



The Connecting Rod

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



*May every day of the
new year glow with
good cheer & happiness
for you & your family.*

*Happy
New Year!*

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Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

Next General Meeting, , Heritage Center (Mission Mill) Card Room, Salem, OR
Thursday, February 1st, 2018 at 7:00 pm

President	Gary LeMaster	Historian	Tom Morrison	
Vice President	Bob Myers	Sunshine	Ginny Giesbrecht	
Secretary	Ray Ramsay	N.W.R.G.	Tom Morrison	
Treasurer	Gary LeMaster	Newsletter	Gary LeMaster	
Past President	Blair Wasson	Raffle Chair	Peggy Ramsay	
Board Members	Bob Burton	18	Tour Chair	Tim Fleming
	Lee Hardy	18	Programs	Board
	Peggy Ramsay	19		
	Fred Lissner	19		

Swap Meet Committee Lew Garrison, Dale Stites, Gary LeMaster

Newsletter Editors of the Month

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

Board Meeting are after the General Meetings

January	21	Annual Banquet
February	1	
March	1	
April	5	
May	3	
June	7	
June	17	Swap Meet
July		
August		
September	6	
October	4	
November	1	
December	8	President's Luncheon

Gary's : Here we are at the beginning of another fabulous Model A year. I'm looking forward to being your President this year. We have four main driving tours scheduled throughout the spring, summer and fall. The Board is working on various programs to present at each General Meeting.

Now is the time to complete those maintenance tasks in preparation for a break down free touring season. We have several new members, some who are new to the Model A Hobby. Please take the opportunity to welcome them and assist those who may need assistance in preparing their cars for touring.

Wishing you all a very happy and prosperous New Year, full of joy and wonder.

Gary

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 503-393-606

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

Are cordially invited to the Annual Banquet at

ROTH'S FOUNDERS ROOM
1130 WALLACE ROAD NW
SALEM, OR

Sunday January 21, 2016

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

Swearing in of new officers, Awards, & program to follow

Main menu dishes to choose from are:

Peach & Mustard Glazed Pork Tenderloin (Gluten Free)
Traeger Smoked Salmon Fillet, or
Oregon Wild Mushroom Manicotti

Includes:

Green Salad with Apple, Goat Cheese, Pecans & Sherry Vinaigrette; Roasted Potatoes with Shaved Fennel & Parmesan; Sautéed Lemon & Garlic Green Beans; Peppermint Stack Desert and Chocolate Cake with Strawberry Filling and Butter Crème; Coffee, Tea and Water.

Submit your menu choice and number of attendees to Gary LeMaster by US Postal mail to: PO Box 3031, Salem, OR 97302, 1845 Lockhaven Drive NE, Salem, OR 97303-2070; phone 503-393-6069; or Email: grlemaster@msn.com by January 13th so food service can be planned

Remit your payment, \$10/person, in cash or check to Gary made out to the:

“Willamette Valley Model A Club”

First Come First Served Basis – Limit 50 Individual

Minutes of the Willamette Valley Chapter Model A Ford Club of America

President's Lunch held December 9, 2017

The President's Lunch was held this year at the Northwest Vintage Car & Motorcycle Museum at Antique Powerland in Brooks.



Decorations were provided and installed by Peggy Ramsay, Gwyn Marsh and Diane LeMaster. The Flemings provided two Christmas trees, with lights! Automotive Ornaments were provided by Jim Rowen who brought his gleaming pickup and Lew Garrison who brought his beautiful "Vicky." Both were on display during the event, along with the other wonderful cars at the Museum.

The Social Hour commenced at 11:00 am and Lunch, albeit with a few hick-ups, started at Noon.

The highlight of the lunch was a wonderful chocolate cake made by Pure Decadence Pastries of South Salem who had covered the top of the cake with our Club logo. Some said it was the best cake they had eaten in a long time.



At 1:00 pm the business portion of the meeting started consisting of a combined General Meeting and Board Meeting for December. President Blair Wasson kicked off the meeting with a short re-cap of his year as President and the goals the Club has for 2018. Everyone present waived notice of time, place and purpose of the meeting. No births or deaths were recognized, but both the Ramsay's and the Wasson's have wedding anniversaries in December. The Wasson's will celebrate their 52nd on December 22nd and the Ramsay' will celebrate their 47th on December 27th.

No Model A problems were noted. It was reported that Lenny Saunders has a 2001 Ford Lariat ½ ton 4x4 pickup for sale with approximately 130,000 miles on it, Mid-nite Blue, \$6,000' Contact Lenny 503-868-7224 if you are interested.

The next items of business were the approval of the previous month's minutes and the Treasurer's Report. Upon motion duly made, seconded and unanimously carried, the previous month's minutes for both the General Meeting and the Board of Directors were approved, as printed in the December Connecting Rod. Gary LeMaster gave a short report on "the state of the Club cash" which was also approved.

The next social event was December 11th with the monthly breakfast at Sybil's on State Street. Thereafter, the next event will be the Annual Banquet being held this year on January 21st at Roth's in West Salem. Details, including the time and menu options can be found in the December and January Connecting Rod. Cost is \$10.00 with the Club picking up the balance. Also, if we are going to have a program, more Club members need to turn in their two photographs to Tim Fleming who is going to reprise his presentation of last year, if there is sufficient interest.

The next item of business was Elections. Our Officers and Board Members for 2018 will be:

- President - Gary LeMaster
- Vice-President - Bob Myers
- Past President - Blair Wasson
- Secretary - Ray Ramsay
- Treasurer - Gary LeMaster
- Board Members - Bob Burton
Lee Hardy
Fred Lissner
Peggy Ramsay

New officers (Gary and Bob) and returning Board Members (Fred & Peggy) will be sworn in at the January Banquet.

The final item was to discuss where the President's Lunch was going to be held in 2018 and it was decided to hold it at the Northwest Vintage Car & Motorcycle Museum. After which the meeting was adjourned and most Members stayed afterwards and helped with the take-down and clean-up – which was much appreciated. And a special thanks to Gary LeMaster who facilitated the use of the Museum for this year's luncheon.

And so, this ends the final minutes for 2017. May you all have a Merry Christmas and a safe and sound New Year. See you at the banquet.
Submitted, Ray Ramsay, Secretary

CAN'T TOUCH THIS

Between 2011 and 2015, distracted drivers caused just under 10,000 crashes in Oregon that resulted in 54 deaths according to KTVZ. Oregon Department of Transportation's Distracted Driving Task Force says a crash is caused by distracted driving approximately every three hours. These harrowing statistics led the Oregon Legislature to enact House Bill 2597 which expanded the distracted driving law.

Beginning October 1, 2017, drivers will be forbidden from holding and using a mobile electronic device (cell phone, GPS units, iPad, iPods, etc.) for any purpose. This includes talking (unless utilizing a hands-free accessory), texting, watching movies, emailing,

looking at social media, searching the internet, viewing pictures, and more.

House Bill 2597 defines driving as "operating a motor vehicle on a highway or premises open to the public, and while temporarily stationary because of traffic, a traffic control device or other momentary delays." That's right, you can no longer check email or Facebook while waiting for a red light to turn green. In fact, you will not be allowed to use your phone to check traffic conditions, for directions, or find alternate routes when you are stuck in traffic due to an accident. The law states the driving definition *does not* apply if you are pulled over on the side of the road, in a designated parking space, or parked in the roadway to conduct necessary utility maintenance work.

The law does have a few exceptions. If you are employed as a commercial motor vehicle driver or a school bus driver and you are using a mobile electronic device that is within the scope of your duties, you would be allowed to use your phone. Emergency services and forestry drivers are also exempt from this law. If you witness an accident and need to call emergency services, you can still do this without penalty. The last exception is for those that are conducting utility repairs and maintenance.

The penalty for getting caught using your cell phone has increased and stays with you for 10 years. For a first offense, a driver can take a distracted driving course at your cost and the citation will be removed from your record. If you are caught a second time, the fine can be up to \$2,000 and if a third time, you could face a fine and possible jail time. This would all depend on circumstances and whether any type of accident was involved.

For those that travel into the state of Washington, you will need to know they have also passed a distracted driving law that went into effect on July 23, 2017. The Washington state law makes any stricter, Washington also added other provisions in the law like barring eating, putting on make-up, and shaving.

*By: Greg Jackson, Risk Management Consultant
Special Districts Association of Oregon
Used with permission*

FOR SALE

2001 Ford Lariat 1/2 ton Pickup, super loaded with options, 130,000 miles, 4 wheel drive, Mid-nite Blue. \$6,000. Len 503-868-7224

WHEEL COLORS

Prior to June 1930, wheels were dipped in gloss black enamel. Colored wheels, beginning in June 1930, were available as an accessory on all passenger vehicles except the Deluxe Roadster, Cabriolet Roadster, Deluxe Phaeton, Convertible Sedan, Deluxe Tudor and Deluxe Fordor (160-C) which were equipped with colored wheels as standard equipment. Ford specified that colored wheels were first dipped in a base coat of black enamel and then sprayed with a final color coat.

The following colors were available:

June 1930 through June 1931: Black, Apple Green, Aurora Red, Orange, Tacoma Cream.

September 1930 through June 1931: Black, Hessian Blue (on vehicles painted Lombard Blue).

it illegal for a driver to hold an electronic device, even when stopped at an intersection or in traffic. Just when you thought it couldn't get After June 1931 Black, Apple Green, Aura red, Tacoma Cream.

The Cabrioletter, #140, June 2012

AUTOMOTIVE HUMOR

A mechanic was removing a cylinder head from the motor of a Harley motorcycle when he spotted a well-known heart surgeon in his shop.

The surgeon was there waiting for the service manager to come take a look at his bike, when the mechanic shouted crossed the garage, "Hey, Doc, can I ask you a question?"

The surgeon a bit surprised, walked over to where the mechanic was working on the motorcycle. The mechanic straightened up and wiped his hands on a rag. "So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and put them back in, and when I get finished it works just as new.

So how come I get such a small salary and you get the really big bucks, when you and I are doing basically the same work?"

The surgeon, paused, smiled, leaned over, and whispered to the mechanic, "Try doing it with the engine running."

Sacramento Vintage Ford, Inc Feb. 2014 Monthly Newsletter

SPRINGS AND SHOCK ABSORBERS

Many features contribute to the easy riding qualities of the new Ford car, but none more than the new Ford design transverse springs and the Houdaille double acting hydraulic shock absorbers.

The new transverse springs are built of various numbers of leaves, to suit each body requirement and the leaves are thin in accordance with the latest design of spring construction.

There are four Houdaille shock absorbers, one at each wheel and are the finest type of shock absorber manufactured. They eliminate side sway in rounding sharp curves at high

speed, keeping all four wheels firmly on the ground to insure positive traction and uniform braking action. It has been estimated that they give the springs 100 percent longer life than without them. They give the springs free action over smooth highways, only affecting them when the spring movement exceeds and inch on rough or uneven roads.

The front axle is chrome alloy steel forging and the rear axle housing is steel, electrically welded.

Wheels are electrically welded steel spoke type, constructed into one solid unit. Drop enter rims make tire changes easy. Because of the wheel design, it is possible to make all the brakes on the new Ford car of the internal

expanding shoe type, thus affording full protection against grease and mud and dirt of the road, an important safety factor.

Ford Motor Company 1928

GRIP OF WINTER

Tires naturally leak about 2 pounds per square inch of air monthly, and each 10-degree temperature shift tweaks pressure another 2-3 psi.

Note: Tires deflate when chilled, expand when heated.

Byrne and Eubuyuk / USA Today

COUPES

Coupes are what a lot of people think of when they picture a Model A 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 varieties. 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 do not function.



1930 Sport Coupe

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. 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.



1929 Business Coupe showing the oval windows. 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.

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.

Ford Motor Company

TO IDLE OR NOT TO IDLE? THAT IS THE QUESTION

I have a remote starter for my Chevy truck. I like to start the truck and let it run for a few minutes, especially during the winter. I recently read online somewhere that this is not good -- something about the car not getting enough air. Could you give me your opinion on this matter? To idle, or not to idle? --Arturo

Idle away, Arturo -- within reason.

I've never heard of a properly functioning car not being able to get enough air. There should be plenty of air in the atmosphere for both you and your car.

Of course, if you're starting your car in a closed garage or one that's attached to your house, then you're the one not getting enough air -- to your brain, Arturo. So don't do that.

But let's assume your car is outside, or in a detached garage with the garage door open. In that case, you won't do any harm to the Chevy by letting it idle for a few minutes. The car doesn't need to be warmed up before you drive it -- it's purely for your comfort -- but it won't do any harm.

In the old days, when cars had carburetors and chokes, you could harm the engine by warming it up for too long. With the choke set to cold-start mode, tons of gasoline would pour from the carburetor into your cylinders. And lots of that gasoline would go unburned, and would

leak down into the oil pan, diluting the oil and shortening the life of the engine.

But modern cars are all computer-controlled, and the fuel is very precisely metered. So that's not a problem anymore.

The only downsides today are that you'll be wasting gas and creating pollution. Which is why I recommend that you warm up your car "Within reason."

I've got a neighbor, who shall go unnamed. But Frank goes out and starts his truck every morning - rain or shine. Then he goes back inside, has breakfast, takes a shower and - a morning constitutional, and comes out and drives away 45 minutes later. That's wasteful and ridiculous. But on 20-degree mornings, I can certainly understand wanting to get into a car that's already warmed up.

So if you want to give your car a five-minute head start on cold winter days. In our minds, that falls under the "pursuit of happiness" clause of the Declaration of Independence, and you have my mechanical, if not environmental, blessing Arturo.

By Ray Magliozzi



Find answers to other auto care questions by searching the CarTalk database at Cars.com.

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Ford Motor Company 1928

FORD PARTS 1928- 1948

When the Ford Motor Co. made parts for vehicles, beginning back in the Model T days, it is readily apparent that interchangeability was highly desirable.

The basic generator cutout was not changed *inside* for T generators through early 1939.

Front wheel bearings/races were interchangeable (1928-48) on cars and pickups, including Mercury.

Grease seals inside rear axle assemblies and in the drive shaft housings were interchangeable (1928-48) on cars and pickups.

Speedometer cap and gear assemblies were interchangeable (1930-48) on cars and pickups.

The inner and outer cables with speedometers (1930-48) as well as the choke cables on four cylinder Fords (1932-34) were made of the same materials.

The stoplight switch Ford introduced in October of 1929 was interchangeable on four cylinder cars (1929-1934), pickups as well as trucks.

The switch was also used on Ford-built Jeeps during WWII.

The gear and adjacent parts mounted on the drive shaft, used to drive the speedometer, were interchangeable on cars and pickups (1928-1948). This gear was also used on Ford-built Jeeps during WWII.

The clutch release fork for the single disc clutch is interchangeable (1928-48) on cars, pickups, as well as trucks.

The ring gear for the flywheel is also interchangeable on cars, pickups, as well as trucks.

GAS-LINE ANTIFREEZE HELPS DURING WINTER – BUT IS IT NECESSARY

Subfreezing temperatures make life more difficult for motorists. Vehicles are harder to start - or even impossible if moisture in the fuel system freezes. One long-standing cure is to add gas-line antifreeze, an alcohol-based concoction that promises to keep the gas flowing in frigid temperatures.

Water does collect in gas tanks and fuel lines from moisture in the air or from the storage tanks at gas stations. Today, however, vehicles in most parts of the country burn gasoline that includes up to 10 percent ethanol, a form of alcohol that performs the same water-absorbing chores as brand-name gasoline antifreezes, which are typically made of isopropyl or methyl alcohol (methanol).

Gas-line antifreeze isn't expensive and probably can't hurt, but if you have 15 gallons of fuel in your vehicle and 10 percent of it is ethanol, your tank already has 1.5 gallons of alcohol in it. Adding an additional 12 to 16 ounces is not going to provide any additional protection against freezing.

CARS.COM
Salem Statesman Journal

The following article points out how vulnerable any one, especially seniors and those who were raised to trust others, can be if we do not

remain alert while servicing our automobiles. When driving your modern iron, use the same precautions you would use with your Model A Ford. Get out of the car, walk around and perform or supervise others who perform routine maintenance tasks. Examples in the article may seem "far out"; however, many of us have heard about friends, neighbors, relatives and others who appear to have been victims. The editor

ROAD SCAMS DON'T BECOME A VICTIM

by
Attorney General Hardy Myers

Seniors are targeted in 9 out of 10 scams. If someone is dishonest, they are going to try their scheme on an older consumer first. Here are some travel tips to keep you from being bilked.

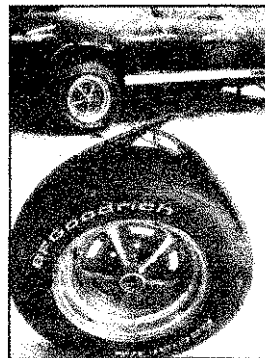
- Before you leave town on a car trip, have your car serviced by a local, trusted auto technician. Tell them the type of weather you will be driving in so they can look at windshield wipers, antifreeze, tire pressure and air conditioning. Change your oil if needed.
- When you stop for gas, don't have the attendant check your oil or tire pressure unless you think there is a problem. Gasoline stations located on the interstate and scenic highways have been known to target seniors with what we call "50 percent" schemes. The manager and employees, called "50 percenters" have made a deal that they will split the profit from anything extra that they can coerce the customer into buying that they don't need.

For instance, consumers are told they need new windshield wipers when they just had new ones put on. When seniors allow the attendants to open the hood the attendant may "short stick your oil" and say you are low when you just had it changed.

A more common play is to tell consumers that they need a new filter or a gas cap when they have just been replaced. Some are known to slice part way through any belts or hoses with a sharpened screwdriver and then convince the consumer that they just saved them money and time by catching the problem before the hoses or belts broke further down the highway. "Fifty percenters" will pretend they are checking your tires for the proper amount of air while they are actually deflating them with the tire gauge pin. Next they tell you the tires can't be fixed and that you need new ones. Your vehicle is put on the lift and other phony problems are "discovered".

When you are traveling by car, if you are not having mechanical problems, only buy gas. While the tank is being filled, get out and walk around the car. "Fifty percenters" are less likely to scam you if they are being watched.

AUTOMOBILE TIRE AGE



I had a blowout on my Mustang while the car was sitting in the garage. It just exploded! Thank God I wasn't driving it at the time. I learned some interesting information about tires. The 4 tires on my car looked great, but they were 14 years old. I didn't realize how old they were. As old car folks, many with several cars, we tend to forget how old some parts actually are. This is especially true with tires, where the wear can be very disproportional in relation to actual age. How old are your Model A tires? Maybe you put them on 10 years ago, but only have a couple of thousand miles on them. According to the people at Discount Tire, you should not drive on tires that are over 8 years old! Even tires with tubes. Discount Tire will not fix/repair tires that are over 8 years old. Just thought I'd share this!

Rick Richter, The Distributor Alamo A's, August 2014

MODEL A FORD MANIFOLD AND EXHAUST LEAKS

Chances for a carbon monoxide leak from the exhaust system on a Model A Ford are several times greater than that of a modern car. However, exhaust leaks should not be a problem when the "Henry Ford designed exhaust system" is installed and properly maintained. Carbon monoxide is an invisible, odorless and tasteless gas with nearly the same density as the air we breathe. Symptoms caused by the presence of carbon monoxide are nausea, dizziness, light headedness and a weird feeling in the throat.

Potential problem sources for the Model A Ford exhaust system are:

1. The muffler clamp used to join the cast iron exhaust manifold and the tail-pipe assembly is less than fool-proof and can be very easily installed improperly.
2. As the Model A cast iron exhaust manifold ages, the outlet end may sag due to repeated over-heating and the weight of the tail pipe. The manifold to tail-pipe fit can be restored by heating the tailpipe and increasing the bend.
3. The cast iron exhaust manifold may be cracked due to over-heating, less than uniform block to manifold port contact, improper positioning of the concave manifold washers and non-uniform tightening of the manifold nuts.
4. Tail pipe corrosion, physical damage or a shortened reproduction muffler/tailpipe are common conditions causing exhaust gases to enter the passenger compartment.

Suggestions to help minimize the chance for an exhaust system leak are:

- A. Before installing the muffler clamp check that the tail-pipe flange is shaped and fitted properly. Make certain there is sufficient flange width to assure complete tail-pipe to manifold contact. A floor jack can be used to hold the tail-pipe in position when checking the above and installing the muffler clamp. Care should be taken to only fit the joint, do not lift the car by the manifold.
- B. Using heat-resistant cement (that hardens when heated) can be placed in the cast iron muffler clamp before assembly. There are several heat resistant cements sold in auto parts stores. After-market metal and heat-resistant fabric washers are available, but use

at your own risk. Henry did not approve of their use.

- C. Make sure the exhaust tailpipe extends beyond the car body. It is best to use a standard dimension Model A Ford muffler and tailpipe. As the Model A tailpipe is used the overall length shortens due to acid, water and oxygen in the exhaust gas and ambient air moving along the outside of the tailpipe outlet. Use a short extender to increase the tailpipe length and to help limit tailpipe erosion. If a short extender does not clear the car body, get a new muffler and tailpipe.

A battery powered, household carbon monoxide detector (available for ~\$20 at your local hardware store) can be used to check for the presence of carbon monoxide in the car; when finished install the detector near the furnace in your home.

Leland Hardy, Willamette Valley Model A Club.

CELL PHONE FACTS

Your mobile phone has more computing power than the computers used for the Apollo 11 moon landing.

In 1983, the first mobile phones went on sale in the U. S. at almost \$4,000 each. Mobile phones have 18 times more bacteria than toilet handles.

The Cabrioletter, Issue 159 March 2017

DRIVING HUMOR

I was driving with my friend. We come to a red light and he speeds up and whips right through it. I start freaking out. "Hey man, you're going to get us killed!" He replies "Relax, my brother drives like this." We come to another red light and he blazes right through. "You're going to get arrested or get us killed!" "Relax this is how my brother drives." We come to a green light he stops dead looking both ways. "Dude, its green you can go." "Nah man, my brother might be coming the other way."

The Cabrioletter, April 2017

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

Tours & Events! 2018

No General Meeting at Mission Mill in January

- | | | |
|--------|------|---|
| Jan 21 | Sun | Annual Banquet: Roth's West Salem, 1130 Wallace Road NW. Enter rear entrance, 5-6:00 pm Social, 6:00 pm Dinner. 7:00 pm Awards, Officer Installation and Program |
| Feb 1 | Thur | General Meeting: Mission Mill, Card Room, 3 rd Floor, 76:00 pm |
| Feb 4 | Sun | Super Bowl Breakfast & Tour: Time and to be announced |
| Feb 12 | Mon | Breakfast at Sybils: 2373 State Street 8:30 am |
| Mar 1 | Thur | General Meeting: Mission Mill, Card Room, 3 rd Floor, 76:00 pm |
| Mar 12 | Mon | Breakfast at Sybils: 2373 State Street 8:30 am |