

# The "A"nnouncer



August, 2022

Newsletter of the Running  
Board "A's"

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

Volume 21

Number 8

# 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

In my last President's report, I said, I think I like working on Model A's more than driving them. The last two months, I've gotten more than enough enjoyment. It may be hard to believe, but I've actually started working on the coupe again.

My sedan is extremely jealous of the coupe. Every time I spend time working on the coupe, the sedan finds some way to gain my attention. This time was certainly no exception. The same day that I took the door off the coupe, the sedan decided that it was time to start acting up.

At this point, I have replaced the timing gear three times. The first time was with the assistance of Bob Outwater and it was a first for both of us. I now have a much easier way of aligning the timing gear with the crankshaft gear; if I ever get the car back together, I'll share that method in the newsletter.

If the timing gear was the only problem, I'd be in good shape. Unfortunately, that wasn't the only problem. Doing the good old thumb compression test, I had good compression in cylinders 1 and 2 and poor compression in cylinders 3 and 4. It was just a slightly blown head gasket; that is if you consider a 1-1/8 inch hole between cylinders 3 and 4 a slight hole.

I've always had one noisy valve and since everything was apart, this was a good time to adjust the valves. I have no idea why the car has run as good as it has since the valve tappets were never locked.

Of course, while adjusting the valves, I noticed a scored cylinder. It looked like a broken ring. So, I got my first opportunity to pull a piston out. It turned out to be an old score. So, I dropped the oil pan and pulled the piston for no reason.

There's another subject that I'd like to bring up. We are likely to have several openings as club officers next year. The positions that I think are likely to be open are president, vice president, and treasurer. If we want this club to survive, we really all need to share in the responsibility of running the club. I'd appreciate it if those that are interested let me know before the annual meeting.

Tom

## **Flemington Cruise Night (the event that didn't really happen, part 3)**

When we last heard from the dynamic duo of Bob and I, we managed to install the timing gear on my sedan one tooth off and we broke the timing gear front cover. We had yet another plan. We drove over to Chuck's shop on Friday to pick up another front cover. We got the cover and returned to Bob's; media blasted the cover and got it painted. Since our planning ability had drastically improved, this plan worked without a hitch. We decided to continue working on Friday by removing the hood and radiator. We were hopeful that this would make aligning the timing gear and the crankshaft gear easier.

With the hood and radiator gone, we got our first surprise. The crankshaft gear actually has a timing mark to align with the dimple on the timing gear. To avoid causing problems when we removed the incorrectly installed timing gear, we got a new gear puller, so we didn't have to use pry bars. Once we got the gear removed, we got a second surprise; the gear was broken. By luck, I had a spare gear. So, all we had to do was to install the new gear; that can't be a big deal, can it? Well, yes it can! Even with the alignment marks clearly painted, getting them aligned proved to be a real problem. It seems that the valve springs really like making things difficult. Getting the gears aligned isn't that difficult, keeping them aligned while tapping the timing gear onto the camshaft is another story. It seems that the valve springs really like to twist the shaft out of alignment whenever we tried to tap the gear in place. With two people, it's not that big a problem as one can hold the shaft in place while the other taps the gear onto the shaft. After setting cylinder one at TDC using the timing pin, we verified that the piston was in fact at TDC and reset the distributor. Things were looking good, and the engine started easily. After finishing reassembly, we tried a short test run in Bob's driveway. The engine was misfiring, but all 4 plugs were carbon fouled so that wasn't the biggest surprise. It was late, so we decide to quit for the night. At least Saturday was going to be an easy day with just changing spark plugs. On Saturday, we got the spark plugs changed and did a test drive around the block. Things were looking pretty good and after fixing an oil leak, I drove the car home.

Of course, this isn't the end of the story. On the way home, the engine started missing and by the time I got home, it was running on at most three cylinders. The spark plug in cylinder 4 started to foul again. This indicated a number of problems could exist; it may be a stuck valve, or maybe the valve stem punched through the keeper again (now how likely is it that that would occur twice?). It was also possible that the head gasket was blown. Then again, it could be a lot worse. Stay tuned to this newsletter for the next episode in the Flemington cruise night story that never ends.

Tom

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**Treasurer’s Report**

Balance as of June 16, 2022	\$1460.74
Income	\$0.00
Expenses	
Newsletter	\$16.34
Total Expenses	\$16.34
Balance as of July 22, 2022	\$1444.40

Respectfully Submitted

Margaret Hardy

\$

**On The Cover:**

Bobbi Sliker and Carl Weissman’s beautiful Model A roadster pickup at the Stockton Fire Department Car Show.

# MORGANTOWN MARC MEET REPAIR TENT REPORT

By Tim Litzenberger  
Photos by Bobbie Bettle

When the Lehigh Valley Model A Club (LVMAC) was approached about staffing and supporting the repair tent for the Morgantown meet I volunteered my 16' enclosed trailer. We would use it to house all the tools and supplies for the event. It turned out to be a Model A garage on wheels. Between Jesse James and myself, we had all the necessary tools to do any repair we thought we would encounter: jack stands, engine hoist, frame spreader and at least three sets of hand tools were to fill the trailer. We also had a battery pack, diagnostic tools, tire tube patches, grease and oil for the "A".

Saturday morning was set up day. On the way I went by Jesse's house to pick up his tools, then off to Morgantown. We met Morris Halpin and John Dillon and several other club members there who helped erect the club tent.

Sunday was the first day of the meet, and our first customer was a gentleman from New Hampshire. He tried to force his car into first gear on his trip to Morgantown and chipped a tooth off of the gear. The shift tower was removed and the broken tooth fished out with a magnet. Yes we had a magnet with us!

That seemed to set the tone for the entire meet, since we were conveniently busy most of the time... not overwhelmed but a continuous steady flow each day.

On Sunday we were approached by a gentleman who wanted to know if we would change a front spring for him. I turned to our crew chief Jesse for approval and he said OK we will do it tomorrow morning. After he left we were still getting things organized, and Carol Halpin suggested, maybe we should have a bucket for donations. I said that's great but what are we going to do with the money? I believe it was Jesse who said we can donate it to the MARC youth scholarship fund. So I found a plastic bucket in my trailer and made a sign with a magic marker. Now we are open for business!

The next day the gentleman with the spring arrives. We got started immediately, with Jesse on one side of the car and Dick Bettle on the other side, Herb Farnsler operating the jack



and I as the tool coordinator. We were done in about three hours. When I could I would chat with the gentleman about progress on his car or whatever he wanted to talk about. In the end he comes over to me and says

here is a donation to your fund. It was a hundred dollar bill. WOW our first very generous donation!



In all we worked on about 30 cars. Between the major work a lot of minor work like tire repairs, batteries replaced, adjust carburetors and readjust points were completed. A radiator was changed, with the owner doing most of his own work. A lot of diagnostics went on also as there were numerous cars with light problems, no charging, bad cut outs, and amp meters and overheating. One person bought an alternator in the flea market and changed his car from generator to 6 volt alternator. We had a car with a non-working generator. He went to the flea market and bought a nice painted generator which he was told was a rebuilt. When it was tested before installing, it did not work! Back to the flea market it went and he then bought a generator from Jesse. This same

car needed a cut out and an amp gauge. Another happy customer!

On Thursday Jesse and I were at the end of the grand tour to assist with anyone who may have broken down. Jesse's pickup truck was stocked with tools, a few common parts, gasoline and a battery pack, and of course a lawn chair. No one needed our services!

The repair tent was a great success. I am sure we helped a lot of people enjoy their time at Morgantown, and their drive back home. It was a success because of our crew chief Jessie James, and the help of Herb Farnsler, Dick and Bobbi Bettle, Morris and Carol Halpin, John Dillon, and Jim Glass. Jim now owns the car Steve Belton used to ride in during high school. Thank you to Steve and Kathy Belton for their daily moral support. There were also numerous people that stopped by to ask questions or offer help for short periods of time. Thank you to them also.

At the end we had collected \$375.00 from the repair tent donations. We added another \$100.00 from the sale of wooden shifter knobs that were made and donated by Walter Yetman. A total of \$475.00 will be donated to the MARC scholarship fund!

# 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.**

If you plan to attend, please let Doug know by contacting him at 610-844-6641 or at [gcdp@rcn.com](mailto: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](mailto:kanygard@msn.com). For more information on the show, click [here](#) for the



# *CALENDAR OF EVENTS*

**Picnic at the Sliker-Weissman  
house, 3 Pershing Avenue Califon  
NJ 07830**

**September 10, 2022, Rain Date  
September 11, 2022  
Beginning at 2:00 PM**

Bobbi and Carl will host a club picnic on Saturday, September 10, rain date will be September 11th. Come at 2, take a ride and eat around 4 We will provide vegetable lasagna, ham and ask for salads and desserts. We will provide drinks and of course ice cream Members and friends can call 908-832-2523 to RSVP and say what they can bring. The address is 3 Pershing Avenue Califon NJ 07830 for GPS.



# *CALENDAR OF EVENTS*

## **Delaware Valley Fire Department Car Show**

**Sunday September 25, 2022**

**75 Headquarters Road,  
Erwinna PA**

The show begins at 9:00 AM. There is a \$15 entrance fee the day of the show. There will be food, drinks, raffles, and a participant judged awards given out at then end of the show. All proceeds support the fire department. Come out and enjoy the cars while supporting a good cause.



# **Stockton Fire Department**

## **Car Show**

**Friday July 15, 2022**

**Stockton, N.J**

This car show was not on our radar, but when Bob Outwater informed me that the show was back on after a two year hiatus due to Covid, I put out an email to the club to see if anyone would show.

It was a beautiful ride for Diane and I down River Road to Stockton in the Roadster. It turned out that a lot of club members also thought it would be a good night for a ride, because we had a great turnout.

In addition to Diane and I, we had Bob and Bernadette Outwater, Ken and Judy Nygard, Fred and Cindy Chapman, Craig and Lynn Reed and Bobbi Sliker and Carl Weissman all attend the show.





I was there with my roadster and Ken Nygard had his F1 pickup. Bob had his Model A pickup hot rod.



Craig had his Model A roadster pickup with it's newly rebuilt engine and Fred had his Model A phaeton. Carl and Bobbi had their beautiful Model A roadster pickup that adorns the front cover of the newsletter.



# **Christmas in July Picnic and Tour July 30, 2022 Hosted by Dennis and Donna Peters**

The Peters had a beautiful day to hold their Christmas in July event. Most of the cars arrived by 10:00 AM, which gave everyone some time to settle in before leaving on a tour of some of the area covered bridges at 11:00 AM.

Those in attendance were Tom Fritz and Deb Daye, Ken and Judy Nygard, Bob and Leslie Adams, Craig and Lynn Reed, Bill and Rosie McCarthy, Chuck and Deb Savitske, Fred Chapman, Tim and Kathy Litzenburger, Diane and I and of course Dennis and Donna Peters, along with their son, daughter and parents.



We were able to park in a church parking lot just behind the Peter's house.

With everyone present and accounted for, Dennis led us on a 25

mile tour through the rural countryside that included crossing two covered bridges. It was quite the caravan of antique cars and trucks that made a unique rolling car show.



After the tour it was back to the house for lunch. There was plenty of food and everything was delicious! After lunch, club members decorated their cars



for Christmas while Tim and Dennis made HOME-MADE ice cream for dessert! The winner of the car decorating contest was Bob Adams phaeton with Craig Reeds roadster pickup



coming in a close second. After our ice cream dessert, the



gift exchange took place. Poor Bob Adams had more presents stolen from him than I could count. He had a set of wrenches and pliers stolen as well as a beautiful Model A blanket.



In the end, everyone went home with something to remember the day by, even if it was only memories of a fun day and a great tour. Thanks to Dennis and Donna for a great day!





**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

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