February

2011

The Connecting Rod

Willamette Valley Chapter

P.O. Box 3031 Salem, OR 97302

1929 Model A Ford Hearse

Willamettevalleymodel-a.org

Model A Ford Club of America

SALEM, OREGON

Model A Restorers Club

Next General Meeting: Mission Mill, Thomas Kay Woolen Mill Bldg, 1313 Mill Street SE, Card Room, Thursday, February 3, 2010 7:00 pm

President	Tedd Metcalfe	**Historian**	Tom Morrison Gene Byrnes
Vice President	Lee Hardy	**Sunshine**	Dolores Byrnes
Secretary	Beauford Averette	**N.W.R.G.**	Tom Morrison
Treasurer	Gary LeMaster	**Newsletter**	Gary LeMaster
Past President	Lew Garrison		
Board Members	Marie Averette 11 Peggy Ramsay 11 Jim Brennan 12 Glen Adams 12	**Raffle Chair**	Peggy Ramsay
		Tour Chair	Charlie Schmidt
		Programs	
Swap Meet Committee	Charlie Schmidt Lew Garrison, Gary LeMaster Dale Stites, Ron Whitworth	**Social Chair**	
		Road Cleanup	Langley Jones

Newsletter Editors of the Month		**Board Meeting Hosts**		
January	Hardy	**January**	**20**	Jones
February	Hardy	**February**	**17**	Garrison
March	Garrison	**March**	**17**	Ramsay
April	Schmidt	**April**	**21**	LeMaster
May	Byrnes	**May**	**19**	Morrison
June	LeMaster	**June**	**23**	Pizza Feed
July	LeMaster	**July**	**21`**	Averette
August	Morrison	**August**	**18**	Sites (potluck)
September	Stites	**September**	**15**	Garrison
October	Wasson	**October**	**20**	Zielinski
November		**November**	**17**	Schmidt
December	Hardy	**December**	**10**	President's Breakfast

President's Comments:

TEDD'S TOPICS. Here we are a month into the New Year already. Thank you's go to Ray and Peggy Ramsay for the swell job they did putting together and putting on the Annual Banquet. I heard so many good comments from people about that. One award we forgot to hand out is for the most improved heart. That would go to Gordon Andersen. His recent heart valve surgery went very well. It looks like it when it gets warm enough to work out in the shop again he'll be back out there messing around with some old car.

(Continued on page 2)

Some material printed in this newsletter may have been borrowed from other publications. We wish to thank other clubs for sharing their newsletters with us. We are happy to share our articles and other information publication in their newsletters.

For information about the club, please contact Charlie Schmidt at (503) 263-6535

Tedd's Topics (continued) What about all those New Years Resolutions? How you doing on yours? You remember - less donuts, more time on the stationary bike, less TV, more gardening - you know, all that stuff. Yea, me too. Look, if it's any help it seems to me like to steep a hill to climb expecting to be a little lighter every day, I just keep on trying to do more of the right stuff about it and less of the wrong stuff. You might try that and see if it works you. (That reminds me, that Red Velvet cake was excellent at the Board meeting the other night, wasn't that good? Thank you Jody and Willow.)

We will see you at the Super Bowl Tour on Feb 6. I am looking forward to it already.

Tedd Metcalfe

Willamette Valley Chapter
Model A Ford Club of America
Board of Director's Meeting
January 20, 2011

The Board of Directors Meeting was called to order at 7:35 pm, by President, Tedd Metcalfe, Those in attendance were: Tedd and Debby Metcalfe, Beauford Averette, Gary LeMaster, Peggy Ramsay, Jim and Susan Brennan, Lee Hardy, Charlie Schmidt, Langley and Jody Jones, (hosts).

The Board waived notice of time, place and purpose of the meeting.

There were no December General meeting minutes to be read.

The Treasurer reported that the books were up to date and in proper order. Dues are due for 2011. **Model A Ford Problems Discussed**: None. **Committee Reports:** Tours: The Super Bowl tour is Sunday February 6, 2011. Jody Jones will lead the tour. Meet at Safeway at the corner of Lancaster and Silverton Road at 8:30 am and leave at 9:00. Road clean up will be April 9. Meet at the Original Pancake House on Portland Road at 8:00 am for breakfast or at E-Z Orchards at 9:00 am. **Program:** The February general meeting program will be a Financial Presentation. **Sunshine:** Gordon Andersen is doing fine after his heart surgery. **Socials:** No report. **N.W.R.G.:** No report**. Newsletter:** Lew Garrison is the editor for the March issue of the Connecting Rod. **Historian:** No report**. Swap Meet:** The insurance forms will be sent in soon. We will probably have a work party to check over the trail a month before the swap meet. We will soon have a discussion on changing the swap meet to a later date next year in hopes of having better weather. **Old Business:** None **New Business:** Our web site is updated each time we have a new Connecting Rod to post. Gordon Anderson has more of the aluminum club plaques for sale at $30.00 each. The meeting was adjourned at 8:35 pm.

Respectfully Submitted,
Beauford Averette, Secretary

2011 DUES ARE DUE

Club dues of **$20.00** for 2011 are due. Pay in cash or make checks payable to the **Willamette Valley Model A Club.** Pay Gary LeMaster at scheduled meetings or send to Willamette Valley Model A Club, P. O. Box 3031, Salem, Oregon 97302. Dues help cover the cost of printing and mailing the Club newsletter. For those receiving the newsletter via email, THANK YOU, it saves the club money; in addition, pictures are in color.

Super Bowl Tour 2011

It's that time again! The Super Bowl Tour is **Sunday, Feb. 6th**. Our annual kick-off tour will gather at Safeway on Lancaster Dr. and Silverton Rd. at 8:30am, and will leave at 9:00am. As in years past, we will travel to The Home Place Restaurant in Silverton for a morning of great food and lots of fun. Just how many minutes and seconds will it take to kick the football this year? Get the Model A warmed up and join us for a good time. See you there!

WILLAMETTE VALLEY MODEL A FORD CLUB

2011 AWARDS BANQUET

On January 9th approximately 40 club members and guests attended the Willamette Valley Model A Ford Club banquet at the Amadeus Café in south Salem. Following the Mix and Mingle social a buffet style prime rib dinner was served. Following dinner club business included installation of Officers and Board Members by Delores Byrnes and club awards presented by Past-President Lew Garrison.

Installation of Officers by Delores Byrnes

Entertainment was Alyce Cornyn-Selby speaking about her experiences traveling solo Coast to Coast in an open-top, home-built car,

Alyce Cornyn-Selby

The 1927 Bugatti roadster replica had no radio, no doors, no top, and no heater.

1927 Bugatti roadster replicar

What an experience that must have been. Each family received a copy of her book titled “Hit The Road – Across America In A Topless Car”.

Several members attended in period attire.

Gene and Delores Byrnes

WISDOM

We consider ourselves a literate family. Both my wife and I graduated from collage with a BA degree specializing in child psychology. We knew all the answers – until we had kids.

Bill Cosby

EPA SET TO OK MORE ETHANOL IN GASOLINE

Agency expected to say 15 percent is safe for newer cars

WASHINGTON - The Environmental Protection Agency is poised to approve higher levels of corn-based ethanol in gasoline for all cars manufactured in the past decade.

The agency is expected to announce that 15 percent ethanol in gasoline is safe for cars manufactured between 2001 and 2006. Both officials requested anonymity because they were not authorized to speak publicly about the decision.

In October, the agency approved 15 percent ethanol for all cars and light-duty trucks manufactured since 2007. The maximum gasoline blend has been 10 percent ethanol.

The EPA has said there won't be a decision any time soon on boosting the ethanol concentration for cars and light trucks manufactured before 2001- or for motorcycles, heavy- duty vehicles or non-road engines - because there is not sufficient testing to support such an approval.

The Obama administration has remained sportive of the renewable fuel, and the EPA has said a congressional mandate for increased ethanol me can't be achieved without allowing higher percentage blends. Congress has required refiners to blend 36 billion gallons of biofuels, mostly ethanol, into auto fuel by 2022.

Critics said the change could be frustrating for drivers of older cars who will have to figure out
which service station pump to use.

The Associated Press
Salem Statesman Journal
January 23, 2011

COUPES

Coupes are what a lot of people think of when they picture a Model A Ford in their minds. This probably stems from seeing a lot of them on the road when they were younger or on television shows and in movies.

Coupes actually came in several different varieties. In 1927, when the Model A was first introduced, it came in the Sport Coupe and Standard Coupe body styles. In 1928 and 1929, it was available as the Sport Coupe, the Special Coupe, the Standard Coupe and the Business Coupe. The Standard was just that, standard. It had nothing unique about it. The Special Coupe replaced the Standard Coupe for a short period of time (October 1928 – May 1929) while Ford redesigned their coupe body molds. It had a leather top that extended all the way down the back to the beltline. This was only produced for about 8 months and then the back material was discontinued and the metal top was standard.

The 1928 Special Coupe. Note leather trim on back of top down to beltline

The Sport Coupe had the comfort of a coupe but appeared to be a Roadster. The landau irons on each side of the canvas top did not function.

1930 Sport Coupe

In 1930, the design of all coupes was changed. The Business Coupe was no longer available and the roofline was lowered several inches to look sportier. The Deluxe Coupe was added to the lineup. The Deluxe models had nicer interiors, cowl lights, an additional pinstripe around the dash panel on the fuel tank, wood grain garnish moldings and a standard dome light. In June, 1931, a roll-down window was standard on the deluxe model and optional on the standards.

Rumble seats were not available from the factory in the Business Coupe since they were produced for the business man who needed a trunk to carry supplies.

There were many uses for coupes. Some advertisements sold kits to convert the trunk into a pickup bed. Police and fire agencies used them for the higher echelon personnel. They looked sporty and were lighter than a lot of the sedans. They could be configured in many ways from the factory. Coupes accounted for about 40 percent of overall production for all the different types of Model A's produced.

The 1928 Business Coupe top was the same as a Sport Coupe but did not have the landau irons. The 1929 had oval windows in the location of the landau irons.

1929 Business Coupe showing the oval windows.

COMFORT FEATURED IN NEW 1930 MODEL A FORD

Increased mental and physical comfort are features that contribute to the enjoyment of driving the improved Model A Ford, recently introduced.

Confidence in one's car, which makes for mental comfort and ease of riding which results in physical comfort, are assured, according to Ford dealers, by past performance and new improvements. The reliability of the Ford car has created public confidence and mental comfort.

Safety and easy riding are enhanced, according to Ford dealers, by the smaller wheels and larger tires on the improved cars, which results in lowering the center of gravity. Any change which affects the lowering of the center of gravity of a car increases its safety since it causes the chassis to hug the road. Furthermore the freedom that a driver has from worry as to his safety is an important factor in his enjoyment of his automobile.

The six-brake system and Triplex shatter-proof glass features of the Model A, have been retained in the new car.

Physical comfort is provided by the roomy bodies in the new Fords, which allow plenty of space for occupants and at the same time preserves the beauty of proportion of the various body types.

Houdaille shock absorbers supplement the transverse, Ford-designed springs and contribute to the ease of riding.

In the coupe and sedan models, the front seats are adjustable within a range of four inches to accommodate comfortable persons of different stature.

From the Portland Telegram -Saturday, January 18, 1930

DETERMINING TIRE AGE

Step 1

By law, every tire is supposed to have a 10 to 12 digit DOT serial number. If you know how to read this code, you'll know how old your tire is. Let's say the serial number is DOTMK87FOWR4201. The code may be on the inside of the tire so you may have to crawl underneath.

Step 2

DOT - means the tire has passed the Department of Transportation's safety test.

Step 3

MK - this is DOT's tire plant code.

Step 4

87 - this number represents the tire size.

Step 5

FOWR - manufacturer's tire brand

Step 6

4201 - the week of the year when the tire was made and the year when it was made. In this example, the tire was made on the 42nd week in 2001.

- If a tire has a number code that is only three digits long, the tire was made in the 1990s. All tires made after 2000 have 4 digits.
- If your tires don't have a serial number, take them back to the dealership where you bought them and ask for FREE legal tires. If the dealer won't comply, report them to the National Highway Traffic Safety Administration. The dealer could face some pretty stiff fines.

ABC News

THE 30'S LIFESTYLE

HOBO LIFE

From the 1880's to the 1930's, tramps were a familiar sight along the back roads and railroads of America. Some were men who felt the pull of the open road ... they were always looking for that elusive "something" that lay just over the next hill. Others were simply down on their luck, looking for a better opportunity and a place to call "home."

Hobos *rode the rails:* they hopped freight trains and stowed away in boxcars, hoping that the "railroad bulls" and "yard bulls" wouldn't find them and throw them off.

Near railroad yards, hobos congregated in *hobo jungles,* where they boiled coffee in the shadow of a water tank and cooked up "mulligan" stews. Sometimes they stole chickens and were jailed ... They begged for meals at the back doors of homes, and spent cold winter nights at relief shelters.

Hobos communicated with each other by leaving markings on fences and gateposts. A simple drawing was enough to tell a hobo about the inhabitants of a house and what type of hospitality he

could expect (or not expect) there.

There had always been teenage hobos, but their numbers increased dramatically during the early 30's. Known as "roving boys" and "boxcar boys" (and "boxcar girls"), their reasons for leaving home were as different as they were: some sought adventure; some were looking for work, while others were fleeing broken homes, orphanages, and reform schools. For them life on the road was dangerous, in addition to the usual perils, they were easy targets for criminals and sex-offenders.

Some hobos were women, who frequently dressed like men. Life on the road was no picnic; each year, thousands of hobos were killed or injured while hopping moving trains. They often went for days without eating, and were prone to catching pneumonia.

During the early 30's the number of hobos increased, thanks to the Depression. Misery knows no prejudice: black and white hobos were often seen traveling together.
Author Unknown

HOW CARS GOT COLORS

For the first quarter of the 20th century almost all automobile bodies were painted by hand, with brushes. Nothing held back car production, like painting. It was the manacle, the iron boot of the industry. Paint technology had not kept up with advances in other areas of mass production. Major automakers could assemble a car in four to five hours, but it took three to eight weeks to paint it.

Into the 1920s many car bodies were built by independent suppliers. These companies had sprawling paint areas that housed as many as 20,000 bodies at a time, yet they still had trouble keeping up with the ever-increasing demand. As one maker observed, without a faster method of painting, "it would have been necessary to put a roof over the entire state of Michigan."

The logistics of moving bodies around the huge sheds was a nightmare in itself. First, unmounted bodies were dollied from prep and sanding areas to huge paint rooms. Then after the paint had been painstakingly applied, they were transferred to long, low sheds into which warm, filtered air was pumped to speed drying.

Manufacturers made virtue of necessity by boasting about the time and effort they put into painting. When Hudson introduced its inexpensive Essex closed coach for $622, the sales literature trumpeted: "The finish has not been slighted as there are 25 paint operations, this being fully up to the normal number." In reality, manufacturers longed to eliminate this final vestige of hand-craftsmanship from their production lines-not just because of the time and space it required but because paint men, being skilled workers, were the only segment of the industry's labor force with a strong, independent union.

To apply varnish without leaving brush marks, painters had to be patient and meticulous. Each coat was brushed on at right angles to the one before it. Between color coats, bodies were rubbed with ever-finer grades of pumice and sandpaper. After four to eight color coats, the painter flowed on one or two final coats of clear varnish. Topcoats had the consistency of molasses, and each one took a week or two to air-dry. (Heat drying was out because it caused cracks in the thick, clear coats.

To keep down lint and dust, painters often wore no shirts. Even on the hotest days they coated their chests and arms with linseed oil. For finish coats, painters used two badger--hair brushes; one to apply the finish and a smaller brush to pick off the dust and lint which they called ··"lice." Paint rooms were kept hospital clean and brightly lit. They often had tiled white walls, and there was usually a central

drain in the concrete floor so that the entire room could he hosed down. Despite the strict precautions, there were always "lice" in the air.

After all that exacting work and care, a varnish job lasted only two to three years. Freshly applied varnish had tremendous depth - almost a glow - but within a year or so it would begin to oxidize and darken. Colors became clouded, clear topcoats turned yellow, and surfaces started to crack. Raindrops magnified sunlight like tiny lenses, leaving ·permanent spots. Bird droppings were worse. Wealthy car owners often ordered two custom bodies for each chassis and returned one to the coach builder every year for refurbishing and a total re-varnish.

Black absorbed more heat than lighter colors and therefore dried faster. That's partly why from 1914 through 1925 Ford offered the Model T in "any color as long as it's black." Black varnish, which used a carbon base, also resisted ultraviolet sunlight, so it lasted longer. Finishing a model T body in black varnish took about a week. This was still too long for Henry Ford, so he kept looking for faster painting methods.

One alternative to hand-applied varnish was baked enamel. Bicycle manufacturers had used baked enamel for years, and automakers started experimenting with it around 1908. Baked enamel could be flowed or sprayed onto metal and oven-dried in less than a day. It was tough, had good luster, and needed very little handwork.

Why then, weren't Ford and everyone else using baked enamel? In fact they did make some use of it, but baked enamel had its own set of drawbacks. At first it came just in black, because only Gilsonite, a black pigment derived from coal, could withstand the heat needed to bake it. That restriction was no problem for Ford, of course, but another difficulty was the heat itself. Many car bodies still used wooden framing, and a body painted with baked enamel had to spend four and a half hours in a gas-fired oven at 450 degrees Fahrenheit, a temperature that would burn or split wooden members -- So only bodies or parts with no wood in them could be finished in baked enamel. This explains why fenders, hoods, splash aprons, and radiator shells were so often black on early cars.

Cars with all-steel bodies, like the Dodges of 1915 and later, were painted entirely in black enamel. In a process pioneered by the Edward G. Budd Company, each Dodge took as little as one day to finish. By 1923 Henry Ford had removed much of the wood from his open body styles and ordered his body suppliers to use black baked enamel as well. But since Model T bodies still had wooden tacking strips, Ford avoided the 450-degree ovens by specifying six thin coats of baked enamel instead of one heavy one, with each coat fired at 165 degrees and each body passing through the oven six times. Body finishing now took about three days.

Ford and other automakers also sometimes used a quick but crude process called japanning. This involved dipping a sheet-metal part into a vat of paint or spraying the part with a hose. The painted part was then hung up to air dry. A worker later came along and razored off the half-dried drips and runs. Japanning was suitable only for items containing no wood.

The long awaited break through in automotive finishes arrived in 1923, when Duco lacquer became available. Duco was based on volatile nitrocellulose similar to guncotton in an acetate solvent, rather than the linseed oil of earlier varnishes, it had been developed by Du Pont for painting fabric airplane wings during World War 1. After the war chemists at Du Pont and General Motors figured out how to dissolve more

pigment in the lacquer, how to help it adhere by pre-treating the steel and applying primers, and how to keep it from softening and peeling,

Duco cut painting time from weeks to days, It could be sprayed on with a gun, came in bright colors, didn't fade or yellow, and was more flexible than varnish, yet it didn't need high-heat ovens. Painting became another unskilled task, and the painters' union collapsed. As a result of savings on labor and storage, Duco cost less than baked enamel.

The first production car to use Duco was GM's 1924 Oakland. Since chemists still had trouble achieving a high gloss, the Oakland came with a soft, satin' finish that was billed as "True Blue." Chevrolet offered Duco in several additional colors for 1925, and in 1926 Du Pont made Duco available to the entire auto industry,

Some low-volume coach builders stayed with varnish for a while, but by 1929 most of them had switched. "Lacquer finish was general," said Autobody in it's review of the 1929 New York automotive show, "and so well executed that only expert examination would have detected any difference between the finish at this Salon and that of the pre-lacquer salon of, say 1923, at which no custom builder would admit the possibility of this new finish ever displacing the old-time varnish 'for cars of this class'".

By Michael Lamm, Stockton California.
Invention & Technology, Spring 1997

FUEL PROBLEMS ON THE ROAD

Let us suppose when out driving the engine suddenly stops. It will not restart. We know that a Model A Ford engine like all gasoline engines needs three basic things to run: fuel, compression, and proper ignition spark. How can we tell which has caused the engine to stop? Can the car be started on the road again?

A quick test for the first of these, blocked fuel is to crank the engine six or seven turns with the engine fully choked. Stop cranking and release the choke. If you have a fuel supply, some gasoline should dribble out the throat of the carburetor.

If you do have some gasoline dribbling out, lack of fuel is not the problem and you can go on to some other tests.

If there is no gasoline, a blocked fuel supply is the likely problem. Checking to see what the gas gauge indicates is the obvious thing but the gauge is not always to be trusted. You may even have rebuilt the gauge recently with a new cork and neoprene gaskets. The neoprene swells and can be pressing on the gauge keeping it from moving, use a quality cork gasket next time.

Check in the tank to see the gasoline level. Slowly remove the gas cap. Listen for the sucking air sound as you remove it. If you hear a sucking, the cap vent is plugged and a vacuum has formed which will not allow gasoline to leave the tank. Clean the vent hole, gasoline should now flow. If there is no vacuum then carefully remove the tank flame arrestor screen. If you don't have one of these you are more than a fool. It is not just a filter. It is a safety device, which prevents a static spark from the gas pump nozzle exploding gasoline in the tank. Use a dipstick now to check the gasoline level. There should be at least two to three inches of gasoline to provide an adequate flow to the carburetor. Replace the safety screen. If there is gasoline in the tank turn off the gas valve and remove the gas line from the carburetor. It should take a 9/16 open ended wrench. When you briefly turn the valve off and on again there should be generous flow of gasoline out the end of the fuel line. If there is not, open the valve again and blow backwards up the line. Loosen the line at the other end and tilt it upward to blow conveniently if you do not have a small rubber hose. This should clear the blockage.

A gas tank valve screen will help but not

cure this problem. There is probably rust or crud in the tank or fuel line and in the long run, other methods must be taken to eliminate this problem. This may be enough to get you going, at least until the blockage occurs again and you have to clear the line over again.

If you had an older type sloshing compound in the tank, alcohol in gasoline has dissolved it making a jell-like mess which probably cannot be cured on the road. You could rig some sort of alternate fuel tank, which would probably be unsafe to say the least. Avoid gasoline with alcohol? That is pretty hard to do now around here as almost all fuel has it. Sloshing compound must be replaced with an alcohol resistant kind, which may mean removing the tank from the car. Not an on the road job.

If you have a flow at the end of the fuel line; with the valve off, loosen the bolt that holds the lower part of the carburetor casting to the top and make sure the venturi and gasket do not drop down. When the valve is on there should be gasoline flowing over the float. If not, check the screen in the carburetor and make sure the fuel line does not penetrate too far in when tightened, as that can restrict the flow also.

If it is a hot day, many people have experienced another problem. The gasoline of today boils at a lower temperature than in the past. Bubbles from boiling gasoline will stop the flow. The outside heat and heat from the engine can cause boiling in the carburetor, gas line, and sediment bowl. If you have a glass sediment bowl, you may see tiny bubbles there, but not always. Cool the gas line with ice or ice water to stop the boiling. Of course, there is an ice machine by the side of the road just where the engine stopped you, and you have a handy supply of ice and cold water. Actually, it does not have to be ice water, just some water from a jug you keep in case you have to top off the radiator will do. It could be a little messy, but a cola drink would work. A grapefruit split partly open and placed around the sediment bowl will work. Maybe even wrapping some aluminum foil around the fuel line would help remove excess heat.

Gary Duff, Seattle, Evergreen Chapter
Reprinted from The Cabrioletter #81

FOR SALE

1930 MODEL A TUDOR

$9,250.00

Drive it home at 50 MPH. Car was driven 1,800 miles this year. Older restoration. New: Radiator, leakless water pump, aires standard steel muffler, hood prop kit, head liner, black powder coated engine pans, shortened pitman arm, battery support, head liner, break job with new front cast iron drums.

Has rebuilt distributor and carburetor, engine fuse, turn signals, factory sealed Model A shocks, steering gear end plate with long tube to prevent oil leaking into the wiring harness, rebuilt speedometer, seven blade fan, sealed gas tank, neoprene float on gas gage, engine fuse, working vacuum wiper, passenger side door lock, two-year vanity plate (30 FORD), four seat belts, two-tone paint.

Beauford Averette
503-856-9675

The Connecting Rod
P.O. Box 3031
Salem OR 97302

Upcoming Events!

February 3	**Thur**	**General Meeting** Beginning at 7:00 PM Mission Mill Card Room (3rd floor)
February 6	**Sun**	**Superbowl Tour** Meet at Safeway on Lancaster Drive 8:30 AM leave 9:00 AM, to be led by Jody Jones. *(See details inside)*
February 17	**Thur**	**Board Meeting** Beginning at 7:30 Judy and Lew Garrison home
March 3	**Thur**	**General Meeting** Beginning at 7:00 PM Mission Mill Card Room (3rd floor)
March 17	**Thur**	**Board Meeting** Beginning at 7:30 PM **Peggy and Ray Ramsay home**
April 7	**Thur**	**General Meeting** Beginning at 7:00 PM Mission Mill Card Room (3rd floor)
April 9	**Sat**	**Road Clean Up** Meet at Original Pancake House at 8:00 AM for breakfast or at E Z Orchards 9:00 AM for road clean up
July 31 – August 6		*N W Regional Meet at Wilsonvillle, OR Registration forms and events available from club members or www.beaverchapter.com.*