

The "A"nnouncer



March, 2025

Newsletter of the Running
Board "A's"

www.RunningBoardAs.com

Volume 24

Number 3

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.

The groundhog said 6 more weeks of winter and he was right. This winter just keeps on giving. I do think spring is getting close and I can't wait . We missed the Feb. Fire-house breakfast but we'll try again in March. The trip to the America on Wheels Museum was very nice as well and was well attended. Thanks Ken Nygard for arranging

PRESIDENT'S **CORNER**



the event. As the weather warms up it's time to get the Model A's moving again. I have a few more maintenance items to deal with myself. Spring time has a lot of events lined up already so check your calendar to see what events you can attend. An excellent tour opportunity came from John Leydon. We need someone to step up and organize this trip. Info about this trip was sent as a separate attachment with the newsletter. I still have tickets for the Martin Guitar tour. Let me know soon if you plan to join us so I have time to get more tickets if needed. The planning meeting is fast approaching so bring your event and tour ideas. Chris Kampf is desperately searching for a '31 slant window Fordor if you know of any available let him or me know. Hang in there everybody in another month we'll be driving our Model A's.

Stay warm, Dennis

\$

February Treasurers Report

Beginning Balance	\$1876.24
Income	
Dues	\$150.00
Expenses	\$0.00
Ending Balance	\$2026.64

Respectfully Submitted
Cynthia Chapman
Treasurer

\$

On the cover:

Members and guests of the Running Board A's (including me) in the Hubcap Café at the America On Wheels Museum In Allentown PA. More about the event on the next page.

Happy
St. Patrick's Day



America On Wheels Museum Tour

February 21, 2025

Hosted by Ken Nygard

Eight RBA members and two guests spent the day touring the America On Wheels Museum in Allentown PA and the RB Collection, an automotive restoration shop across the street from the museum. Those in attendance were John Rothrock, Doug Pyatt, Chuck Savitske, Chris Kampf, Tim Litzenberger, Dennis Peters, Ken Nygard, guests, Carl Swope and Dan Ritting, and me. We had a great tour of the museum with a look at some of the behind the scenes activities.



The RB Collection is a concourse level restoration shop, showroom and consignment shop. AOW volunteer Rich gave us a great tour of both the museum and the restoration shop. He explained some of the level of detail the shop takes to make a car concourse ready. The shop has lighting optimized to detect the correct shades of paint. There is an extensive library right off the shop floor to research car things like car finishes and the dimension of the gap between body panels. Some of the cars have spent years in the shop being restored. It was a great way to spend a cold February day. Thanks to Ken Nygard for organizing the event.



Dave

Member Profile

Ken Nygard

My Interest in anything mechanical started as a kid, maybe age 12. I attempted to make an electric motor, blowing a circuit and making lots of sparks.

Through my Dad's business we always had an assortment of cars and trucks...never

new and always driven until they died. He offered them to my older brother and me on an "if you can fix it, you can have" it basis.

I "helped" (got in the way") my brother rebuild his first car, a 1955 Ford F-100. All our work was strictly

"shade tree" in the back yard or on a gravel driveway.

After my brother left home, I was on my own by 15.

There were lots of mowers and small engines to fix or break further. Af-



ter school, when I worked on a nearby farm I got more experience with various equipment and became an expert at shoveling and spreading manure.

After learning to drive on a 1956 Nash, I got my first car, a 1955 Plymouth Savoy, from my grandfather. It was a sleeper with a 4-barrel carburetor, dual ex-



haust and a Mallory dual point ignition. At the same time my Dad gave me a 1957 Ford wagon with a Thunderbird Special engine. I spent

most of my farm money rebuilding that. I was never truly successful and never did get it right. Then “Dollar George” junkyard got me an engine for a 1957 Chevy pickup and that job worked out well so my Dad “reclaimed” the truck until an unfortunate freak accident totaled it.

By my last year of college, I needed something newer and more reliable. My Dad found me a 1964 Dodge Dart GT convertible for \$100. After several engine flushes to get out the chunky oil, a tune-up, brakes, exhaust and a J.C. Whitney new top, it got me through college and my first year of commuting to work.

During my twenties, I was known for having lots of different cars, sometimes switching every few months. That didn't work



out too well financially, but it was a learning experience.

During my first 20 years with the Scouts, I repaired and maintained many a “camp truck” along with tractors and farm equipment. At Treasure Island, outboard motors got added to the mix.

Fast forwarding to retirement, I needed a project. I knew Dave Allison through church and was interested in his Model A's. I wasn't sure what I wanted but ultimately decided on something from the 1950's. Judy saw an old truck for sale in a guy's front yard. It did run, sort of, and Chuck graciously agreed to check it out. It did make it the 20+ miles from my house to Hellertown, but it appeared that it was highly unlikely that it would get me home! Chuck, being Chuck, and liking all things Ford and Flathead



V-8 generously offered his experience and his garage to rebuild the engine and later helped with body work, of which I had (and have) little experience! A close look at the bodywork on the F-1 will easily show

what Chuck did and what I did. I did learn a lot of new skills!

Getting to know the members of the Running Board A's and taking part in various club activities has been the best part of retirement and very personally rewarding! And I have developed an interest in and enjoy learning about Model A's and all their quirks and qualities. I especially appreciate the openness and



willingness of all the club members to share their knowledge and friendship.

Activities Build Membership.

CALENDAR OF EVENTS

Upper Black Eddy Fire House Breakfast Sunday March 9th 9:00 AM

We will meet at 9:00 AM on Sunday March 9th at the Upper Black Eddy Firehouse, 1716 Fire House Ln. Upper Black Eddy PA.

Breakfast options include:

Eggs, Pancakes, French Toast, Cream Chipped Beef, Sausage, Bacon, Potatoes and Toast

Cost is \$10 per person. Contact Dennis Peters at 267-374-4856 or dpeters15@verizon.net if you plan to attend. .



CALENDAR OF EVENTS

HOW IT'S MADE TOUR!

MARTIN GUITAR

Thursday, March 20th, 2025
meet at 9:45AM

Location: 510 Sycamore St,
Nazareth, PA 18064

\$5 a person, tickets must be purchased
online ahead of time. Tour times start at
10AM. Join us for lunch after tours are
completed!



RSVP to Dennis Peters by March
17th, 2025
Cell: 267-374-4856
Email: dpeters15@verizon.net

CALENDAR OF EVENTS
Spring Planning Meeting
March 22, 2025
11:30 AM

The Allison's will host our spring planning meeting again this year in March. The meeting will be held at Christ Lutheran Church, 353 East Dark Hollow Rd in Pipersville. The Allison's will provide wraps, coffee, tea, water and ice cream sundaes for dessert. Please let us know what side you will bring to share. Call 267-733-3708 or email dalliso@mail.ptd.net.



CALENDAR OF EVENTS

Joint Luncheon with the Active A's

Saturday, April 12, 2025

12:00 PM

Franconia Café & Market

513 Allentown Road

Souderton, PA. 18964

We will have a joint lunch with the Active A's on Saturday April 12. This year, we have the café's private room reserved for the event. The room only holds 30 people, so we are limiting the event to only two clubs. If we have less than 30 people signed up for the event a week before we will open the event to other area clubs. Contact Dave and Diane Allison @267-733-3708 or dalliso@mail.ptd.net if you plan to attend.



CALENDAR OF EVENTS

Model A Ford Safety Day. I'm sure we will have a great time!



Raise Your “A” Day

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

10 AM-Saturday, April 19, 2025

Bob & Bernadette are pleased to once again host “Raise Your A Day”. This is a fun day for you and your Model A to spend some quality time among friends looking for those annoying rattles, cracked frames, real or imagined suspension issues or maybe a quick lube and a top off of fluids. **Sorry, no oil changes** due to time constraints. As always, Bob’s lift will be available for you to check things out.

Please feel free to bring any small parts you may need for your “quick” repair. Donations of grease and transmission oil, etc., will be most welcome to help defray costs of this event. Sandwiches will be provided by Bob and Bernadette. Please let us know what side salad, dessert, or soft drink you will bring to share.

Please let us know (973) 568-3525 or boutw@aol.com by **April 15** if you plan to attend so we can get a headcount for lunch.

Bob & Bernadette Outwater

32 Mason Farm Rd.,

Ringoes, NJ 08551; 973 568-3525; boutw@aol.com

CALENDAR OF EVENTS

April 27
2025

Sunday • 9am to 3pm
Trexlerstown, PA

Lehigh Valley Model "A" Club Presents

the **STEVE RYAN**

Model A/AA Show & Swap

Model A Ford
Stock / Original
Era Equipment

Swap Meet • Concessions • Rain or Shine
Tech Session • Free Admission & Registration
Pin Stripping by Jim Brand • Paved Parking for Show Cars

Co-Host: LVMAC & Goodwill Volunteer Fire Company

7723 Hamilton Blvd • Breinigsville, PA 18031 • (Short Drive from Rt 78 and Rt 222)

Swap meet spots are 20'x20' with a \$10 Donation • Model A / AA, T & early Ford parts only

NO household items • NO dolls/toys • NO modern tools • NO home services

Associated car club is not required for show. Interest in Model 'A' Fords recommended.

RSVP your swap space or your club space for the day via email ONLY: lvmodelclub@gmail.com

• Rain or Shine • No Dogs •

• No Drugs & Alcohol •

Lehigh Valley
Model 'A' Club



CALENDAR OF EVENTS

Rhinebeck Auto Show

Rhinebeck N.Y

**. Saturday May 3rd & Sunday May 4th
2025**

We will meet locally at about 9:00 AM on Saturday, May 4 and then proceed to Helms garage in Milford PA. After gassing up, we will meet Steve Belton for lunch at a local diner and then proceed to Kingston N.Y where we will stay overnight at the Best Western Hotel (845) 338-0400. We will then attend the show on Sunday. More information will be in next month's newsletter.

Oak Hill Farm

Model A Reunion

Aldie Virginia

May 16, 17 and 18.

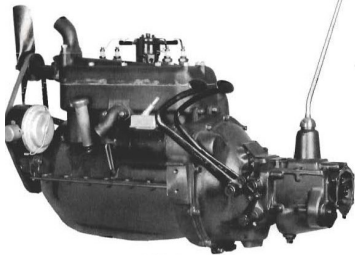
Running Board A member John Leydon has extended an invitation to several area Model A clubs to celebrate the final season of Oak Hill Farm (the James Monroe Presidential Estate) This is John's current residence, but in September it will be added to the Virginia State Park System. Details of the event and hotel information can be found in the email attachment that came along with the newsletter. Please let Dennis know if you are interested in this event



Painting the Model A Ford Engine and Transmission

Ever wonder how Ford decided what engine components to paint Ford Green and what components got a different finish???? I didn't either until I came across an article written by George De Angelis for the May-June 1976 issue of the *Antique Automobile*, the official publication of the Antique Automobile Club of America.

The first thing to consider is just what is painted green.

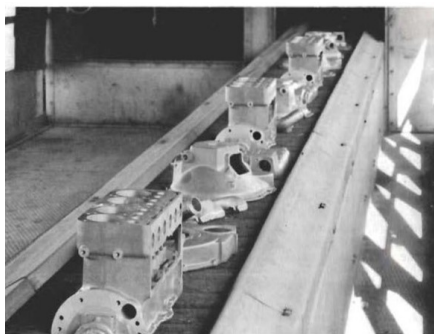


Model A engine.

The cylinder head, the block, valve chamber cover, the front timing gear cover, water pump housing, front crankshaft pulley, intake manifold, flywheel housing, clutch housing, transmission case and the gear shift case were all painted green. These parts were all forged of cast iron in the foundry at the expansive Rouge manufacturing plant where all Model A engines were produced.

The machine shop where the engines were put together, was located next door to the foundry. The only thing that separated the two areas was a set of offices. I'm sure the offices were nice and warm in the winter being next to the foundry, but brutally hot during the summer.

Once the parts were forged and cooled, they were then treated with a cleaning solution to remove any sand, grease or oil used in the manufacturing process. The paint department was located on the second floor of the building, so after cleaning, the parts would be placed on a conveyor belt to take them to the second floor for painting. There were custom made covers placed on surfaces that did not require paint, such as the top of the block and the bottom of the cylinder head. It was someone's job to



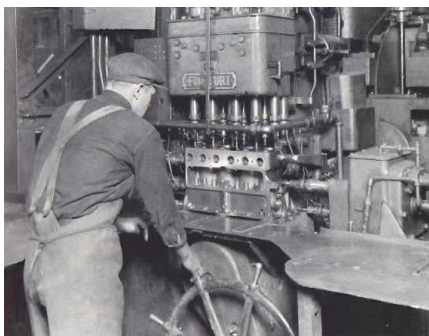
Machined castings on their way from the machine shop to the paint department

remove the covers at the end of the painting process and wipe down any overspray with a rag soaked in paint remover. I can't imagine what he felt like after inhaling paint and paint thinner all day!

The parts then went back down to the first floor where the engines and transmis-

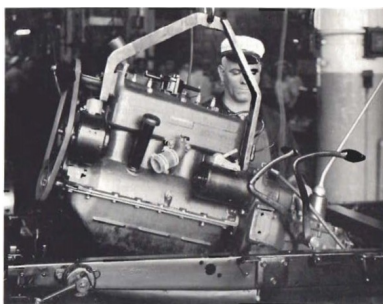
sions were assembled and mated together. This means that there was never any green paint on gaskets, nuts and bolts or other assemblies such as the starter, distributor, carburetor, or generator. These were all panted in black enamel as were all stamped steel parts such as the oil pan, oil fill pipe and clutch inspection cover.

One interesting fact in the article was that the green paint was not always the same shade because left over paint of different colors were sometimes mixed into the green paint to use it up. De Angeles also stated that early on, the exhaust manifolds were



The multiple lapping operation at the machine shop. All top, front and rear holes were lapped in one operation

also painted, but the paint burned off during the initial start up and adjustment of the engine, so that practice was stopped very quickly. De Angeles also stated that there was no attempt to do any kind of "styling" in the engine compartment. That's probably why the engines are so easy to work on!



Engine assembly being lowered onto a chassis. Note that the block was not very smooth and there was dirt on the frame.

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"

C/O Cindy Chapman

5266 Valley Park Rd.

Doylestown, PA. 18902

If renewing, please underline any information that has changed

Running Board "A's"

5266 Valley Park Rd

Doylestown, PA, 18902

First Class Mail