



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



**Tom Morrison's recently completed 1930 Model A Station Wagon**

Model A Ford



Club of America



**SALEM, OREGON**

Model A



Restorers Club

**Next General Meeting, , Heritage Center (Mission Mill) 3<sup>rd</sup> Floor Card Room, Salem, OR**  
**Thursday, August 2<sup>nd</sup> , 2018 at 7:00 pm**

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

**Swap Meet Committee** Lew Garrison, Dale Stites, Gary LeMaster

**Newsletter Editors of the Month**

<b>January</b>	Hardy
<b>February</b>	Hardy
<b>March</b>	Hardy
<b>April</b>	Hardy/LeMaster
<b>May</b>	LeMaster
<b>June</b>	LeMaster
<b>July</b>	
<b>August</b>	LeMaster
<b>September</b>	
<b>October</b>	
<b>November</b>	
<b>December</b>	

**Board Meeting Dates after the General Meetings**

<b>January</b>	<b>21</b>	Annual Banquet
<b>February</b>	<b>1</b>	
<b>March</b>	<b>1</b>	
<b>April</b>	<b>5</b>	
<b>May</b>	<b>3</b>	
<b>June</b>	<b>7</b>	
<b>June</b>	<b>17</b>	Swap Meet
<b>July</b>		
<b>August</b>	<b>2</b>	
<b>September</b>	<b>6</b>	
<b>October</b>	<b>4</b>	
<b>November</b>	<b>1</b>	
<b>December</b>	<b>8</b>	President's Luncheon

**Gary's Gab**

As most of you know my days this spring and summer have been quite full. It appears the museum construction will be essentially complete by September 1<sup>st</sup>. This means that our October 6th program for the 5 continent Model A tour will be the first event in the museum conference room. I'm still concerned that attendance at our General Meetings is low. I am open to any suggestions as to why this is and ways to correct it. The club is here to provide camaraderie and mutual assistance and information to each member. Please share your thoughts.

I am saddened to inform the club that Ray and Peggy will have to withdraw from participation in most of the club activities due to Ray's recent medical complication. Phone calls are welcome.

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 503-393-6069**

## **Minutes of the Willamette Valley Chapter Model A Ford Club of America Board of Directors Meeting Held July 4th, 2018**

The July 2018 Board of Directors Meeting that was to be held at the four club picnic at the Park behind Station #1 on Cordon Road was not conducted. We are currently looking for a Secretary to replace Ray Ramsay who will not be able to complete his duties due to a medical issue. Any member who is interested in performing the duties of Secretary should contact any Board member. In addition Peggy Ramsay's Board position will need to be filled as she is Ray's full time care giver. Ray would appreciate phone calls but no visitations for a couple of weeks and you will need to call first.

Respectfully Submitted,  
Gary LeMaster, President.

### **NOTICE**

There will be an August General Meeting and Board Meeting at the Heritage Center (Mission Mill) in the Card room, August 2<sup>nd</sup>, 2018, at 7:00 pm.

### **UPCOMING PROGRAMS**

How would you like to travel to 5 deferent continents during the spring and summer in your Model A. Well Judy Richter is one of a group of eight who traveled around the world in four Model A Fords in 1982, traveling across 5 continents. They left Walnut Creek, California on March 23, 1982 ending in Minneapolis, Minnesota on July 21 for the MAFCA Convention. Judy tells the inspiring story of the trip with slides and her collection of memorabilia. We are looking forward to her visiting our club and her presentation, set for October 6th. Judy currently lives outside Elgin, Oregon.

### **THE 4<sup>th</sup> OF JULY FOUR CLUB PICNIC**

The day started out cool as compared to our recent heat wave. By mid day, it was a pleasant afternoon. There was a good representation of members from all four clubs and a great collection of cars. Bob Farwell used his 1910 Maxwell for tours around the adjacent field and let those who were brave enough pilot the Maxwell themselves. Lew and Judy brought their ring toss games which resulted in several competitions. The teeter totter was available and was used by several cars. As usual, there was plenty of food for all and surprisingly enough there was very little left over. This activity supported the saying "if you want a big crowd at your gathering, provide food". Everyone seemed to have a great time.

By Gary LeMaster

## **Fit and Fashionable - A Gentleman's Ensemble**

### **By Lynette Marcione, Placerville, California**

When MAFCA fashion judging is offered at a regional or national meet, a limited number of the male gender tends to participate. Some men say they are busy with conflicting events, others indicate they don't want to dress up and be looked over by a panel of judges. However, if you are thinking about participating in judging, or just want to look the part, here are some highlighted examples of the well dressed man to use as a guide.

The fit of a man's daytime suit was different than you see today. The cut of the jacket was generally snug and nipped in at the waist creating a defined silhouette. Slight shoulder padding was starting to appear in 1929. Jacket lapels were either notched or peaked with very specific dimensions. Pants were generally straight and came with or without cuffs. Trousers with pleats were popular. Vests came in a variety of styles to complete the suit but were not always required.

A wide selection of shirts were available in silks, cotton broadcloth, and chambray just to name a few. Short and long sleeves were featured in plain cloth, stripes, and tasteful patterns. Collars were detached or attached. Cuffs came with buttons or suitable for cuff links. Ties could be a bowtie or a regular standard neck tie usually made of silk, wool or rayon in a variety of colors and patterns. Handkerchiefs were placed in the breast pocket but not required. Hats were an essential part of the gentleman's outfit. The hat styles were widely varied, the homburg, fedora, straw, and derby were all appropriate for a daytime suit. Overcoats were worn but are very difficult to find today as an original garment. The classic double breasted or single breasted coats were typical of the era. Men wore high top shoes, low top shoes, capped and plain toed shoes that were generally made of leather. Toes could be rounded or squared. Wing tip shoes gave a classic look.

There are many details and styling elements to a gentleman's ensemble not mentioned in this article. However, MAFCA's fashion publications, *Fashion Guidelines*, *The Book of Fashion Facts*, and *The Fashion Files* provide a comprehensive guide to all fashion related items to outfit a gentleman. In the *Fashion Guidelines* a detailed description and illustrations are provided for major garments, headgear, coordinated apparel, accessories, and footgear for almost all walks of life. There is also a dress chart suggesting different modes of attire for all kinds of occasions.

Publications are available at MAFCA Headquarters or on the MAFCA website and can be purchased for a reasonable cost. All books have been thoroughly researched by dedicated members of the MAFCA community.

## How to Look Like a Model A Era Man with Very Little Effort

By Sharon Johnson

Your wife is all decked out in her era fashion outfit and she's looking at you like, "get with the program". What does she want? You've got on black pants and a white shirt and even put on a tie and she still isn't satisfied. Well here's where I can help . . .

All you need to do to make this outfit look like the Model A era is to add a few accessories. Here are a few examples that will make her think you are a fashionista of Model A era fashions. If you are wearing trousers and a long sleeved shirt, roll up the sleeves on your shirt; add a bowtie and a straw boater. They are usually easy to find at a costume shop. You are now dressed for a summer outing. If you are wearing black pants and a shirt, put a vest on and wear a cap. If you are wearing a suit, a fedora or a homburg would be a nice touch.

### GAS AND OIL

**Question:** I've a couple of simple questions concerning my 1931 A roadster deluxe: Is it better to run the engine on leaded or unleaded gas? What happens if I use motor oil with detergent without cleaning anything before? -- **Christian Affolter**

**Answer:** Unleaded gas will not harm the Model A engine. Originally lead was added to gasoline as a lubricant to cool the exhaust valve seats. Over the many years of use the seats in the block have absorbed much of the lead deposits. Even with out lead additive, there is very little chance of burning the valves with this low compression engine. Some people have hardened valve seats installed when their engine is rebuilt. It is questionable weather this is necessary.

Adjust intake valves at .013 and exhaust valves at .015 inches and you will never burn a valve. I have three Model A's with standard block valve seats and have never had a problem with unleaded gas. In California we have had unleaded gas for a long time. If your engine has been using a non-detergent oil, you may have a build up of oil deposits and sludge in the engine. The detergent oil will in time clean all (or most) of the deposits and sludge from the engine and you will end up with a much cleaner engine. The detergent oil will suspend the deposits and sludge in the oil. When the oil is drained, the deposits and sludge are drained with the oil. A non-detergent oil works opposite. Sludge and other deposits are not suspended in the oil and settle to the bottom of the pan and collect around the rings. When the oil is drained there still remains oil sludge in the pan and around the rings.

The affect of using detergent oil in a dirty engine is it will give you a much cleaner engine after a couple of oil changes. It will also clean the deposits around the rings. If the engine has a lot of wear, the deposits are probably taking up a lot of the wear space. When the deposits are cleaned away with the detergent oil, you may start using or burning more oil because of the added clearances obtained from a cleaned engine. When using detergent oil , the oil should be changed every 500 miles. Since the Model A has no air or oil filters, the engine absorbs a lot of contaminates. I recommend using detergent oil and changing it every 500 miles which will give you a cleaner engine that will not wear the engine parts as quickly.

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

### ***Upcoming Events and Tours!***

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|--------------|-------------|--|
| <b>Aug 2</b> | <b>Thur</b> | <b>General Meeting 7:00 PM</b><br>Mission Mill, Card room 3 <sup>rd</sup> Floor                      |
| <b>Sep 6</b> | <b>Thur</b> | <b>General Meeting 7:00 PM</b><br>Mission Mill, Card room 3 <sup>rd</sup> Floor                      |
| <b>Oct 4</b> | <b>Thur</b> | <b>General Meeting 7:00 PM</b><br>Mission Mill, Card room 3 <sup>rd</sup> Floor                      |
| <b>Oct 6</b> | <b>Sat</b>  | <b>Judy Richter – 5 Continent Tour Slide Show</b><br>12:30 pm, NW Vintage Car & Motorcycle<br>Museum |
| <b>Nov 1</b> | <b>Thur</b> | <b>General Meeting 7:00 PM</b><br>Mission Mill, Card room 3 <sup>rd</sup> Floor                      |

