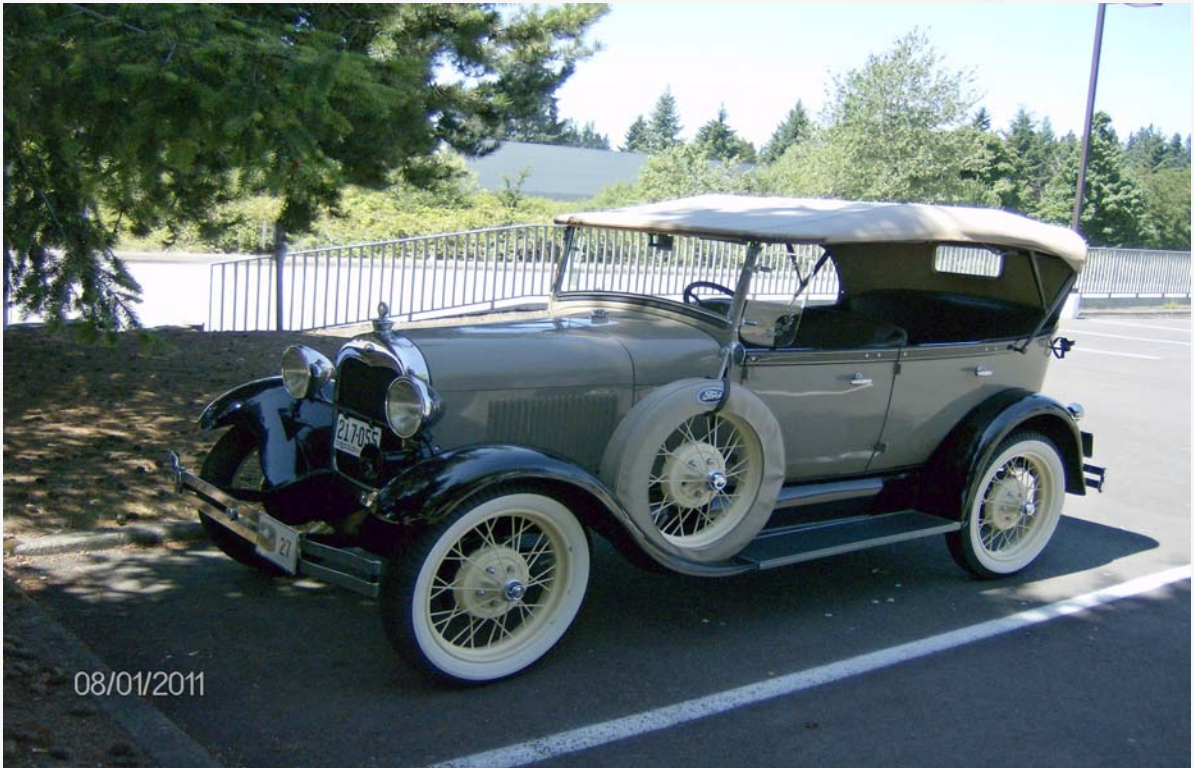


December
2011

The Connecting Rod

Willamette Valley Chapter
P.O. Box 3031 Salem, OR 97302



1930 Standard Phaeton

Willamettevalleymodel-a.org

Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

**Next General Meeting: will be the December Social at Beauford and Marie Averette Home,
2840 Round Tree NW, Salem, Oregon
Thursday, December 1, 2011 7:00 pm
Willamettevaleymodel-a.org**

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	Raffle Chair	Peggy Ramsay
Board Members	Marie Averette 11 Peggy Ramsay 11 Jim Brennan 12 Dean Hammond 12	Tour Chair	Charlie Schmidt
Swap Meet Committee	Charlie Schmidt Lew Garrison, Gary LeMaster Dale Stites, Ron Whitworth	Programs	President & Group
		Road Cleanup	Langley Jones

Newsletter Editors of the Month

January	Hardy
February	Hardy
March	Garrison
April	Schmidt
May	Byrnes
June	LeMaster
July	LeMaster
August	Morrison
September	Stites
October	Ramsay, Stites, Garrison, Morrison, Zielenski
November	LeMaster
December	Hardy

Board Meeting Hosts

January	20	Jones
February	17	Garrison
March	17	Ramsay
April	21	LeMaster
May	19	Morrison
June	23	Pizza Feed
July	21	Averette
August	18	Sites (potluck)
September	15	Garrison
October	20	Zielinski
November	17	Schmidt
December	10	President's Breakfast

President's Comments:

TEDD'S TOPICS. This is the time of the year when we can look back at Model A events that we participated in, a few challenges and most of all a lot of fun with our cars and the people who drive and ride in Model A Fords (and other) era cars. Thank you members and friends for making my job easier. I am sure others noticed. Because of your help, I can say being President was a positive experience.

Join me at the Presidents Breakfast beginning at 10:00 AM at Goudy Commons on the Willamette University Campus. The Breakfast is an all member event. Come join the festivities with great all-you-can-eat food along with good Model A fellowship. (See map on page 5) Tedd

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

**Willamette Valley Chapter
Model A Ford Club of America
Board of Director's Meeting
November 17, 2011**

The Board of Directors Meeting was called to order at 7:30 pm, by President, Tedd Metcalfe. Those in attendance were: Tedd Metcalfe, Beauford Averette, Charlie and Marsha Schmidt (Hosts), Ray and Peggy Ramsay, Susan and Jim Brennan, Gordon Andersen, and Lee Hardy.

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

A motion was made and seconded not to read the minutes of the November general meeting.

The Treasurer reported that the books were up to date and in proper order.

Model A Ford Problems Discussed: No problems. **Committee Reports:** The Albany Swap Meet is November 19th. The President's breakfast will be at Goudy Commons on the campus of Willamette University December 10 at 10:00 am. There will be a sign up sheet for hosting board meetings next year at the breakfast. The annual Club banquet will be January 8, 2012 and the Super Bowl Tour is February 5, 2012. **Program:** The December general meeting will be held at the Averette's home December 1st. This is the meeting where we bring food for the Marion-Polk Food share and goodies to eat. **Sunshine:** No report. **Socials:** No report. **N.W.R.G.:** No report. **Newsletter:** Lee Hardy is the editor for the December issue of the Connecting Rod. **Historian:** No report. **Swap Meet:** No discussion. **Old Business:** No old business **New Business:** One member wanted to know if we needed a Board Meeting every month. There will be a free movie night at the Northwest Vintage Car and Motorcycle Museum on December 2nd, beginning at 7:00 PM. Rare historical automotive documentaries will be shown. Bring the kids. Refreshments will be served. www.nwcarandcycle.org Gordon Andersen presented an idea for a "Cars In The Park" event sometime in August, held in Riverfront Park. It could be held on a Sunday from 12:00 – 4:00 pm. Other car clubs would be invited. A \$50 park permit is required and there is a charge of \$25 per hour or more for use of the land. We would also need to have insurance for the event just like we have for the swap meet. MAFCA has asked each club to pay \$50.00 for insurance coverage on the club officers, board of directors, and tours. A motion was made and passed to participate. They have covered us in the past but insurance costs have gone up so much that they need help to cover the cost. We will be switching the website from one software system to another, for appearance and to be more user friendly. The Board approved a one-time charge of \$85.00 to make the switch. This will enable us to keep the look but have a site that will be easier for club members to use. The Model A Ford Foundation sent us a CD of their efforts to establish their new museum. It may be used for a future general meeting program. The meeting was adjourned at 8:15 pm.

Respectfully Submitted,
Beauford Averette, Secretary

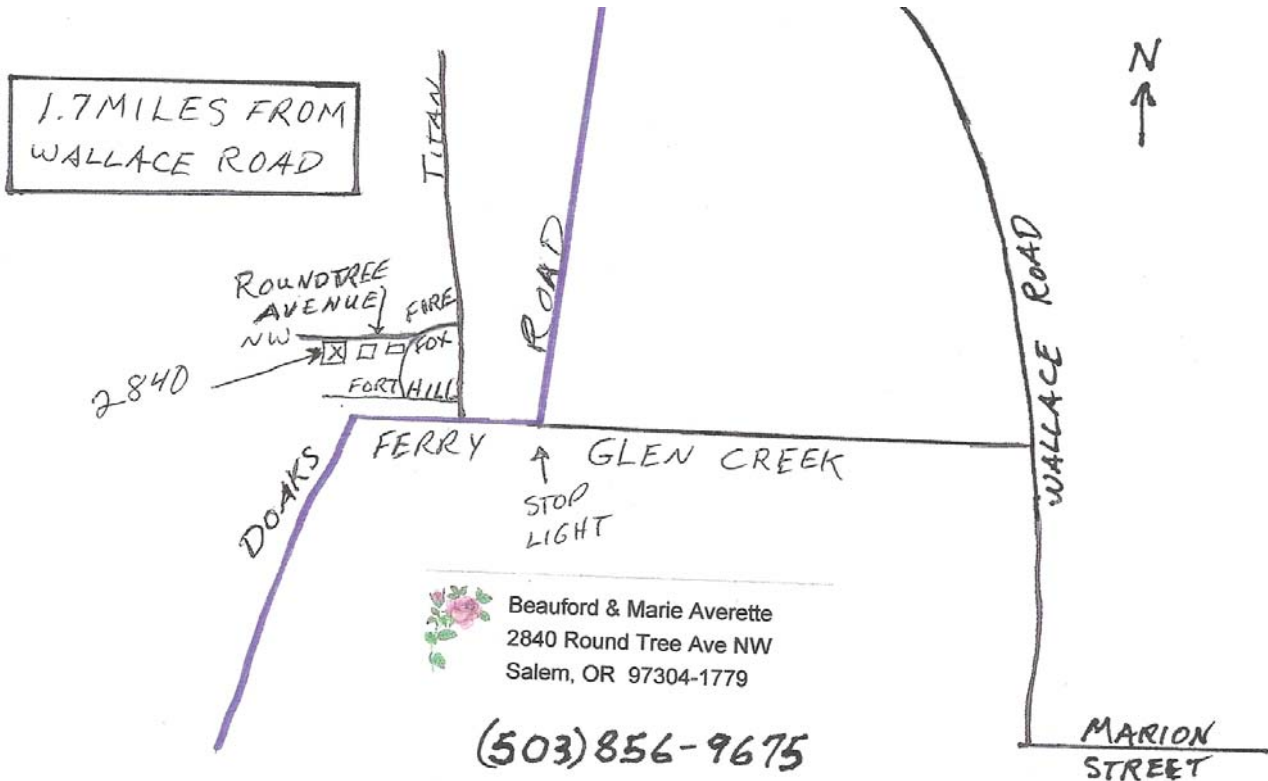
2011 DUES ARE DUE

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 2012

It's coming! The Super Bowl Tour is **Sunday, Feb. 5th**. 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!

**MAP AND DIRECTIONS TO AVERETTE HOME FOR THE DECEMBER 1st
GENERAL MEETING – NO MEETING AT MISSION MILL.**



From the stop/go light on Wallace Road at Glenn Creek Road, turn west (uphill) and travel approximately 1.6 miles. Continue on Glenn Creek Road through the stop/go light at Doaks Ferry Road to the first street to the right, which is Titan Drive. Turn right onto Titan Drive and proceed to Foxfire which is the second street to the left. Turn left on Foxfire and bear right onto Round Tree Avenue to 2840, the last house on the left.

Bring finger food to share with others plus non-perishable food for Marion-Polk Food Share.

FORD HISTORY

The original Ford Model A, was the first car produced by Ford Motor Company, beginning production in 1903. The first production Model T was built on September 27, 1908, at the Piquette Plant in Detroit, Michigan. The second Model A, introduced in December 1927, was the successor to the wildly popular Model T. A far more sophisticated automobile, the Model A was built from 6,800 different parts compared to less than 5,000 for the 1927 Model T. The Model A also put out double the horsepower, with-40 Hp. Henry Ford stopped all automotive production for six months to retool after the final Model T came off the assembly line in 1927 until the first Ford Model A tudor sedan was produced.

The 20 millionth production Ford was a 1931 Ford Fordor Sedan.

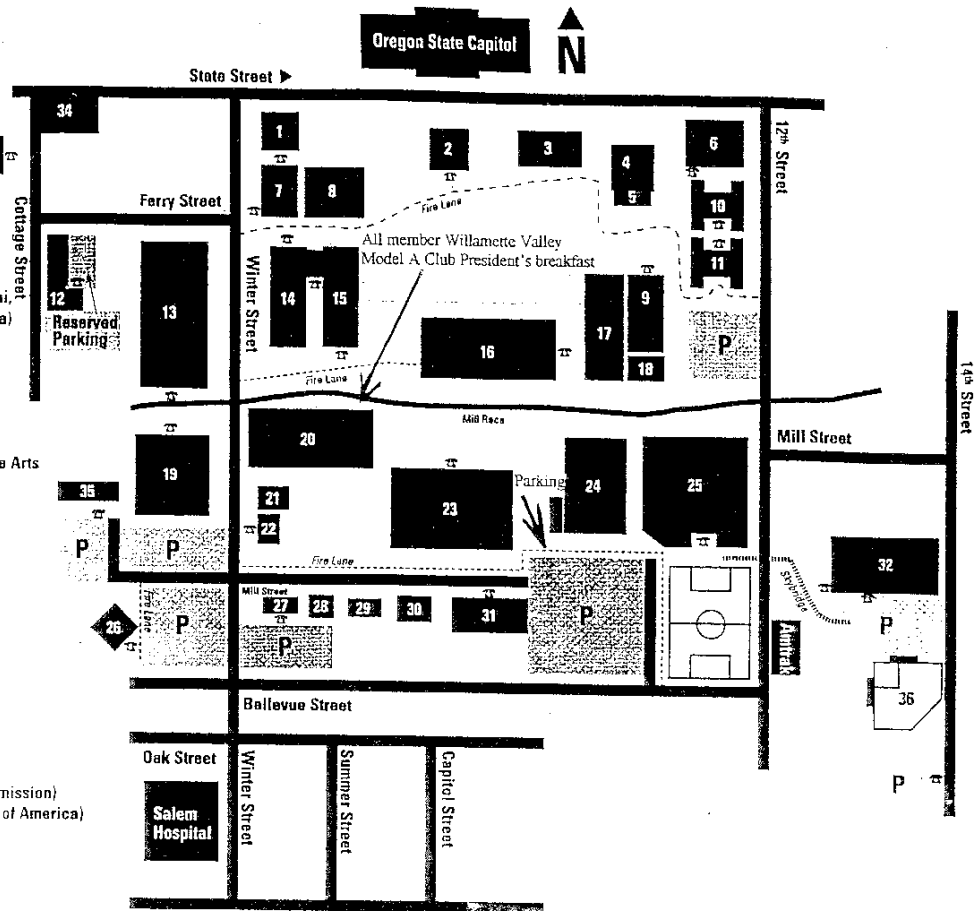
Al Lake
http://www.fordcarz.com/ford_A.htm

PRESIDENTS BREAKFAST

This is an annual all member event that has become a tradition. On **Saturday December 10th** we will meet at Goudy Commons on the Willamette University campus for breakfast beginning at 10:00 AM. The buffet style all-you-can-eat breakfast has a broad array of hot and cold items to choose from and is reasonably priced at \$7.50 per person. Park on Winter Street or in the University parking lot off of Bellvue Street next to the tennis courts. See Map.

WILLAMETTE UNIVERSITY

- P Campus Parking
- ☎ Telephone Locations
- 1 Art Building
- 2 Waller Hall
- 3 Eaton Hall
- 4 Smullin Hall
- 5 Walton Hall
- 6 Gafke Hall
- 7 F. W. Olin Science Center
- 8 Collins Science Center
- 9 Theatre
- 10 Baxter Hall (Beta Theta Pi, Sigma Chi, Sigma Alpha Epsilon, Phi Delta Theta)
- 11 Mathews Hall, Belknap Hall (Kappa Sigma, Terra House)
- 12 School of Education
- 13 Truman Wesley Collins Legal Center
- 14 Lausanne Hall
- 15 Doney Hall
- 16 G. Herbert Smith Auditorium and Fine Arts
- 17 Mary Stuart Rogers Music Center
- 18 Physical Plant
- 19 Geo. H. Atkinson Graduate School of Management
- 20 Goudy Commons
- 21 York House
- 22 Lee House
- 23 Putnam University Center
- 24 Mark O. Hatfield Library
- 25 Lastle J. Sparks Center
- 26 University Apartments
- 27 Shepard House
- 28 Pi Beta Phi
- 29 Delta Gamma
- 30 Alpha Chi Omega
- 31 WISH (East Entrance — Office of Admission)
- 32 TUA (Tokyo International University of America)
- 33 Haseldorf Apartments
- 34 Hallie Ford Museum of Art
- 35 Physical Plant West
- 36 Softball Field



HENERY FORD SAYINGS

- An idealist is a person who helps make other people to be prosperous.
- History is more or less bunk. It's tradition. We don't want tradition. We want to live in the present and the only history that is worth a tinkers damn is the history we made today.
- I'm looking for a lot of men who have an infinite capacity to not know what can't be done.
- If you think you can do a thing or think you can not, you're right.
- Nothing is particularly hard if you divide it into small jobs.
- There is one rule for the industrialist and that is: Make the best quality of goods possible at the lowest cost possible, paying the highest wages possible.
- You can't build a reputation on what you are going to do.

YOU ARE INVITED TO

***THE WILLAMETTE VALLEY MODEL – A
ANNUAL BANQUET***

WHEN: JANUARY 8, 2012

**WHERE: MARCO POLO GLOBAL RESTAURANT
300 LIBERTY ST. SE DOWNTOWN SALEM**

HAPPY HOUR : 5:00 - 6:00 PM

BUFFET DINNER : 6:00 - 8:00 PM

COST FOR DINNER : \$15.00 A PERSON

**THIS INCLUDES TWO CHINESE DISHES, TWO EUROPEAN DISHES,
A VEGETARIAN DISH, RICE, SALAD,
DESSERT & COFFEE**

**PLEASE PAY BY DECEMBER 1ST GENERAL MEETING
AS THE RESTAURANT WILL NEED A COUNT**

**(WHICH, BY THE WAY, THE DECEMBER GENERAL MEETING
WILL BE HELD AT**

MARIE & BEAUFORD AVERETTE'S HOME,

NOT AT MISSION MILL)

ACCIDENTS DO HAPPEN

Many have experienced the confusion of traffic accidents and have had to try to summarize exactly what happened in a few words or less on insurance or accident forms. The following quotes were taken from these forms and were eventually published in the Toronto Sun, July 26, 1977.

- Coming home I drove into the wrong house and collided with a tree I don't have.
- The other car collided with mine without giving warning of its intentions.
- I thought my window was down, but I found out it was up when I put my hand through it.
- A pedestrian hit me and went under my car. The guy was all over the road; I had to swerve a number of times before I hit him.
- I collided with a stationary truck coming the other way.
- A truck backed through my windshield into my wife's face.
- I pulled away from the side of the road, glanced at my Mother-in-law and headed over the embankment.
- On my attempt to kill a fly, I drove into a telephone pole.
- I had been shopping for plants all day, and was on my way home. As I reached an intersection a hedge sprang up obscuring my vision. I did not see the other car.
- I had been driving my car for 40 years when I fell asleep at the wheel and had an accident.
- I was on my way to the doctors with rear end trouble when my universal joint gave way causing me to have an accident.
- As I approached the intersection, a stop sign suddenly appeared in a place where no stop sign had appeared before. I was unable to stop in time to avoid the accident.
- To avoid hitting the bumper of the car in front, I struck the pedestrian.
- My car was legally parked as it backed into the other vehicle.
- An invisible car came out of nowhere, struck my vehicle and vanished.
- I told the police I was not injured, but on removing my hat, I found that I had a skull fracture.
- I was sure the old fellow would never make it to the other side of the roadway when I struck him.
- The pedestrian had no idea which way to go, so I ran over him.
- I saw the slow moving, sad-faced old gentleman as he bounced off the hood of my car.
- The indirect cause of this accident was a little guy in a small car with a big mouth.
- I was thrown from my car as it left the road. I was later found in a ditch by some stray cows.
- The telephone pole was approaching fast. I was attempting to swerve out of its path when it struck my front end.
- I was unable to stop in time and my car crashed into the other vehicle. The driver and a passenger then left immediately for a vacation with injuries.

EARLY ROADS TO NUMBERED HIGHWAYS

In the late 19th and early 20th century river boats were the prime mode of inter-community transportation in the Willamette Valley, carrying both passengers and cargo. Traffic at river access terminals developed into communities and eventually full service towns. Inland traffic was by horse (or mule) drawn stage coach, buggy, freight wagon, horseback or walking.

Another factor in community location was the US Postal Service. Prior to "Rural Free Delivery" at every home, mail was delivered to a USPS designated location, usually an existing home or business. People would trek from miles around via horseback, buggy or by walking to the location; as often as they deemed necessary to pick up their mail, usually weekly or bi weekly. This traffic attracted service businesses and workers to operate those businesses, forming communities and eventually towns. Then enter the railroad era. Upon completion of railroad lines often former construction camps became communities or towns, all located along the railroad route. Railroad companies advertised nationwide advantages, pleasantries, and potential revenue for locating homesteads and businesses along their route. More people meant more railroad business. In some cases the location of natural resources i.e. mining, timber, water, etc. developed into communities and towns.

Until late in the "Model T" era (1920's) inter-community travel, let alone inter-state travel, was very limited. As cars became more dependable (i.e. the Model A Ford in 1928) inter-city and inter-state travel increased substantially. Prior to this time, railroads carried most local and interstate freight and passengers; that were met at rail terminals spaced along the route by horse drawn

wagons and buggies, and for a select few, by automobiles. In the west, railroad stops spaced 5 to 25 miles apart developed into population centers. The railroad delivered and picked-up agricultural products, hardware, dry goods and anything else that needed to be moved. A family or business could contract a rail car to move belongings from one railroad stop to another. As roads were improved to all-weather travel routes, railroads became less important as a means of transportation between cities.

The size of western states limited the need for a coordinated inter-state road network. Most travel was local or intra-state. Then along came the Model A Ford (and others) to provide for the first time "dependable long-distance transportation". Within a few years the convenience of point to point travel, at least during summer months, became preferred. The development of more functional and reliable trucks and buses (i.e. Ford AA models) equipped with balloon tires further sealed the fate of horse drawn transportation, and eventually railroads as the primary method of transportation. In the eastern United States, where states are smaller, inter-state travel was more common.

At first roads, which may have been no more than a set of ruts in a dirt path between destinations, by common use became known as "The Salem Road", "The Newberg Road", etc. Some roads were named after a feature along the road, i.e. Wallace Road from West Salem was known as "The Road to Wallace Orchard". The name was eventually shortened to "The Wallace Road". Salemtowne now occupies most of the former orchard site. The road was also known as The Dayton Road.

Later main roads, usually improved with gravel, became known as "Highways". From Salem were the: Salem - Dallas Highway, Salem - Lafayette Highway, Salem - Dayton

Highway, Salem - Newberg Highway, Salem - Woodburn Highway, Salem - Silverton Highway, Salem - Aumsville Highway, Salem Jefferson Highway and the Salem - Independence Highway. Of course from the other direction, names were reversed. Adding more confusion, local use shortened the name to one word, i.e. 'The Salem Highway' for those folks in Silverton. The fact that there were eight other 'Salem Highways' made little difference; we were in Silverton and when someone mentioned 'The Salem Highway' most folks knew you were referring to the road to Salem from Silverton.

As inter-community commerce increased, the need for an all-weather road developed. At first these transportation arteries were upgraded to gravel and then to concrete and later asphalt pavement. Inter-community travel was here to stay. Road sections were improved as public funds became available. In 1936 the North Santiam Pass road (State Highway 22) between Marion Forks and Santiam Junction did not exist, the Silver Falls Highway was unpaved. In the 1950's State Highway 34 between Philomath and Waldport included at least 10 miles gravel road.

In the ten year period between 1915 and 1925, the United States went from having one named highway (the Lincoln Highway in Pennsylvania, Ohio and Indiana) to having an unorganized and confusing system of several hundred named highways.

In 1921, the federal government passed the Federal Highway Act of 1921. It provided several million dollars of matching funds to states for highway construction. The act required the states to identify seven percent of its total mileage as "primary"; only these roads would be eligible for federal funds. Thus was born the US highway designation. All other roads became state or county roads

and highways.

Primary roads were marked by painted colored dots and vertical, angular or horizontal bands on rocks, fence posts and telephone or telegraph poles. Sometimes, where several named highways and roads shared a route, almost an entire rock or pole would be decorated in various colors. It was time for an organized national system to be formed.

In March 1925, the American Association of Highway Officials (AASHO) started planning a federal highway system. All named roads were ignored in their planning. That November, the secretary of agriculture approved AASHO's plan, which set up the now familiar US highway numbering system.

Major east-west routes would be numbered in multiples of ten, from US 10 across the north to US 90 across the south. US Highway 30 began in Atlantic City, New Jersey and ended in Astoria, Oregon. Major north-south routes would end in 1 or 5, from US 1 between Maine and Florida to US 101 between Washington and California.

The AASHO also adopted a standard set of road signs and markers, and to avoid confusion, markers of all named roads would have to be taken down. The Federal highway sign shape would be a shield like shape with black letters on a white background. States soon followed designating state highways using a circle, rectangle or square shaped sign.

By the late 1940s, a new generation of Americans was born, one which had grown up with paved roads and a numbered highway system. Most Baby Boomers, and even more of their children, have never heard of a named highway, let alone a gravel road being designated as a Federal or State highway.

In the 1950's Interstate Highways (patterned after the German Autobahn system) were being constructed to expedite US military maneuverability. To again come up with a national numbering system to designate these military sensitive routes, it was chosen that north-south interstate highways would be odd numbered beginning in the west and proceeding to the east. East-west Interstate highways would be even numbered from south to north.

Leland Hardy
Willamette Valley Model A Chapter

HIGHWAY FACTS

The Eisenhower interstate system requires that one mile in every five (20%) must be straight. These straight sections are usable as airstrips in time of war or other emergencies.

Chance that a numbered highway is unpaved:

In the U. S. A. = 1.00%
In Canada = 0.75%

Woodward Avenue in Detroit, Michigan carries the designation "M-1", so named because it was the first paved road anywhere.

TAKE CARE OF YOUR CAR BATTERY

Many people pay little attention to their car battery unless it stops working. Keeping a battery at full charge can extend its useful life. Repeated charging due to deep (i.e. severe) discharging can weaken the ability of any car battery to hold a charge. (Deep cycle batteries, especially designed for this purpose, are the exception.)

The car battery may become depleted

when you don't use the vehicle for more than a few weeks. Even though the car is not running and all accessories are shut off, if the battery is connected, there is a gradual current draw due to electrical losses in the wiring and accessories. This discharge process begins as soon as the engine is shut off and the generator or alternator is not operating. You never notice the condition if the car is used regularly.

To avoid depleting the car battery, do not use the radio, headlights, parking lights, interior lights or any other accessory when the engine is off.

If your car is not used regularly, consider buying a "trickle-charger." This device is connected by light cables to the car battery and is usually continuously plugged into a 120 volt AC electrical outlet to provide a slow charge. It is recommended that you use an automatic model that turns its self off when the battery is fully charged. Thus there is no advantage to plug and unplugging the automatic trickle charger. These models will not overcharge the battery. Trickle chargers are available at most auto parts stores for less than \$50.

Leland Hardy
Willamette Valley Model A Chapter

ELECTRIC WELDING

Through the art of electric resistance welding, the use of which the Ford Motor Company stands foremost in the automotive industry, it is possible to make the new Ford car an almost wholly steel car – lighter, yet stronger and safer. Welding is ages old. The blacksmith first practiced it when in his charcoal forge he heated two pieces of steel to a temperature he deemed proper and then

welded them into one piece under his hammer blows on the anvil.

Today science, with the aid of electricity, has made welding an important element in manufacture of steel parts. It has eliminated the guess work of even the highest skilled blacksmith and in the fraction of a second welds two pieces of steel into one with certain knowledge of the strength of the welded piece.

This is accomplished by the same principle used by the blacksmith – heat plus pressure. The two pieces to be welded are clamped in copper jaws. A current of electricity is conducted through the copper jaws into the pieces, generating high heat at the points where the two pieces make contact with each other, which brings the surrounding metal to the fusing point. Then comes the application of pressure, which completes the weld and the two pieces become one.

Nowhere has the art of electric welding been more extensively applied than in Ford Motor Company plants. In many cases machines have been designed that are radical departures from any in existence. Tools and fixtures unheard of have been developed, built and put into service.

Benefits of electric welding to the car owner are many. It permits the manufacture of strong single units, made up on several parts that are welded, bolted or riveted together. These units are stronger, more durable and safer because they are one piece of definitely known quality. They are lighter in weight by eliminating over-lapping material. This reduction in weight is reflected in increased power through reducing car weight haul on the engine. Then there is also the economics in manufacture through which the owner benefits in low price.

Ford Motor Company
1928

IF HUGGING / ON HIGHWAYS / IS YOUR
SPORT / TRADE IN YOUR CAR / FOR A
DAVENPORT / *BURMA SHAVE*

A FREQUENTLY ASKED QUESTION

Q. Is it legal for farm implement vehicles to be out on the road and slowing traffic down?

A. By Oregon law, these farm vehicles are allowed to be out on the public highway. They must display a slow-moving vehicle emblem. The emblem is standard type, approximately 10" on each side, yellow triangle with a reflective, 1" red band along the borders. It is recognized nationwide.

According to the Oregon Driver Manual, drivers should be prepared to adjust their speed and position when they see the sign.



Farming and construction machinery and equipment must display this sign, except when guarded by a flag person or warning sign. When these vehicles are moving on the highway, the driver must overtake or pass in the same manner that you would any other vehicle - pass on the left when safe to do so. Follow all the markings on the road and pass in the appropriate places; remember curves and double yellow lines. Before you start to pass, be sure you have enough room to complete the maneuver.

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

Upcoming Events!

2011
Dec 1

Thurs General Meeting Hosted by Marie and Beauford Averette Bring finger food snacks and non-perishable food for Marion – Polk Food Share (See map and directions inside).

Dec 2

Fri Film Night Three pre-1940 historical car films will be shown at NW Car & Motorcycle Museum beginning at 7:00 PM.

Dec 10

Sat Presidents Breakfast beginning at 10:00 AM at Goudy Commons on Willamette University Campus. Join this all club member event at an all-you-can-eat buffet breakfast for \$7.50. (See map and directions inside).

2012

No General Meeting at Mission Mill in January

Jan 8

Sun Annual Banquet at Marco Polo Cafe, 300 Liberty Street SE (across Liberty Street from City Hall) 5-6:00 PM social, 6:00 PM Buffet Dinner.

Jan 19

Thur Board Meeting

Feb 2

Thur General Meeting beginning at 7:00 PM Mission Mill Card Room, third floor

Feb 5

Sun Superbowl Tour Meet at Safeway on Lancaster Drive 8:30AM leave 9:00 AM