

# The "A"nnouncer



September, 2022

Newsletter of the Running  
Board "A's"

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

Volume 21

Number 9

# The Running Board “A’s” Officers

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President	Tom Fritz 78 Midvale Ave Millington, N.J 07046 908-580-0502
Vice President/Director	Deb Daye 275 Greenfield Rd. Bridgewater, N.J. 08807 908-685-1935
Secretary	Ken Nygard 39 Holland Drive Chalfont, PA 18914 215-822-6717
Treasurer	Peggy Hardy 2012 Perilli Drive Telford PA. 18969 (215) 828-9185
Editor/Publisher	Dave Allison 108 Ervin Rd. Pipersville PA 18947 (267) 733-3708
Web Master	Dick Bettle 170 Crescent Road Florham Park, N.J. 07932 (973) 966-2947

**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, our President seems to have run out of things to say, at least from a President column standpoint, so you are going to have to hear from me. First, thanks to Dennis and Donna Peters for a great Christmas in July event.

Looking forward, I hope you have all contacted Bobbie Sliker to RSVP to the picnic in Califon. It should be a really fun day.

There is a new event on the calendar for October 30th at the Holcombe-Jimison Farm Museum just outside of Lambertville. The event is being hosted by Craig Reed and Fred Chapman. See the calendar of events for more details.

There are also car shows, and the Roadkill Rally and the annual business meeting on the calendar for the coming months.

Speaking of the business meeting, as Tom said at the end of his column last month, we are in need of folks to step up for club officers. This is vital to keep the club going. Currently, President, Vice President and Treasurer are the offices that will need to be filled during the business meeting.

Finally, I hope Tom is taking some time from working on his Model A to find a venue for our annual holiday party. If he does, you will hear about it in the upcoming issues of the newsletter.

Dave

## Flemington Cruise Night (the event that didn't really happen, part 4)

So, in this episode we may find out if Tom's sedan will live to see another tour or will Tom do the smart thing and give up and sell it for scrap... Well, we all know that Tom has never done the smart thing and is unlikely to start now. Since this is the story that never ends, it is also unlikely that he fixed the car.

It is Wednesday of the following week and as the story continues Tom is working alone in his own garage (his trusty cohort Bob is at his own house repairing his deck). The first order of the day is to narrow down the possible problem with the sedan's engine. He wants to perform a compression test and makes an adapter for his compression gauge. After making the adapter from an old spark plug (if you've never taken apart a spark plug that isn't meant to come apart, there's an easy way to do it, but that is a story for another day), he goes to get his compression gauge only to find that it is missing. Oh well, he resorts to using the trusty old thumb compression test and finds good compression (as in it blows his thumb off the spark plug hole) on cylinders one and two. Things weren't that good on cylinders three and four. While he can feel some compression, it's no where near where it should be. It is now unlikely that there is a stuck valve (what are the chances of two stuck valves in adjacent cylinders?) and is looking more like a blown head gasket or cracked head. In either case, the head must come off. That's the engine's head, not Tom's (we can't end his misery quite yet).

Now for the cruel part. In order to get the head off, both the hood and radiator need to come off. Taking these off twice in one week definitely falls under cruel and unusual punishment. But since you can't be charged with violating your own civil rights, Tom has no choice but to get back to work and things go quickly since he has so much experience in doing this task. He loosens all the head nuts and starts the engine. The engine doesn't start and that's a good thing; what he is really trying to do is have the engine fire to blow the head loose from the block. After a few interesting pops, the head is

sort of loose. Since the two rear cylinders have little compression, there was the chance that only the front to the head would be loose. Of course, nothing in the story has made sense so far, and this is no exception. The back half of the head is quite loose, and the front half is stuck tight. This actually isn't all that uncommon, the head frequently binds on the two long studs used to mount both the head and the goose neck. No problem, Tom decides to remove these two studs. Of course, one comes out easily, the other is seized tight into the block. Yet another plan that doesn't work. He works a putty knife between the engine block and head and verifies that the block is free all the way around. After that, another soaking with Kroil and Tom calls it quits for the night.

It's now Friday and Tom knows that he's not going to get much done on the car since Debbie has plans for him (yes, Debbie is better at planning than Tom, so he has no choice but to go along with her plans). Part of those plans, however, is to take her to the Chiropractor and since that's just a few miles from Tom's house, he manages to get over and soak the studs with some more Kroil.

On Saturday, with the studs soaking for two days, Tom hopes that they will come out. Well, that didn't go exactly as planned and they don't budge. It's now time to get serious and start making some wooden wedges to drive the block off. It takes some time, but finally he has success. The head is off. So, what does it reveal? Take a look at the picture, even if you're not all that observant, you should see a slight problem between the rear two cylinders. There's a hole blown through the gasket and only 1 1/8 inches of gasket is missing (where it went, we may never know). It's now around 1:30, and since he's been working on this since somewhere around 7:00, Tom decides to repaint the block and head and let them dry before continuing. He once again soaks the studs with Kroil (he really is determined to get those studs out) and calls it a day.

Hopefully in the next episode, we'll have a running engine. Stay tuned to this newsletter for all the latest developments.

Tom

\$

## Treasurer's Report

Balance as of July 22, 2022	\$1444.40
Income	\$0.00
Expenses	
Newsletter	\$16.34
Total Expenses	\$16.34
Balance as of August 22, 2022	\$1428.05

Respectfully Submitted

Margaret Hardy

\$

### On The Cover:

Running Board A's members cars line up for inspection at Das Awkscht Fescht on August 6. See the article about the event at the end of the newsletter.

# Tired of Tires

I first noticed them when the roadster was on the lift for Raise Your A Day. And I was not the only one to notice them. Several people pointed out my worn tires to me.



As you can see by the pictures here and on the next page, it wasn't just one or two tires, but all four tires

that needed to be replaced. That's what I get for buying some cheepo tires to begin with.



Left front



Right front

I only got about 7000 miles out of them and because it is both the front and rear tires, I don't think its an alignment issue, but I am going to check the alignment after I put the new ones on.

I hesitated to replace them right away because I knew that I would have to replace the tires on my truck in June. I had 50,000 miles on the original tires that came with the truck. They were nine years old and I

knew I would be traveling to Canada towing a boat and to Maine towing a travel trailer with grandkids in the truck, so the truck tires had priority.

As the summer progressed, I didn't think much about them again until one nice summer day between trips, I took my boat to the lake for a day of fishing. All went well until I took the boat out of the water and realized that the boat trailer had a flat tire. Another \$100 bill went flying out of my wallet to replace two 12 year old boat trailer tires. I was just thankful that it didn't go flat on the way up or back from Canada.

I finally decided to bite the bullet and order 4 new tires for the roadster. I also decided that these were not going to be the cheepo kind, so I ordered 4 new steel belted radial whitewall tires. By the time I ordered tires, new tubes and rim liners and threw in some shipping, the whole deal was more than my 20

inch truck tires. As you can see they are not installed yet. I could probably install them myself, but then I would have to figure out how to dispose of the old ones and with my luck, I would rip a hole in one of the tubes, so I am going to take the wheels off and take them to a local tire shop and let them install them.



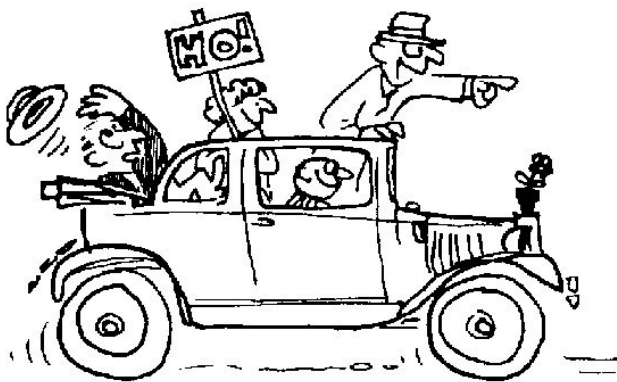
To add insult to injury, I drove the tudor sedan home from Macungie and parked it in the driveway. After dinner I went out and the left rear tire was FLAT! That's why I'm TIRED OF TIRES.

# CALENDAR OF EVENTS

## **56th Annual Duryea Day Saturday, September 3, 2022 9:00 AM to 2:00 PM**

We will meet at the WAWA in Quakertown on RT 663 at 9:00 AM and then travel to Boyertown for this great car show. The show is held in a nice shaded park with plenty of food and vendor selling their goods. We are past the preregistration date, so the registration fee for the day of show is \$20.

Contact Dave at 267-733-3708 or at [dalliso@mail.ptd.net](mailto:dalliso@mail.ptd.net) if you plan to attend. Hope to see you there!



# *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**

Bobbie 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 participant judged awards given out at the end of the show. All proceeds support the fire department. Come out and enjoy the cars while supporting a good cause.



# *CALENDAR OF EVENTS*

## **Fall Tour Friday, October 21, 2022 Hosted by Tom Fritz**

Tom will lead the group on a tour through Western and Northern New Jersey. The leaves should be in their best fall colors at this time. More details will be in the next newsletter. Contact Tom at 908-580-0502 if you plan to attend.



# .. *CALENDAR OF EVENTS*

## **Road Kill Rally and Annual Business Meeting**

**Hellertown PA**

**Saturday, October 29, 2019,**

**10:00 AM**

Don't miss this fun event to cap off our touring season. Deb and Chuck Savitske always have a great rally laid out and there is always plenty of food and drink after the rally. Contact Chuck and Deb at 610-838-2338 to let them know that you will attend and to let them know what you will bring to share.

Also our annual business meeting will take place where we will elect officers and conduct any club business. You won't want to miss this event!



# *CALENDAR OF EVENTS*

**Tour the Holcombe-Jimisin  
Farm Museum  
Route 29  
Lambertville N.J.  
Sunday, October 30, 2022**

This event will be hosted by Craig Reed and Fred Chapman. The farm dates back to 1742 and it preserves the agricultural heritage of Hunterdon County. This is a special tour of the farm and we will be joined by another Model A club for the day. Watch the newsletter for more details.



# Das Awkscht Fescht

## Saturday, August 6, 2022

We had a beautiful, but warm day for Das Awkscht Fescht this year. Those in attendance included Bob Adams, Dick Bettle, Doug Pyatt, Chuck Savitske, Bob Outwater, Tom Fritz, Ken Nygard and me. We met at our usual spot at the WAWA in Quakertown.



As we have seen, Tom still didn't have his Tudor on the road, so he rode with Bob Outwater in Bob's woody wagon.

Doug was this year's tour leader, so he let his GPS lead us to Macungie. [Not girl in passenger seat (Gail), but the real Global Positioning Satellites]. We were led on a beautiful tour of the countryside that was a little different than our usual route up Geryville Pike to Route 100.

After a missed last turn and a short tour of Macungie, we arrived at our destination.



It didn't take long for the crowds to start to gather. Bob's woody wagon is always a popular car at the show.



After finding a spot in the shade, it was time to go and look at what the show had to offer.



There were noticeably fewer vendors in the flea market, but there were still plenty of cars to look at. I'm kind of partial to the brass era cars.



In the afternoon, we made a stop at the ice cream shop just outside the gate and got our required ice cream fix.

Finally, the time for handing out the participation awards came around, so we got on line and waited for the handout to begin. We all got our coffee mugs, saddled up and headed for home.



It was another fun day at Das Awkscht Fescht. Hopefully, Covid will really be in the rear view mirror and we will see the vendor and car numbers rise again.

Dave



**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

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