their trusty Model A Fords, check fluid levels, adjust tire pressure, and confirm every-



thing was in good shape for the 2022 touring season. Our club



members are willing and ready to point out all the things they see as potential or real problems, often leading to lively debates and many very funny exchanges among our trusty Model A mechanics.

Bernadette would like to thank Bobbi and Dick Bettel for the beautiful double bouquet of flowers. And thank you to everyone for helping clean up and put things away.

This event is always a fun time with a practical purpose, ensuring that our beloved Model A's are safe to drive. Thanks to all for making it a really great and fun day.



Bob and Bernadette

*More pictures on the next page.*



Running Board "A's"

PO Box 9

Hilltown PA. 18927-9721

First Class Mail



**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