

The "A"nnouncer



March, 2026

Newsletter of the Running
Board "A's"

www.RunningBoardAs.com

Volume 25

Number 3

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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 <https://modelarestorersclub.org/> for more information.

From The President

Hi Everyone, I hope everybody is doing well as winter is winding down. I think we are finally out of the woods in terms of snow. But I do think I may go on a groundhog hunt LOL. The days are



getting warmer so it's time to think about the upcoming touring season. Be sure to attend the planning meeting coming up to get your ideas and plans on the calendar. I'll be getting a date soon for a brunch get together at the Franconia Market as we've done in the past. Mark your calendar for the Raise Your A Day at the Outwater's. This is a chance to get your car on Bob's lift and get it checked out by the experts in our club. I can't stress this enough. This is not an event or opportunity you want to miss. If you participate in the MARC mileage program get your information to Chuck ASAP to get credit for your mileage last year. See you down the road.

Dennis

The Model A Restorers Club, Inc.

THE *running* BOARD REPORT

From Tom Hovetter, President and Jim Zimmer, Director of Regions

March 2026

Members, we are now offering a MARC digital membership on a promotional basis for 12 months at \$30. You get all of the privileges of full MARC membership except that the *Model A News* is only available on the MARC website. This promotional offer is in addition to our FREE 12 month digital membership for members of your Region who have never been MARC members previously. Call the office at 734-427-9050 to enroll.

Don't forget that we have some additional membership options to our regular 12 month membership.

-*Junior Membership*, for young adults between the ages of 18-25, digital *Model A News*. FREE!

-*Surviving Spouse Membership*, for those who wish to continue to participate in club activities, digital *Model A News*. \$15

-*Complimentary Membership*, to attend a specific MARC event including dignitaries, vendors, companions or others not involved in the hobby. No other benefits except ability to attend events and MARC liability insurance. FREE (short duration).

-*Temporary Membership*, for speakers, vendors, others who profit from the event. No other benefits except ability to attend the event and MARC liability insurance coverage. \$15 (Board approved required)

Are you following Model "A" Restorers Club on Facebook? Our new social media strategy has exploded the number of views, viewers and visits by almost 1000%. People who follow our postings are up by an even higher percentage. Younger viewers, the next generation of MARC members, are talking about the cute video clips and showing more interest in our hobby. Many thanks to our development team and our new Facebook administrators!

Regarding our new social media strategy, our website development team continues to add new features to our website. Members can now register for the upcoming French Lick National Meet on our website. No more mailing/lost registration forms, hard to read names and addresses and addition errors. Just log in to the MARC website and scroll down to French Lick 2026 online registrations, click read more and it will take you to the registration form. Electronic payment is welcome, or you can still send a check!

Cold weather has delayed or cancelled many Region events. Time now to get your cars ready to attend MARC's spring Finger Lakes Tour/Membership Meet. There are still a few registrations available so plan to make yours today.



From the Editor

The end of January through Mid February has been a slow time for the Model A hobby. With temperatures hovering around the single digits, and about a foot of snow on the ground, I don't think that anyone has really taken their car out or even worked on it without a heated garage.

I started a project on my tudor, by taking the rear wheel to have a broken spoke welded. Chuck Savitske was kind enough to weld it for me, but the weld needs to be painted. Needless to say that the weather has not been conducive to painting.

I also decided to find the rattle that seems to be coming from the drivers side running board area every time I go over a bump. I discovered that there are NO bolts holding the running board to the support brackets that are attached to the frame, and the front bracket is loose on the frame. Since the brackets are riveted to the frame, I will have to take the battery out to see if I can tighten the rivets up. All of this work will have to wait for warmer weather.

Since our only outing for the month was canceled due to the weather and no one seems to have any projects in the works, I decided to dig through the archives and reprint some of the articles from the 2009 and 2010 timeframe that are still relevant today.

So sit back and enjoy a walk down the Running Board A's memory lane.

Dave

Out of Order Odometer

This article was taken from the May 2010 edition of the Announcer

On one of the first outings of the season, I noticed that the odometer in the Tudor stopped at exactly 07199.9 miles. I have taken it on a few tours since I noticed it. The speedometer works fine. In fact it is the most accurate speedometer in any of the cars that I own according to my GPS, but the odometer failed to move. The other day, I got some time to pull the speedometer out and take a look. The picture below (my apologies for the poor quality picture) is what I found.



Hopefully you can see on the back of the speedometer, there was an exposed gear. Because there was no cover holding the gear in, it popped out of position. This is the gear that drives the odometer. I fished around in the channel below the gas tank and found the cover. It was kind of beat up and bent. It spent

some quality time in a vice to straighten it and I also filed the edges smooth and round again. The cover fits in a groove that's cast into the speedometer housing. There is a little spring tab that presses on the small dot in the center of the gear. With a lot of coaxing, I finally got the cover to snap back into place in the speedometer housing. I then tapped the casting in a couple of places around the cover to lock the cover into place. The odometer now works as good as new with the odometer gear now held firmly in place.

The odometer, manufactured by Northeast, is now as good as new.

Dave

Minor Repairs (And Unintended Consequences)

Article taken from the August 2009 edition of the Announcer

After taking the Tudor to the Joint Event with the Active A's, I decided that the motor in the Tudor could run a little better. It seemed as though it had an intermittent miss in it.

I did some diagnosis to figure out what the problem was so I could order parts. The points and condenser were relatively new, so I tried to reset them, but there was no improvement. Suddenly, it dawned on me!!! I had switched carburetors on the two cars last fall and had to make a gasket to go between the intake manifold and the carburetor on the Tudor. Sure enough, the gasket was in bad shape, so there was probably an air leak between the two flanges. The other thing that always bugged me about the car was the amount of play in the distributor shaft. I decided it was time to learn how to rebuild a distributor!

Since I was placing an order, I also decided that I would try installing float-a-motor motor mounts in the Roadster. Don Fox and Jack Martin had installed them in their cars earlier and they were very happy with the results.

I placed my order with Butch and in just a day or two, the parts arrived. I started with the Tudor. First up, a new carb to intake manifold gasket. It ran better, but I still wasn't happy with it, so I tackled the distributor next. Taking the old shaft out and removing the bushing was relatively easy. After giving the housing a new coat of paint, I was able to install the new bushings in the housing with a little time and patience. (I usually wind up screwing up at least one set of bushings when I install them on something like this!



You may be able to see in the picture above that the top of the shaft (on the right side of the picture) was pretty well worn and the rest of it was kind of rusted.

When I went to put the new shaft in the housing I found out that Bratton's wasn't kidding when they said you needed to ream the bushings to 0.5000 of an inch. Now what???? I called Ed Schwartz.

Article continues after the Calendar of Events

CALENDAR OF EVENTS

**UPPER BLACK EDDY FIRE COMPANY
MONTHLY BREAKFAST
MARCH 8, 2026, 9:00 AM
1716 FIREHOUSE LN.
UPPER BLACK EDDY PA 18972**



**Breakfast Options include:
Eggs, Pancakes, French Toast, Cream
Chipped Beef, Sausage, Bacon,
Potatoes and Toast.**

**Cost is \$12.00 per person
Breakfasts occur on the second Sunday
of each month through May.**

CALENDAR OF EVENTS

Annual Planning Meeting

Saturday March 14, 2026

12:00 Noon

Christ Lutheran Church

353 East Dark Hollow Rd.

Pipersville PA.

The Allison's will provide sandwich wraps for lunch as well as coffee and water to drink and ice cream sundaes for dessert. Please RSVP by Wednesday March 11, if you plan to attend and what side you will bring to share. Also bring your ideas for tours and activities for the club to attend. Contact the Allison's at dalliso@mail.ptd.net or call or text 267-733-3708. Hope to see you there!



CALENDAR OF EVENTS



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

10 AM-Saturday, April 18, 2026

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 contact Bob or Bernadette to let us know what food items you plan to contribute. We have a list of things we will need: salads, appetizers, soft drinks and desserts.

Please let us know (973) 568-3525 or boutw@aol.com by **April 13** 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 26 2026

Sunday • 9 am to 3 pm

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 Striping 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' x 20' with a \$15 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: steveranshowLVMAC@gmail.com

• No Dogs •

• No Drugs & Alcohol •

Lehigh Valley
Model 'A' Club 

CALENDAR OF EVEN



MARC NATIONAL TOUR
Hosted by Finger Lakes Region of MARC

Penn Yan, NY

EXPLORE FINGER LAKES

May 11 - May 14, 2026



TOURING!!




It's a Wonderful Life

THE SENECA LAKE Wine Trail



Grown here. Made here.

Birthplace of Women's Rights



Arts and Crafts



Corning Museum of Glass



Penn Yan

George Curtiss Museum



Watkins Glen Waterfalls





MARC National Tour Finger Lakes, NY 2026

Click [here](#) for more information

Several Club members are planning to attend this event. If you are interested, contact Dave @ 267-733-3708 or dalliso@mail.ptd.net for more information about who is going on the tour.

He used to be a machinist, but he gave all his tools away to his son. Next I called Bob (The Tool Man) Outwater. Sure enough, he had what I needed. After some artful negotiation (OK, pleading and begging), I finally convinced Diane to stop at Bob's to pick up the reamer on her way home from work. Since I had never used one before, she even got Bob to give her a lesson on how to use a reamer. (Not that she needs any more practice REAMING ME OUT). I had the distributor rebuilt and back in the car that night. Diane was a little nervous when I first tried to start the car because I have a history of setting engines on fire when I play with distributors. In spite of my previous track record, it ran fine.

Next up was the new motor mounts in the Roadster. The Roadster has had a bad vibration in it when it went over 35 MPH. Don Fox warned me that a side mounted spare was kind of a pain to work around, so of course the roadster has TWO side mounts. I tackled the mount on the right side of the car first. The instructions indicated that all you need to do is take the pressure off the mount, take out the bolts and tap the mount back and out. WRONG! The mount felt like it was welded to the frame. I wound up using a putty knife to free the rubber pad under the mount from the frame and then a sledge hammer to drive the mount out. (Remember, if all else fails, use a BIGGER hammer!) The installation was fairly uneventful, except for a new chronically sore left shoulder. The next night I moved to the left side of the car.

The dummy that installed the turn signals in the car (wait...that was me) ran some of the wires through the hole in the top hole of the motor mount.

I also had to take off the other *^%@\$^ side mounted spare tire. A pair of wire cutters took care of the wires

going through the motor mount, and by this time, I was actually getting pretty good at taking off the side mount. When I got everything disconnected, I gave the motor mount a good hit with the sledge hammer, and almost knocked it half way across the garage because it came out so easy. The installation of left float-a-motor mount went fairly uneventfully except for my new chronically sore RIGHT shoulder. I still had to deal with the cut wires for the turn sig-



nals. I reconnected them, and decided to anchor the flasher unit that is located behind the kick panel on the driver's side. This had a history of making a very annoying rattle. I also decided to try the suggestion given to me by the builder of the turn signals to move the switch from under the belt rail where the switch, wires and everything else could be seen to mounting it directly on the kick panel so that only the head of the switch is visible. The two photos on the next page show where it was and where it was moved to.



The old location of the turn signal switch in the Roadster. This is actually in the Tudor, so the wires aren't visible.



The new location of the turn signal switch in the Roadster.

I liked the position of the switch, but when I flipped each turn signal on, only the right side worked. *&^\$@)*!!!! I must have not made a tight connection when I spliced the wires that were cut, back together. Before I took everything apart...again... I noticed that the switch activated the turn signals in a number of different positions. Apparently, I had turned the switch around by 180°. When I flipped it back to the right starting position, everything worked fine!! I also decided to make sure the floor boards were securely screwed down, (another source of an annoying rattle) and I even fixed the driver's side door latch, which was also rattling.

By now you are probably getting the idea that there were a lot of rattles in the car and the vibration from the motor was no help in keeping things quiet. Needless to say, I had high hopes for my new motor mounts. I took the car out for a short test drive and had it up to 40 MPH before I even knew it...and guess what...no rattles and the turn signals even work!! Now all I need is to get some time when there are no monsoon rain storms predicted and I can take it out and actually enjoy it.

Now I have two cars in good running condition and two shoulders on the mend...the unintended consequences.

Dave

Thanks for the walk down memory lane. See you next month!



**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