



The Connecting Rod

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



1929 Commercial Model A Ford

Willamettevalleymodel-a.org

Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

**Next General Meeting is the Annual Banquet, West Salem Roth's, 1130 Wallace Road NW,
Salem; Sunday January 17, 2016 at 5:00 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 Flemimng	Raffle Chair	Peggy Ramsay
Board Members	Jim Brennan 16 Lee Hardy 16 Ray Ramsay 17 Fred Lissner 17	Tour Chair	
Swap Meet Committee	Lew Garrison, Dale Stites, Gary LeMaster	Programs	Larry Labbe

Newsletter Editors of the Month

January	Hardy
February	Hardy
March	
April	
May	
June	
July	
August	
September	
October	
November	
December	

Board Meeting Hosts

January	21	
February	18	
March	17	
April	21	
May	19	
June	16	
July	21	
August		Rowan picnic (potluck)
September	15	Stites
October	20	Ramsay
November	17	LeMaster
December	17	Pres. Breakfast Goudy Common

President's Comments:

"Is it me...or have we all noticed an excess of the wet stuff? For folks born and raised in Oregon, we take great pride in our webbed toes and beaver tails. This season may simply be a dichotomy from the dry dry summer, but any way you look at it, the mountains need the snow. If you're like me, your old friend may be winterized and put to sleep for the long wet days ahead. Some we may still look for those dry mornings to get your lady 'A' out for a spin as there really are few things like a cold sunny day sporting our beautiful machines for all to see and appreciate.

As your new president, I'm focused on the topic of exposure for the 2016 year. As a club, we have a dedicated and involved group of amazing people. Let's stretch that reach and look to the next generations of Model A enthusiasts. You know these people...our friends, neighbors, kids and grand-kids. These up and coming A drivers already have the thirst so let's get them involved. As we consider the next year, perhaps we will create a greater club presence at drive-ins and small town events proudly displaying our club banner and handing out club cards or brochures about all we have to offer. The future of our club and its participants depends on the new generations of Ford lovers. Let's bring these folk in and show them all these beautiful cars have to offer.

Happy winter motoring my friends! Che

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
December 19, 2013

In lieu of a December board meeting the President's Breakfast was held December 12th at Goudy Commons on the Willamette University Campus. Club members present enjoyed a buffet style breakfast and visiting with others. Past President Tim Fleming thanked club officers and others who made his term a success. In 2016 it is planned to increase the Club's visibility and have more tours.

Officer installation will be at the Annual Banquet January 17th in the Oregon Room at the West Salem Roth's.

LH

All Members, Spouses and Guests of the
WILLAMETTE VALLEY MODEL A CLUB

Are cordially invited to the Annual Banquet and swearing-in ceremony of new officers
at

ROTH'S OREGON ROOM

1130 WALLACE ROAD NW

SALEM, OR

Sunday January 17, 2016

Social Hour 5 pm – No host bar Dinner Buffet will be served at 6 pm

Menu dishes includes Beef Tenderloin, Rosemary Plank Roasted Salmon, or Vegetarian. Twice baked potatoes, green beans, garden salad. Dessert is chocolate cake with strawberry filling and coffee.

Register with Gary LeMaster PO Box 3031, Salem, OR 97302, phone 503-393-6069,
or Email: grlemaster@msn.com by January 13th
so food service can be planned

First Come First Served Basis – Limit 50 Individuals

ENGINE LUBRICATION

The engine lubrication system is an exclusive Ford development and is a combination of pump, gravity feed and splash system with oil reservoir in the valve chamber.

The pump is located in the bottom of the oil pan and is run off a gear on the camshaft on the same shaft which operates the distributor. It is enclosed in a fine mesh wire screen through which the oil filters before it is pumped up into the valve chamber. The screen is surrounded by a shield so that the oil is pulled through it. The oil flows into the valve chamber in a continuous stream whenever the engine is running, but it is in no sense a "forced feed".

The oil in the valve chamber provides direct gravity feed lubrication to the main bearings of the crankshaft and the front end of the camshaft bearing. Small pipelines lead down from the valves to these bearings. The bottom of the valve chamber is so designed, through the use of small inbuilt dams, to provide reservoirs of oil for each bearing. As the engine rests in the chassis, on a three-degree angle sloping to the rear, the oil arriving in the valve chamber flows back, filling each reservoir, the overflow oil being carried by an external pipe down to the front end of the oil pan, where it flows back into the pan, filling the troughs through which the connecting rods are lubricated and from which all other moving parts are sprayed by the splash system. From the pan the oil flows to the bottom of the case to be pumped back again.

Ford Motor Company
1928

MODEL T TO MODEL A COST

To change manufacturing assembly lines from the Model T to the Model A cost Ford (in today's dollars) over ¼ billion dollars. To cease production of the most successful, most profitable automobile in American history was also emotionally draining for Henry Ford. The Model A went on to set new production records.

BELIEVE IT OR NOT, COMMERCIAL CAR WASHES CONSERVE 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

TEEN AGE TROUBLE

A teenage boy tells his father, "Dad, there's trouble with the car, it has water in the carburetor." He father looks confused and says, "Water in the carburetor, that's ridiculous." But the son insists. "I tell you, the car has water in the carburetor."

The father, starting to get a little nervous, says, "You don't even know what a carburetor is ... but I will check it out. Where is the car?"

"In the pool" replies the son.

Sacramento Vintage Ford News
April 2015



Robert Lee Tompkins

Robert (Bob) Tompkins passed away on November 24, 2015 at the age of 90.

A Salem native, he graduated from Salem High School in 1942, served the country as a Marine, and married his wife of 63 years Helen (Elmlund) on April 10, 1948. They had three daughters.

A carpenter for 26 years he worked on many local buildings and early projects like the Detroit Dam. His last project was overseeing the construction of the SAIF Corporation building in Salem and then as the Facility Manager there for fourteen years until retiring in 1990.

He had many interests and hobbies. He started collecting stamps as a teen and continued throughout his adult years. He also collected vintage post cards and had a large collection of antique Salem themed post cards. His love of Salem history lead him to the Marion County Historical Society where he spent many years volunteering. During those years he created a slide show of early Salem history using the Historical

Society's rare photograph collection.

He also loved old cars and at one time had a Model-A, a Model-T and a 1927 Falcon-Knight, all of them he immaculately restored. He enjoyed taking them on road trips and occasionally participated in parades. He was involved with the South Salem Senior Center, overseeing the construction of their building and serving on the board. He spent many hours volunteering there.

HORSEPOWER

"A unit of power equal in the U. S. to 746 watts and nearly equivalent to the English gravitational unit of the same name that equals 550 foot-pounds of work per second."
Webster's New Collegiate Dictionary

Or said another way:

"A horsepower is equivalent to raising 33,000 pounds one foot high per minute."
Horsepower
by Frank Lessiter

HENRY 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 cannot, 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.

FLOYD'S MODEL A PARTS UNDER NEW OWNERSHIP

For years, Floyd's has been a regional source for most Model A parts, offering reasonable prices and sometimes same day shipping, which meant that the critical part you needed would arrive before an over-nighter even though you procrastinated and ordered it a mere two or three days before. Janet, the sole proprietor since Floyd died, has sold the business to Amanda Uthe of Vancouver, WA. It appears that Ms. Uthe will operate the business similarly with the exceptions that the name will change to "**Rusty Lugs Rods & A's**" and that she will have a web site and accept credit cards. Her web site (Rustylugparts.com) may not be up yet, but she has a brief

Facebook page

<https://www.facebook.com/pages/Rusty-Lugs-Rods-and-As/814846495241203>. For now, try

calling 360-887-3346 (which happens to be Floyd's old number) or e-mailing Rustylugparts@gmail.com.

Remember also that even closer to home in Silverton is "A" parts supplier **Rods-N-Relics** (503-873-5427 or rodsnrelics@frontier.com). Norm, the owner, is a knowledgeable "A" guy who also, as a professional welder, does all kinds of welding and light fabrication for hire.

Enduring A's

LUG NUT WARNING

This is to inform Model A'ers that a potentially dangerous situation exists with some currently available wheel lug nuts. After much research, consultation with knowledgeable Model A'ers, and careful review of an "AR" wheel lug nut drawing, it has been concluded that there is a potential safety problem with some reproduction lug nuts. Significant wheel and hub damage can, and on two occasions has, resulted from using these "unacceptable" lug nuts now on the market. If left unnoticed the wearing condition could ultimately result in the loss of a wheel. It is believed, however, that significant wheel looseness would first occur providing a warning of the impending serious safety problem.

The two cases were unrelated and somewhat different conditions leading to the determination that some reproduction lug nuts are not safe to use, and therefore are unacceptable. In both cases, there was no indication that a problem existed when these lug nuts were installed. They tightened up like acceptable lug nuts. However it was later determined that these new lug nuts were not fully seated.

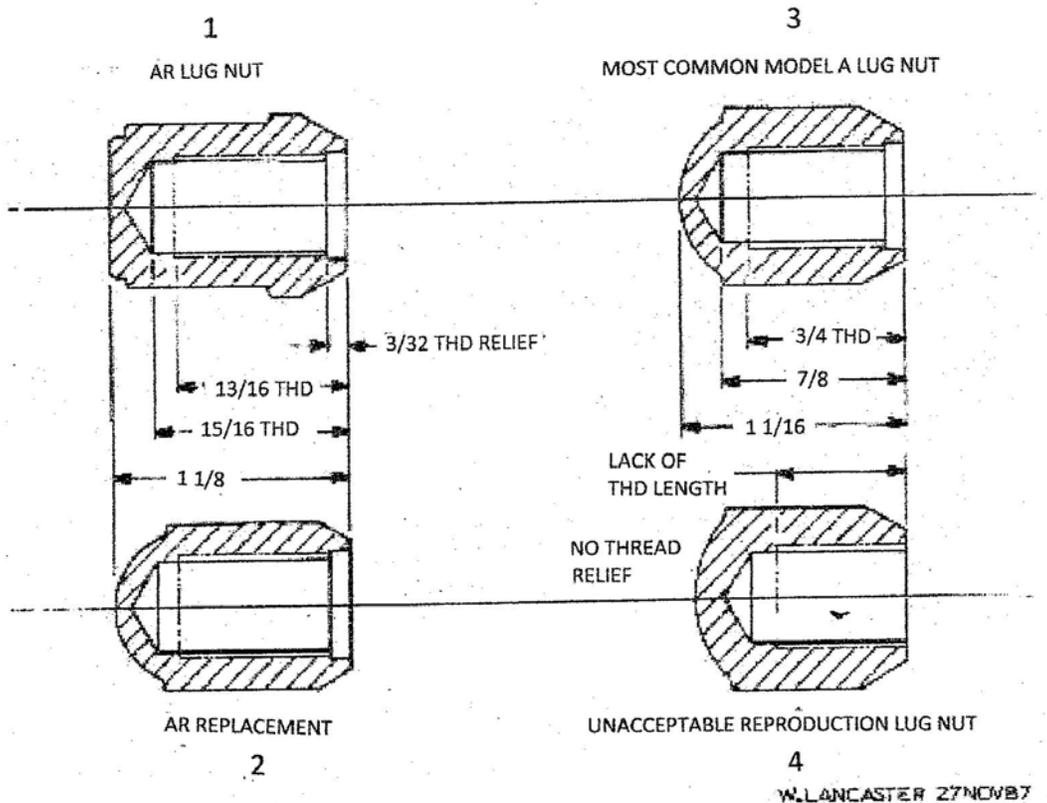
In the first case, the problem was discovered only after driving with the faulty lug nuts for over a thousand miles. While returning from a long tour, a loose wheel was recognized. The driver pulled off the road. The wheel was loose, yet the lug nuts were tight! The wheel was replaced with an undamaged wheel and original lug nuts.

In the second case, after installing a set of 23 reproduction lug nuts, it became necessary to remove the wheels after driving about 100 miles. The lug nuts on one wheel were very hard to remove. They were found to have damaged the threads on the hub studs. Prior to using them, all lug nuts and studs were chased. The threads were again chased, and the lug nut thread length was verified to be correct. This included tap drilling deeper to provide .75 inches of full thread on these three lug nuts. After driving a couple hundred miles, the lug nuts were again hard to remove. After much frustration and analysis it was determined that a thread relief exists in a normal lug nut that did not exist on these three lug nuts!

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The sketch below shows these conditions. The first cross section is the "AR" lug nut. The second is our best estimate of the 11/16" hex size lug nut used for short time after the "AR" nut was replaced. Lug nut number three is the most common Model A lug nut. The fourth cross section is the unacceptable reproduction lug nut, which lacks adequate thread depth and lead-in thread relief.

LUG NUTS



If you have reproduction lug nuts of the common type, check to see if they have the following characteristics:

1. The overall length must be at least 1 1/16 inches.
2. At the entrance, there must be no threads for the first 3/32 inch.
3. The tap drill depth length must be at least 7/8 inches.
4. The full threads length must be at least 3/4 inch, which can be checked with a 1/2-20 NF by 3/4 inch long bolt threads.

It is hoped that this information will provide a warning to Model A owners of a serious safety situation concerning reproduction lug nuts and a means to check their acceptability.

Bill Lancaster
Sunnyvale, CA

THE MODEL A CHASSIS

The Ford Model A chassis has many exclusive features and is remarkable for the large number of steel forgings, which because of their light weight and strength are used almost exclusively in place of castings and stampings.

Among the distinctive features are an ignition system so simple in construction that it cannot be mis-wired even by a novice. Other distinctive features are ball and socket joints on all spark and throttle connections, self-contained and rattle proof front wheel brake construction that eliminates the leather boot or sliding joint customarily used in protecting the linkage between the brake rods and the mechanism of the brake plate.

There is also the simplicity of engine timing, accomplished by a timing plug in the camshaft gear cover plate, which inserted in the opening provided drops into a notch in the camshaft gear, accurately setting the upper dead center of the firing stroke of the number one cylinder.

The frame itself is unusually strong, with three sturdy cross-members, designed to give great rigidity.

The torque tube drive is used, a driving principle originally adapted to the automobile by the Ford Motor Company. The driving shaft is large and strong, and enclosed in an all steel tube.

Another feature is the unusual freedom from unsprung weight, for the less the unsprung weight in ratio to the sprung weight (that above the spring), the easier riding of the car. This is accomplished chiefly through the Ford design transverse springs.

Ford Motor Company
1928

WISDOM

The real art of conversation is not only to say the right thing at the right time, but also to leave unsaid the wrong thing at the tempting moment.

The older you get, the tougher it is to lose weight, because by then your body and your fat have gotten to be really good friends.

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 stormwater runoff.

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

- **Porous pavements:** Porous pavements allow stormwater 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 Stormwater Runoff-Boston, Massachusetts

The city of Boston recently completed a new 508-square-foot "porous alley" that absorbs Stormwater 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.

By Brittney Kohler

The 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, share these trends on social media using #GameChangers.

A 'BRAKE'-DOWN OF THE DIFFERENT" TYPES OF BRAKE PADS

Dear Car Talk:

I need to know, of the different kinds of brake material -- ceramic, metallic and organic -- which has the most gripping power? I want the pad that is the best at gripping, under normal driving conditions. I do not care about noise or brake dust.

James

If all you're interested in is maximum stopping power; you probably want some performance street semi-metallic pads. James. .And it's good that you don't care about noise or brake dust, because you'll get plenty of both. You'll also run through rotors pretty quickly.

Here's a brief history of the brake pad: Invented in the 1890s by Sir Francis Brakepad, the first pads were made of copper. They didn't last very long, and buying all that copper took lots of money. So disc brakes didn't catch on until more than half a century later. By the time disc brakes came into wide use, pads were made largely out of asbestos. That was cheap, and soft enough to stop the car quietly. It also did a great job of dissipating heat -- which is important so the brakes don't overheat and boil your brake fluid. Unfortunately, all brakes create dust as they get used, and the dust thrown off by asbestos pads turned out to cause lung disease. So we dropped those.

Next came so-called organic brake pads. Those are the ones sold at Whole Foods, next to the kale.

Actually, organic brake pads are made these days with a variety of nonmetallic, non-asbestos materials, like synthetic fibers, glass and some unused Seattle Seahawks 2015 Super Bowl Champions T-shirts. Organic pads work pretty well, but they wear out quickly and also make a mess of your wheels.

After that came semi-metallic brake pads. Those have flakes of bronze, iron and steel wool in them. They do particularly well at dissipating heat, and they last a long time. But they're noisy and dusty and they're hard on the brake rotors.

So the current state of the art is ceramic. Pads made of ceramic compounds are quiet, they stop the car well, they're embedded with pieces of copper to help them dissipate heat, they last a long time, they're easy on the rotors and they produce a very-light-colored dust, which is much less noticeable.

Interestingly, the reason they're quiet is because the noise they make is beyond the range of human hearing. I guess that explains why all the neighborhood dogs used to come running whenever my brother showed up. I had always assumed it was just so they could see what food he was storing in *his* beard.

Anyway, ceramic pads are what we recommend to our customers. But if all you care about is stopping power, a semi-metallic performance street pad by Stop Tech or Hawk probably is what you want, James.

Just make sure you upgrade your stereo at the same time to help cover up the brake noise.

BY RAYMAGUOZZI
Salem Statesman Journal
Cars.com

HUMOROUS SIGNS

On a Septic Tank Truck sign:
We're #1 in the #2 business.

At a Proctologist's door
To expedite your visit please back in.

On a Plumber's truck:
We repair what your husband fixed.

On a Plumber's truck:
Don't sleep with a drip. Call your plumber.

Pizza Shop Slogan:
7 days without pizza makes one weak.

At a Tire Shop in Milwaukee:
Invite us to your next blowout.

On an Electrician's truck:
Let us remove your shorts.

In a Nonsmoking Area:
If we see smoke, we will assume you are on fire and take appropriate action.

On a Maternity Room door:
Push. Push. Push.

At an Optometrist's Office
If you don't see what you're looking for, you've come to the right place.

CLUTCH BEARING MAINTENANCE

How long has it been since you greased the clutch throw-out bearing on your Model A? Where is the clutch throw-out bearing? The clutch throw-out bearing is located between the clutch plate and the transmission. Access to the throw-out bearing grease fitting requires removing the rubber or carpet floor mat and the metal plate on the floor board near the rear of the clutch housing. The clutch housing plate is held into place with two bolts that can be turned using a large flat blade screwdriver. Loosen the bolts until the metal plate can slide upward toward the engine and be removed. The grease fitting is on the top of the drive line. A couple squirts should be sufficient. I grease the throw-out bearing in my car every 1000 to 1500 miles.

The clutch throw-out bearing only operates when the clutch pedal is depressed. "Riding" the clutch to slow down, when shifting gears or depressing the pedal while stopped, i.e. at a stop light or waiting in traffic, are bad habits causing excessive throw-out bearing wear. While greasing the bearing is inconvenient, replacing the Model A throw-out bearing requires removing the engine or transmission and drive line. My advice, do not depress the clutch pedal to slow road speed or cease

forward motion. Rather apply the brakes using intermittent pulses; and when stopped, depress the clutch pedal, shift into neutral, release the clutch pedal and hold position using the braking system. That is what car brakes were designed to do.

Interesting enough, modern manual transmission automobiles and trucks still use a clutch throw-out bearing similar to that in our Model A Fords. The main difference is access to this bearing is more complicated. Some models require removal of the engine and transmission as one unit. So – whether driving your Model A Ford or a modern manual transmission vehicle you want to do everything you can to prolong throw-out bearing life.

Leland Hardy
Willamette Valley Model A Club

COMMERCIAL MODEL A and AA FORD BODIES



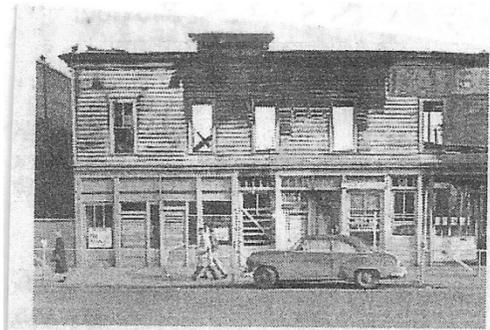
1928 Model A Ford with Custom Auto Body

When first manufactured trucks were a chassis and open cab. Auxiliary manufacturers were the sole source of truck beds and cabs tailored to meet the customers need. Initially trucks had hard rubber tires as balloon tires had not been invented, and for many years afterword's, not durable enough for heavy hauling. First came the "C" cab providing a back and roof. The shape of each side (no doors) was rounded i.e. the "C" cab name.

Auxiliary manufacturers like P. J. Larsen & Sons in Salem, Oregon, changed from making wagons, buggies and carriages to manufacturing custom truck and auto bodies. The Pepsi Cola auto body is an example of

custom auto body building.

P.J. Larsen & Company, as it was originally called, was founded in 1883 by a Danish immigrant named Peter J. Larsen and his brother-in-law Peter Norgren. According to an advertisement placed in the Evening Capital Journal on May 2, 1889, the company was "prepared to do all work in the line of making or repairing wagons, buggies or carriages in first-class style and at reasonable prices."



Larsen's Carriage Works building at 188
Liberty St., circa 1953. PHOTO COURTESY OF BEN
MAXWELL

City directories allowed us to trace the company's growth and locations from 320 Commercial St. to 45 State St., and finally to 188 Liberty St. where it remained until its closure in 1938. This location today is home to the Key Bank at the SE corner of Liberty and Trade Streets. We also followed the evolution of the company as it changed from building wagons, carriages and buggies to wheel making in 1921 and auto-body building by 1924. A slight name change also occurs from P.J. Larsen & Company to P.J. Larsen & Sons, as Larsen's sons joined him in the trade.

Not much is known about Larsen and his family beyond the framework that census records and city directories provide. Peter was born in Denmark in the year 1847 according to the 1880 Federal Census, making him 33 years of age when he first appears on Salem records. His wife Cecelia Norgren was born in 1858 in Illinois. They were married Oct. 16, 1875 in the home of Cecelia's parents in South Salem. They had four children, all born in Salem; one daughter, and three sons.

Salem Statesman Journal

Cover photo gleaned with permission from Sacramento Vintage Ford, Inc. February 2014 monthly newsletter.

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

Upcoming Events!

2016

No General Meeting at Mission Mill in January

- | | | |
|---------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Jan 17 | Sun | Annual Banquet, Roth's West Salem,
1130 Wallace Road NW. Enter rear entrance,
5-6:00 PM Social, 6:00 PM Buffet Dinner. |
| Feb 4 | Thur | General Meeting 7:00 PM
Mission Mill, Card room 3rd Floor |
| Feb 18 | Thur | Board Meeting 7:30 PM |
| Mar 3 | Thur | General Meeting 7:00 PM
Mission Mill, Card room 3rd Floor |
| Mar 17 | Thur | Board Meeting 7:30 PM |