



April

2016

The Connecting Rod

Willamette Valley Chapter

P.O. Box 3031 Salem, OR 97302



09/06/2013

1929 "Woody" Delivery

willamettevalleymodel-a.org

Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

Next General Meeting: Heritage Center (Mission Mill), 3rd Floor, Card Room, Salem, OR

Thursday, April 7th, 2016 at 7:00 pm
willamettevalleymodel-a.org

President	Che Walker	Historian	Tom Morrison	
Vice President	Blair Wasson	Sunshine	Ginny Giesbrecht	
Secretary	Beauford Averette	N.W.R.G.	Tom Morrison	
Treasurer	Gary LeMaster	Newsletter	Gary LeMaster	
Past President	Tim Fleming	Raffle Chair	Peggy Ramsay	
Board Members	Jim Brennan Lee Hardy Ray Ramsay Fred Lissner	16 16 17 17	Tour Chair Programs	Tim Fleming Larry Labbe'

Swap Meet Committee Lew Garrison, Dale Stites, Gary LeMaster

Newsletter Editors of the Month Board Meeting Hosts

January	Hardy	January	21	Fleming
February	Hardy	February	18	Giesbrecht
March	Hardy	March	17	
April		April	21	Garrison
May		May	19	Stites
June		June	16	Pizza
July		July	21	Averette
August		August		Rowan picnic (potluck)
September		September	15	Kraus
October		October	20	Ramsey
November		November	17	LeMaster
December		December	17	Pres. Breakfast Goudy Common

President's Comments

"Spring is finally here and we can see some hope of a dryer Oregon. Have you been noticing the frequent breaks of sun and mostly dry pavement? It's here folks and the excuses to keep our cars in sleep mode has ended. Consider exposure to the community as the call to action this year. Running to the grocery store, lunch, or a visit in town? Take your Model A and enjoy them for all they are. I know it's tempting to be quick about our business and the simple thing to do is jump in our modern cars. Fight this urge! Remember, people of far superior intellect tell us life is in the journey. How would you prefer to travel during your journey? Make these cars live."

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 Gary LeMaster 503-393-6069

**Willamette Valley Chapter
Model A Ford Club of America
Board of Director's Meeting
March 17, 2016**

The Board of Director's meeting was called to order at 7:40 pm by Vice-President Blair Wasson. Others in attendance were: Beauford and Marie Averette (Hosts), Lee Hardy, Fred Lissner, Ray and Peggy Ramsay. The Board waived notice of time, place and purpose of the meeting.

The minutes were not read.

The Treasurer was not present to make a report

Model A Ford Problems Discussed. No discussion. Committee Reports: TOURS: A Work Shop event will be held March 19 at the home of Jim Rowen. It will help get our cars ready for the touring season. Meet at ShopKo on Lancaster at 8:30 a.m. and leave at 8:45 a.m. and follow Lee Hardy to Jim's home. Lunch will be provided. Please bring a chair. Tim Fleming is working on a May coast tour. May is also the Sheep to Shawl event at the heritage center. June 11th we'll meet at Wal-Mart on Turner Road and have a short tour before we go to the Salem Airport to see the B25, War Bird restoration project plus auto and aircraft show. The June 13-16 "T" Club 'Oregon Tour' will be based in Redmond, OR for cars 31 and older. June 18 and 19th we will set up and hold our annual swap meet. Several possible tours were discussed. Sunshine: No report. Program: The program for April will be a presentation by Steve Arndt of slides from his books "Road Less Traveled in Oregon" series. Socials: We will meet at 8:30 am on April 11 for breakfast at Sybil's Omelettes on State Street. Drive your A. NWRG: No report. Newsletter: Lee Hardy is the editor for the April issue of the Connecting Rod. Lew Garrison will be the editor for the May issue. Historian: No report. Swap Meet: We will have a work party to work on renumbering the tiles. Possible dates are either April 14 or 19. This could be done during the day. There will be a discussion at the April general meeting. Gary LeMaster will be asked to check on obtaining Insurance for the event, check on renting portable restrooms and making sure Ken's Dog House will be our vendor again this year. In April we will have a meeting at Dale Stites home to decide what swap meet items to keep and which ones to sell. Old Business: Blair Wasson and Ray Ramsay have finished and presented the tool loaning agreement. Some tools are being purchased. Additional tools will be solicited from members at the April General Meeting. A list of special-use tools will be developed. Lee Hardy will soon purchase the ten radios authorized in February. Nothing has been done on getting name tags for use at club meetings and events. New Business: The Board discussed the problem with the Club Library being in a locked area where we can't get to it for our meetings. The question was asked if we have a list of all the things in the Club Library. The April board meeting will be at Ray and Peggy Ramsay's. We will get a new club roster out soon. The meeting was adjourned at 8:40 pm.

Respectfully Submitted,

Beauford Averette, Secretary

ROWAN MODEL A MAINTENANCE WORKSHOP

On March 9th, five Model A Fords and several modern iron transporters presented themselves at Jim Rowan's shop, located east of Salem, OR.

Several lube and electric wiring maintenance tasks were accomplished, along with friendly chatter (some serious) and a few questions being answered.

Thank You Jim

BELIEVE IT OR NOT, COMMERCIAL CAR WASHES CONSERVE MORE WATER

For those who want both a clean car and a clear conscience, it's important to understand that washing your car yourself, generally speaking, uses a lot more water than a commercial car wash.

According to the International Carwash Association, the average commercial car wash uses about 45 gallons of water per car. Using your garden hose at home, however, blows through roughly 100 gallons per wash.

There's also pollution to consider. Eco-friendly car washes employ mechanisms for treating and recirculating the water they use so it doesn't end up in the storm drains.

But perhaps you don't trust anyone to touch your baby. Here are some suggested best practices, courtesy of the Arizona Department of Water Resources, to get the job done with maximum eco-friendliness:

- * Use waterless products such as scratch-free car dusters and cleaning waxes.
- * Use a bucket and a sponge or towel and then rinse quickly with a hose when finished.
- * Equip the hose with an automatic shutoff valve, or positive shutoff valve, so water runs only when needed.
- * Wash your vehicle on dirt or grass and avoid pavement to keep contaminated water out of the storm drain.

CARS.COM

FACTS ABOUT THE 1930's

Population: 123,188,000 in the 48 states

Life Expectancy: Male, 58.1 years; Female, 61.6 years

Average Salary: \$1,368

Unemployment rises to 25%

Huey Long proposes a. guaranteed annual income of \$2,500

Car Sales: 2,787,400

Food Prices: Milk, 14 cents; Bread, 9 cents a loaf; Round Steak, 42 cents a pound

IN 1930

In 1930, George A. Packer, then Massachusetts registrar of motor vehicles, wanted the state to ban "newfangled" radios that were beginning to come with cars. Radios, Packer argued, were dangerous because of the distraction they caused. Motorists would have to take their hands off the wheel to adjust the volume or search for a new station. Soft music at night might lull drivers to sleep. Louder music might even distract drivers in other vehicles. Massachusetts even held a hearing on the dangers of the radio in motor cars, but ultimately, Packer's efforts failed.

A THERMOSTAT THEORY

by Tom Endy

The Model A Ford was not delivered with a thermostat installed in the water cooling system. A few years later thermostats became the norm in new cars. Today it is becoming common practice for Model A owners to install a thermostat in the water outlet hose of their Model A Ford. However, there may have been some engine block design changes made to accommodate the thermostat that does not exist in a Model A engine block.

Rick Hall, a Victoria Association member in Southern California, has come up with a theory about the use of a thermostat in a Model A Ford that may have some merit. Recently four of us in the same area, including Rick and myself, have had a recently rebuilt engine fail with dramatic consequences. The number four piston virtually melted, with the ones in front of it showing signs of overheating.

After much investigation and speculation we have come to the conclusion that the cause was due to the poor quality pistons that have recently been imported from Taiwan by two of the better perceived suppliers. However, there could be an additional factor involved. In all four cases the failure modes were the same. The engines had a sufficient number of miles on them since rebuild;

the cars were cruising along at 55-60 mph in 26% overdrive for about an hour or more with the ambient temperature at about 60 degrees. Each of the cars was equipped with a very efficient 4-tube radiator and with a 160 degree thermostat installed. Each had a temperature gauge that indicated that the water temperature was below 160 degree, which means the thermostat was closed blocking off the flow of water. Rick's theory is that under these circumstances with the thermostat closed water is not circulating through the block normally. With the thermostat closed only a small amount of water is getting past the thermostat through the two small holes drilled into the mounting flange of the thermostat. The water pump is not causing water to flow through the block normally as when no thermostat is installed.

This may be causing the back end of the engine block to overheat due to the lack of proper water circulation. The temperature gauge may be showing a value of less than 160 degrees at the water outlet hose, but the water temperature around the number four piston where the water is stagnant may be sufficiently higher allowing the number four piston to overheat and fail.

It may be that engine block designers of later cars provided by-pass ports in the block to allow a continuous flow of water to all parts of the block when the thermostat was closed. The Model A engine block may not have this advantage.

This may not be a problem on a warm day or with a standard radiator that is partially blocked as the temperature will quickly rise above 160 degrees and the thermostat will open allowing the water pump to freely circulate water to all areas of the block as Henry designed.

It may be just a theory, but it may have some merit. After experiencing a costly engine failure I decided to remove the thermostat from my Victoria. I can't see where it can do any harm, after all Henry produced over five million Model A's that roamed the planet for decades without a thermostat.

An automotive thermostat modified for use with a Model A. Note the skirt welded to the base to prevent it from tumbling in the water outlet hose. Two small holes are drilled into the base for a small amount of water flow when the thermostat is closed.

QUALITY OF FORD BODIES

Beauty of design has been remarkably combined with strength and safety in the new Ford steel bodies. How well this is accomplished is demonstrated in the Tudor Sedan body. All structural metal in the body is steel, the wood parts used only for attaching the interior trim and roof material. If the Tudor body was mounted on a Model A chassis and was turned over resting on the roof; it would support the chassis, engine and all without even bending the narrow window pillars; such is its strength and high safety factor.

Body panels are made of the finest grades of steel, pillar construction is exceptionally narrow to reduce vision obstruction to a minimum. Lower rear panels, including the wheel housing, are made in one piece, a rather unusual feature on body construction, giving additional strength. Heavy reinforcing beads give light weight but strong parts.

Many parts are electrically welded to give greater strength and rigidity. Electrical welding also is used extensively in the door construction, and while giving the door all the necessary "safety factor" still leaves it flexible enough to weave with the body under extreme torque.

Every precaution also has been taken to prevent squeaks and rattles developing in the body. Panels and frame sections are welded or riveted together wherever there is a possibility of the body weaving due to uneven conditions of the road, thus eliminating all chance of metal squeaks of this nature. The final assembly of large units were bolts are necessary, strips of anti-squeak material are used between the sections.

Before the interior of the car is upholstered and trimmed, sound deadening material is utilized in all places where noises might develop. Soft roof construction, of heavy padding over a heavy galvanized mesh wire, also provides an additional element of quietness.

Ford Motor Company 1928

FORD TRACTORS CONTRIBUTE MIGHTLY TO THE BRITISH WORLD WAR I EFFORT

From My Life and Work by Henry Ford –
first published in 1922

"It is not generally known that our tractor, which we call the "Fordson," was put into production about a year before we had intended, because of the 'Allies' war-time food emergency, and that all of our early production (aside, of course, from the trial and experimental machines) went directly to England. We sent in all five thousand tractors across the sea in the critical 1917-18 period when the submarines were busiest. Every one of them arrived safely, and officers of the British Government have been good enough to say that without their aid England could scarcely have met its food crisis.

"It was these tractors, run mostly by women, that ploughed up the old estates and golf courses and let all England be planted and cultivated without taking away from the fighting man power or crippling the forces in the munitions factories.

"It came about in this way: The English food administration, about the time that we entered the war in 1917, saw that, with the German submarines torpedoing a freighter almost every day, the already low supply of shipping was going to be totally inadequate to carry the American troops across the seas; to carry the essential munitions for these troops and the Allies, to carry the food for the fighting forces, and at the same time carry enough food for the home population of England. It was then that they began shipping out of England the wives and families of the colonials and made plans for the growing of crops at home.

The situation was a grave one. There were not enough draft animals in all England to plough and cultivate land to raise crops in sufficient volume to make even a dent in the food imports. Power farming was scarcely known, for the English farms were not, before the war, big enough to warrant the purchase of heavy, expensive farm machinery, and especially with agricultural labor so cheap and plentiful. Various concerns in England made tractors, but they were heavy affairs and mostly run by steam. There were not enough of them to go around. More could not easily be made, for all the

factories were working on munitions, and even if they had been made they were too big and clumsy for the average field and in addition required the management of engineers. We had put together several tractors at our Manchester plant for demonstration purposes. They had been made in the United States and merely assembled in England. The Board of Agriculture requested the Royal Agricultural Society to make a test of these tractors and 'report.' ...

"The entire shipment of 5,000 tractors went through within three months and that is why tractors were being used in England long before they were known in the United States".

The Rattler, Albany Enduring A's

STOPPED BY POLICE AT 2 AM

Jack was pulled over by the police around 2 AM and was asked where he was going at that time of night. Jack replied "I'm on my way to a lecture about alcohol abuse and the effect it has on the human body, as well as staying out late."

The officer then asked, "Really? Whose giving that lecture at this time of night?"

Jack replied "That would be my wife."

Sacramento Vintage Newsletter

GAME CHANGER TREND – NEXT GENERATION PAVEMENT

The United States has more than two million miles of paved roads. Maintenance is a continual issue for local and state transportation agencies, but new pavements being developed are more sustainable, less costly, and yield other benefits such as capturing storm water runoff.

There are several innovative pavement types that are gaining traction, including:

* Porous pavements: Porous pavements allow storm water to percolate through the pavement and enter the soil below. Porous pavements work by

allowing streets, parking lots, sidewalks, and other typically impervious covers to retain their natural infiltration capacity. In many instances porous pavements can be used in place of conventional asphalt or concrete in an ultra-urban environment. They are generally not suited for areas with high traffic volumes or loads.

* Rubberized asphalt: Waste materials like rubber tires are being incorporated into pavement products.

* Warm-mix asphalt: A recent survey found that almost a third of all asphalt produced during the 2013 construction season was produced using warm-mix asphalt technologies, compared to less than five percent in 2009.

Here are your game changers for this week!

Roads Built from Tires - Huntington Beach, California

California generates more than 40 million scrap tires every year. While nearly 75 percent of used tires are recycled, the rest still end up in landfills or illegal dumps. Ground tire rubber can be blended with asphalt to beneficially modify the properties of the asphalt in highway construction. Through the department's Green Roads program, CalRecycle is reducing the amount of tires disposed in California's landfills by putting waste tires to new use as rubberized asphalt concrete.

The City of Huntington Beach, California used grant funding from the program to improve six miles of arterial streets that were riddled with potholes, sunken areas, and crumbling pavement. The rubberized asphalt is expected to extend the lifespan of the pavement by an additional 10 to 20 years.

Recycling Pavement - Staunton, VA

On a four-mile section of Virginia's I-81, a major north-south freight corridor, the pavement was 43 years old, well past its intended design life, and heavier volumes of truck traffic were taking a toll.

The Virginia Department of Transportation moved forward with a \$10 million project that reused existing materials from the underlying road structure, while the driving surface received a new overlay of asphalt. The road construction method was not only environmentally sustainable - it reduced construction time by about two-thirds and

saved Virginia millions, compared to the cost of conventional reconstruction. Traditional pavement construction would have required building another travel lane and would have taken one to two years to complete. By using in-place recycling, the project time was cut to seven months, resulting in significant cost savings, and reduced traffic disruptions.

Alleys that Drink Storm water Runoff-Boston, Massachusetts

The city of Boston recently completed a new 508-square-foot "porous alley" that absorbs Storm water and filters it into the ground, rather than allowing it to make its way into the sewer system where it has to be treated.

Construction of the alley is part of a larger effort to boost the quality of water in the rivers surrounding Boston. Like many other localities, the Boston Water and Sewer Commission had to pay a fine for violating the Clean Water Act and take steps to minimize pollutants going into the waters. The porous surfaces also help keep ground water at optimal levels in neighborhoods such as the South End, where many buildings were constructed on top of wood pilings, which can rot if exposed to open air.

The nearby town of Arlington, Massachusetts, also used porous pavement for a project on Hurd Field to protect the water quality of adjacent Mill Brook.

Brittney Kohler

Each day, new Infrastructure #Game Changers are changing how we build and use infrastructure. American Society of Civil Engineers collected these trends in energy, freight, transportation and water infrastructure into an interactive, web-based report at GameChangers.org. Find out more here, share these trends on social media using #Game Changers, or submit your own Game Changers project!

ONE BILLION

(In 2003)

A billion is a difficult number to comprehend, but someone did a good job of putting that figure into perspective this way.

Keeping in mind that I'm the messenger, not the mathematician, so if something's wrong here, I'm not smart enough to know it.

A billion seconds ago it was 1959.

A billion minutes ago Jesus was alive.

A billion hours ago our ancestors were living in the stone-age. A billion dollars ago was only 8 hours and 20 minutes, at the rate Washington spends it. [That was in 2003. What do you suppose the rate is today?]

Whimsey - Statesman-Journal 06/2003

PHAETONS

Phaetons were one off the first five Model A body styles introduced in December 1927,

They were initially available in seven different exterior colors. The belt molding was a contrasting color to the body. The body was only available as a four door. The 1928 models came without exterior door handles. The 1929 models had exterior door handles and kits were sent to dealers to add handles to the earlier models.

Side curtains were provided with the car. They were stored in a compartment under the floor, or on later models, under the driver's seat. The interior was either brown or black artificial leather. With the introduction of the 1930 models, the Phaeton changed in appearance. The sides were taller and the new cowl design was incorporated. The 1930 Phaetons were available in only five color combinations. The interior remained black artificial leather. Rubber floor mats were the standard floor coverings.

In June of 1930, Ford introduced the Deluxe Phaeton. This was a two door model that had cowl lights, rear

mounted trunk, full length rear bumper, wind wings and eleven different color schemes.

The spare was mounted on the fender. The rear seat had an arm rest on each side. The interior was genuine tan leather. This addition was carried over in to the 1931 model as well. Production numbers for the 1928-1929 model are 87,294. Production numbers for 1930-1931 Standard Phaeton are 20,544. Production figures vary on the total number of Deluxe Phaetons that were produced.

A safe number is 7,281, probably including exports.

Ford Motor Company

THE 710 CAP

The other day I was in the local auto parts store. A lady came in and asked for a seven ten cap.

We all looked at each other and one of the service guys asked, "What's a seven ten cap?" She replied, "You know, it's right on the engine. Mine got lost somehow and I need a new one."

"What kind of car do you drive?" another guy asked. (Thinking that perhaps she drove an old Datsun Seven Ten.) The lady replied, "I drive a Buick. "We asked her how big is the cap. She made a circle with her hands about 3 1/2 inches in diameter.

"What does it do?" asked one of the service guys. She replied, "I don't know, but it's always been there."

One of the guys gave her a note pad and asked her if she could draw a picture of it. So she made a circle about 3 1/2 inches in diameter and in the center she wrote 710. As she was drawing, the guys behind the counter looked at it upside down and they fell behind the counter laughing their heads off. (Directions: Very carefully draw a circle and write 710 in the center. Now look at it upside down.) -- Dope slap!

Sacramento Vintage Ford newsletter

Here is a simple Saturday afternoon fix-it tip for obtaining all the brightness in our head and tail lights. The head and taillights were designed to put out the rated candle power stamped on the bulb. So

many times this is not possible, due to the fact the electrical power cannot travel in a clean circuit. We all make a good effort to get a clean hot wire to the lights – we tend to forget about the ground side of the circuit, making electricity travel out through the head light mount, the light bar, down into the fenders, and out through the mounting bolts. The current finally goes into the frame and back to the generator or battery. This is a poor system at best. Our freshly restored cars have paint between the joints and our older cars have rust. Electricity just doesn't travel well through either one. To fix this problem, simply fish a third wire (#12 stranded) into the headlight wire looms and solder on end directly on to the side of the bulb socket. The other end goes directly on the frame with a good tight metal to metal contact. You can bring both headlights to one common point. Do the same with the taillight, also. We need all the help we can get back there! Run a heavy duty ground strap between the frame and engine. If you really want your starter to work well, ground the battery through an insulated cable directly to a starter mount bolt. The starter will receive full voltage from the battery, plus there will be plenty left over to fire the coil (of course, I realize this will never pass the judging standards) but on a tour car, this works well. Your lights will stay white, even at an idle. Our tours often extend into darkness and sometimes we are out on the road for several days. The safer we can make our cars, the more enjoyable they will be as well.

Reprinted from the Gertie's Gossip, Tacoma A's.

I used a #14 stranded wire for the headlight ground a #12 wire for the taillight ground, the #12 mentioned in the article is probably better for the headlights but my #14 works alright and was a was a little easier to run. I ran an insulated battery cable from the same bolt where the regular battery ground cable connects, directly to a starter mounting bolt. No more dim headlights or taillights and no more weak starter. It is not necessary to convert to 12volts to have a good reliable electrical system. I am using aluminized headlight reflectors that reflect almost the same amount of light as freshly polished silver and reflect more light than silver tarnished after a day or two exposed to the air. The aluminized reflectors never tarnish. A third brake light (or second one if you only have a brake

light on one side) mounted in the center below the spare added safety item. As mentioned in the Gertie's article these are all safety factors, well worth the time and effort and for a very small expense

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The Cabrioletter
March 2007

I CAN HEAR JUST FINE

Three retirees, each with a hearing loss, were playing golf one fine March day. One remarked to the other, "Windy, isn't "No" the second man replied. "It's Thursday". And the third man chimed in. "Me too," let's go to the club house and have a drink.

BYRNES ESTATE SALE

April 15 & 16 from 9 am to 5 pm
Tools, Toys & Treasurers
4376 Viewcrest Road S
Salem, OR 97302
503-364-6646

Thanks,
Dolores

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

Tour and Events Schedule!

Apr 7	Thur	General Meeting 7:00 PM Mission Mill, Card room 3 rd Floor
Apr 11	Mon	Breakfast at Sybil's Omelettes: 8:30 AM, 2373 State Street NE, Salem, OR
Apr 21	Thur	Board Meeting 7:30 PM, Ramsay
May 4	Wed	Model T & A Parts Auction, 7:00 PM, Cordon Road Fire Station
May 5	Thur	General Meeting 7:00 PM Mission Mill, Card room 3 rd Floor
May 9	Mon	Breakfast at Sybil's Omelettes: 8:30 AM, 2373 State Street NE, Salem, OR
May 19	Thur	Board Meeting 7:30 PM Garrison
JUN 2	Thur	General Meeting 7:00 PM Mission Mill Card Room, 3 rd floor
JUN 13	Mon	Breakfast at Sybil's Omelettes: 8:30 AM, 2373 State Street NE, Salem, OR
JUN 18	Sat	Swap Meet Setup Chemeketa Community College
JUN 19	Sun	Swap Meet Chemeketa Community College