

The "A"nnouncer



July, 2022

Newsletter of the Running
Board "A's"

www.RunningBoardAs.com

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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 Editor

Hi everyone! Normally this space is reserved for the Presidents column, but Tom has a mystery on his hands and he has described his problem in a series of two articles later on in the newsletter.

As many of you know, the MARC National meet was held in Morgantown PA from June 5 to 11. I was not able to attend due to commitments to our daughter and grandkids, but the Running Board A's did have a great showing at the meet and some of the members shared their thoughts on the event. Look for them later on in the newsletter.

Speaking of events, there are still plenty of them to attend over the summer. The recurring cruise nights in Flemington and Somerville are a lot of fun. Don't forget the Doylestown at Dusk car show as well.

Since we have missed our annual Holiday Party two years in a row, members Dennis and Donna Peters are holding a Christmas in July event. There will be a short covered bridge tour, car decorating and FOOD provided by some of the best cooks that I know. That would be all of YOU.

Finally, don't forget to register for the Das Awkscht Fescht car show in Macungie. You must be registered by July 1 to show your car. This is a favorite of the Running Board A's and there is always ice cream involved somewhere along the way. Check the calendar of events for these and other events on our calendar.

Dave

From the President

Flemington Cruise Night

It was a perfect night for our club event at Flemington. The only thing that was missing was you. In fact, turnout was rather light with only the Outwaters, Debbie and I attending. We had planned on arriving in Flemington at 3:30 so we would have no problem finding parking near the restaurant that we chose for dinner. But sometimes even the best plans don't quite work out; I once again had problems with the sedan. The car just wouldn't run at low speed, but high speed was fine; we made it to Bob's garage and swapped out carburetors (doesn't everyone carry a spare for just such occasions?) hoping that I had a clogged jet. That improved things for a short time, but the engine seemed to be running retarded and started overheating when we started off to Flemington. We returned to Bob's garage and decided that we would go modern for dinner since we were running late. Well at least dinner was great as was the chauffeur driven ride back to Debbie's (thanks again Bob). So, now I'm in a unique situation, I have cars all over the place. Just none at my current location. My modern car is at home, my Model A is at Bob and Bernie's house and I'm at Debbie's. So, will Tom ever get a running Model A again? Will he ever make it back home again? Will he ever get all his cars back home again? Stay tuned to this newsletter for the next episode of Tom, the Very BAD man. Yes, I'm now a Very Broken A Driver man.

Tom

MARC National Meet

Morgantown Pa

June 5 to 11, 2022

As I stated previously, I was not able to make it to the MARC National meet, but several club members did. I asked them to write up their impressions of the Meet. Each person that I got a write up from had a completely different perspective on the Meet, so I decided to present all of the write ups throughout the newsletter. Many thanks to Bob Adams, Fred Chapman and Dick and Bobbi Bettel for sharing their experiences and photos with us.

MARC National Meet Experiences **from Bob Adams**

The 2022 national MARC meet in Morgantown is history. Over 300 folks registered for the meet, including several Runningboard A members including Dick and Bobbi Bettel, Fred Chapman, Bob Adams, & John Leydon. The meet began with registration on June 5 and ended with an awards banquet on June 10. Sandwiched in between were driving tours, various seminars, a fashion show, swap meet, and fine point judging of restored "A"s. If these activities were not enough, on site was an assembly of hundreds of cars to view, dozens of which were on consignment for sale. The weather for the week was excellent. There were lots of folks from all over the country, many sharing the history of their cars and trucks. One truck in particular caught my attention. It was



Photo by Fred Chapman

an AA gas delivery truck whose exterior was the same as it was when parked in the 1950's.

A true "barn find". This meet was a nice way to spend the week. If you get the opportunity to attend one in the future take advantage of it.

MARC National Meet Experiences **from Fred Chapman**

All Photos by Fred Chapman

The meet was fantastic! We met lots of great owners from throughout the US and we hung with many NJ and Pennsylvanians! There were 37 cars in the Touring Class of which Carmen, with his 1930 Deluxe Coupe and I, with my 1928 Phaeton, both won first place for our cars. I had 470 points out of 500, Carmen had 445 out of 500. Much work to do before the



next meet in Hamilton, OH from July 30- August 4th, 2023. The Flea Market was Sunday-Thursday, Judging Wednesday, Mandatory Tour to the Landis Farm Museum, pictures of our cars in front of the old buildings, then Friday was the big awards dinner when we found out about our cars winning! 25-year-old Mike Etling Jr also won Outstanding Achievement for his late 31 Model A Fire Engine and was even lucky enough to win the drawing for a free rebuilt engine which he no doubt will put into one of the Etling cars or trucks.

A great time was had by all, and I highly recommend the 2023 Meet in which we most likely will lead a "driving" tour in July next summer!





CALENDAR OF EVENTS

Morristown National Historical Park, Jockey Hollow

Postponed until a later Date

Tom Fritz will be your host for this tour.
Watch the newsletter for more details.

Doylestown at Dusk Car Show Saturday July 16, 2022 Show begins at 3:00 PM

You must register on line for the show.
Registration fee is \$25.00

[Click here to register](#)

For more information contact Fred
Chapman at fordchap@gmail.com

CALENDAR OF EVENTS

Das Awkscht Fescht August 6, 2022

Doug Pyatt will be leading the gang from the WAWA in Quakertown PA (1960 John Fries Highway Quakertown PA). We will meet at 9:00 AM and travel to the show from there.

You must be registered by July 1 to enter a car in the show. Registration forms can be obtained [here](#).

If you plan to attend, please let Doug know by contacting him at 610-844-6641 or at gcdp@rcn.com to let him know that you are coming.



CALENDAR OF EVENTS

Rough and Tumble in Kinzer's PA August 17 to the 20th

Ken Nygard is organizing a club day trip on Thursday August 18. This is a great steam and tractor show. Chuck Savitske will give you a free ride on his miniature steam train "Little Toot". Old cars get free indoor parking and get to participate in a short parade on the grounds at the end of the day. If interested, contact Ken at 267-893-0638 or at kanygard@msn.com. For more information on the show, click [here](#) for the link to the Rough and Tumble Show.





Welcome New Member

Doru Popescu

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Pittstown, NJ 08867

Phone: 908 500 4931

Email: dpopescu@aol.com

Flemington Cruise Night (the event that didn't really happen, Part 2)

A quick recap from part 1...

Tom and Debbie make it as far as Bob and Bernie's house, the two couples got in their cars and proceeded to Flemington. Tom's car has all sorts of problems, and we return to the Outwater's and go modern to Flemington. Tom ends up with one car at his house, one car at Bob's house and chauffeur driven back to Debbie's.

So, it's now Sunday and the story continues. I pick up parts at my house and Debbie drives me back to the Outwater's so Bob and I can get the Model A back together. Debbie had plans for lunch, so she dropped me off at Bob and Bernie's. That shouldn't be a problem, it's 9:30 in the morning and changing the timing gear can't possibly take more than a couple of hours and I can drive the A back to my house and pick up my modern car. So once again, we had a great plan; what could possibly go wrong?

Great plans don't always go as expected. The first problem that we encountered was that the front cover just didn't want to come off. It should have only taken a little more prying to get it to pop off (after all, the person that put it together probably just got carried away with the gasket sealer). Things were going great until we heard that dreaded ping; you know that unmistakable sound of cast iron cracking. That's right, we cracked the front cover. Seems that some knuckle head forgot to remove one bolt from the cover (actually, there is one bolt that is kind of hidden behind the front motor mount on the driver's side). We won't say who that knuckle head was, so we don't embarrass him; let's just say that it wasn't Bob. Can you believe that we missed removing a second bolt? The books tell you to remove the front 4 oil pan bolts; they don't tell you to remove the first bolt on the passenger side. In case you didn't know that one goes into the bottom of the side cover. At least we didn't break the side cover. A quick call to Chuck revealed that he had a spare front cover, so things were looking pretty good, and we had a plan on how to proceed.

The teeth on the old timing gear were trashed, so at least we had confirmation that this was the likely reason that the engine seemed to be running retarded. Once again things didn't go as planned. The crank shaft gear had no timing mark, and the new timing gear only had the dimple and no mark to align with the missing mark on the crankshaft gear. The missing mark on the crankshaft gear isn't that big of a problem, you can use the keyway on the crank to determine where it should be. The books make it look like the mark

on the timing gear is the dimple, but this would make the dimple 180 degrees from where it needs to be to get the timing pin in. I guess we could have turned the crankshaft so we were at bottom dead center and aligned to the dimple but I just thought of that as I was typing this; we may need to rethink this as it might be an easier way to get things aligned.

Well, at least things seem to be going as planned and once again, we proved that we're just no good at planning. After getting the new timing gear on, we put the front cover back in place and verified that the timing pin would go in the dimple in the gear. It didn't; it looked like we were off by one tooth which would be a little more than 7 degrees retarded. Chuck said that the only way to line up the marks on spiral cut gears is trial and error. Well, we now know that Bob and I are good at the error part.

At this point, Bob once again provided me with a chauffeur driven ride back to Debbie's and I still had one car at my house, one car at Bob's garage and I'm not at either location. Will I ever get to complete a club event; will I ever be at the same location as all of my cars? Stay tuned to this newsletter as all will eventually be revealed.

MARC National Meet Experiences **from Dick and Bobbi Bettle**

Photos by Dick and Bobbi Bettle

Sunday started out on a high note. We actually got out of the house and on the road on time. The construction on Rt 222 didn't help, but we made it to Morgantown with 3 minutes to spare. Bobbi was supposed to start working at Registration at Noon, and we got there at 11:57. How's that for timing. I wandered around the Meet Merchandise booths, auction items, raffle items, the Auto Mall, and some of the classic cars, then it was time for me to head over to the repair tent. I Put on my coveralls and got to work. The first day was pretty quiet as a lot of the people were not there yet - just tightening loose fan belts, finding leaks and refilling fluids, adjusting points, etc. I was scheduled to work on Tuesday, but decided to venture over to the repair tent on Monday just in time to help Jesse

James of LVMAC replace a front spring. It seems, according to the owner, that the spring “broke on the way in” however, it was totally rusty, including where the break was. He also, rather conveniently, had a brand new spring and shackles in the back of his truck. How lucky can you be! Jesse on one side of the car, me on the other side, Herb Farnsworth in the middle working the jack and Tim Litzenberger was a great help handing out the tools. We also fixed his brakes which were rather sketchy. I was a little late getting back to our hotel to pick up Bobbi, but we did a quick tour to a pretzel shop that makes wraps with pretzels. Fantastic, and rather inexpensive.

Monday night was also the Welcome Banquet. Plenty to eat, and good too!

On Tuesday, I went down to the repair tent to work from 8:00 to 10:00 am and wound up helping until 12:30pm. Bobbi and I then did a tour of a few covered bridges in the area. We must have crossed Cocaliko Creek a dozen times. Quite a nice ride on the back roads through the farms. Wednesday was more at the repair tent (again, 2.5 hours longer than I was supposed to be there), then off to explore. A buggy ride was the highlight of the day.

Thursday we did the Grand Tour up Rt 10 and then we should have made a left onto Alleghenyville Rd. The directions said at the “T” (actually a “+”) and Pacific Pride on the corner. We went this way each day back to our hotel. The clue for us was the 20+ school buses on the corner! But it was fun to see all the cars who had to turn around and come back to the corner. Quite a sight. Landis Farms was the destination. Interesting history and buildings, but the lunch left something to be desired!

Friday it was Bobbi’s turn to drive on an official tour, with me navigating. We did the “These Ladies Drive Model A’s” tour. First stop was a pastry shop (I had a cinnamon roll), then on to wooden toys and furniture (neat cars & airplanes), next was quilts (not exactly my thing) and finally home-made ICE CREAM (and boy was that good). 3 out of

4 ain't bad. After the "Ladies" Tour, I stopped back at the repair tent just as it was closing. The car was acting up quite a bit, so Jesse and I looked at it. It had been doing it since before we left home, but I couldn't figure out what was wrong. Jesse stuck his hand into the radius arm ball, and pulled out pieces of the rubber. Bobbi and I decided to go back to the hotel, go for a swim and skip the Awards Banquet instead of putting another 20 miles each way on the car. We planned on leaving in the morning and maybe picking up a tennis ball or racket ball and trying to rig up a temporary fix. One of the guys in the hotel suggested: "if it isn't moving and it's supposed to, use WD40; if it's loose and it isn't supposed to be use duct tape." Went to Lowe's down the street, bought duct tape and acetone, wrapped it up and it made it all the way home. Got to go get the correct radius arm socket set in as soon as possible. Duct tape doesn't last forever!





**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:

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If renewing, please underline any information that has changed

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