



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



1928 Pickup
James & Sue Bowers
Kennewick, Washington

Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

Next General Meeting is at the Heritage Center (Mission Mill) 3rd Floor, Card Room, Salem, OR
Thursday, April 6th, 2017 at 7:00 pm

President	Blair Wasson	Historian	Tom Morrison	
Vice President		Sunshine	Ginny Giesbrecht	
Secretary	Ray Ramsay	N.W.R.G.	Tom Morrison	
Treasurer	Gary LeMaster	Newsletter	Gary LeMaster	
Past President	Che Walker	Raffle Chair	Peggy Ramsay	
Board Members	Bob Burton	18	Tour Chair	Tim Fleming
	Lee Hardy	18		
	Peggy Ramsay	17	Programs	
	Fred Lissner	17		

Swap Meet Committee Lew Garrison, Dale Stites, Gary LeMaster

Newsletter Editors of the Month

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

Board Meeting Hosts

January	19	Flemings
February	16	Giesbrecht
March	16	Ramsay
April	20	Fleming
May	18	Garrison
June	22	Pizza Feed
July	4	3 Club Picnic
August		Annual Picnic (potluck)
September	21	Wasson
October	19	Burton
November	16	LeMaster
December	16	Pres. Breakfast

Blair's Blather

Last month I mentioned the little known fact that antique car owners were actually adopted by their cars – not the reverse. I received several comments from wives who do not accept this concept. Instead they suggest that I am full of 600 wt oil. To those wives who believe that their husbands actually used needed family funds for an old Model A, let me offer real proof of their husband's innocence. It is called the "Mysterious Trailer Proof." This proof often happens during periods of numerous U.F.O. sightings.

Usually the Mysterious Trailer Proof happens on Saturdays. A husband will drive away from home with his pick-up towing an empty trailer. Later, after dark, he will return home with, of course, an empty trailer. You can imagine the total shock when, mysteriously, the next morning the wife looks out the window and there on the trailer is a Model A. Obviously, the only rational explanation for this phenomenon is that the poor Model A, while looking for a new owner, selected this husband. Could there be any other possible explanation?

On a positive side, several wives read last month's "Blather" and expressed strong agreement with my comment that "old males seem to relate to exhaust noises." This, of course, relates to the cars. Enough said. I hope these thoughts clear up any concerns among members. Remember, this space is reserved for serious comments.

Someday the rain will stop and we can drive our Model A's. We have not yet been informed as to which day this year will be the no-rain day.

Smile - Blair

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
Meeting of the Board of Directors
March 16, 2017

The March Meeting of the Board of Directors of the Willamette Valley Chapter of the Model A Ford Club of America was held at the home of Ray and Peggy Ramsay on March 16, 2017. The Meeting was called to order at 7:24 p.m. by President, Blair Wasson. Board members attending were Blair Wasson (President), Ray Ramsay (Secretary), Gary LeMaster (Treasurer), and Board Members Bob Burton, Lee Hardy, Fred Lissner and Peggy Ramsay. Past President Che Walker was absent. Also, present at the meeting was Club member Roland Giesbrecht.

NON-CLUB MEMBER GUESTS: None.

SECRETARY'S REPORT: Reading of the minutes of the previous Board Meeting were waived and adopted as written and previously circulated.

TREASURER'S REPORT: Gary LeMaster reported on the balance in the Club treasury and that all bills are being paid in the normal fashion. Payment of dues and delinquencies were also reviewed. Currently we have 9 Members who have not paid their dues.

MODEL A PROBLEMS: None reported.

COMMITTEE REPORTS:

Sunshine – Gary LeMaster is well down the road to recovery and has been released to drive again.

Social – The next Club Breakfast, at Sybil's Restaurant on State Street, will be on the morning of April 10th at 8:30 am.

Tours – The latest list appeared in the March Connecting Rod. Note: The next tour is the Yamhill Valley Heritage Center Farm Fest to be held on April 10th. This will be a joint Model T/A Tour and leaves from West Salem Roth's parking lot at 8:30 a.m.

OLD BUSINESS/NEW BUSINESS DISCUSSED:

OB: Name Tags: Clarification was presented on last month's motion approving the purchase of 100 name badges with alligator clip fasteners to use at meetings. Roland Giesbrecht is in charge of the purchase and brought a sample badge to the meeting which was approved. Purchase will not commence.

OB: Possible Combination of the 2017 December General and Board Meetings and the Christmas Party and the President's Breakfast. President, Blair Wasson continues to investigate the holding the 2017 December Meetings (both General and Board)/Christmas Party at the Newell House Museum at Champeog. If this is possible, the President's Breakfast usually held in December would be cancelled this year. Blair may have more information at next month's meeting.

OB: Webmaster Still Needed. If the Club is to publish the Connecting Rod on its website, it needs a webmaster to handle and update the website on a monthly basis. This need will be announced at the next General Meeting.

OB: 2017 Newsletter Editors Still Needed. We still need editors for the newsletter. Contact Gary LeMaster if you can help us out. Gary can be reached on his cell phone at (503) 851-3349.

NB: Purchase of Stamps. The Board approved the purchase of 200 stamps for mailing out of the newsletters to those who do not have e-mail. It is estimated that this will last us about one and a half years.

NB: Update on Portable Radios. Lee Hardy reported that the portable radios that the Club purchased last year for use on tours and for the Swap Meet had been returned due to poor performance/reception. Thanks to Lee's persistence, the Club received a full refund.

NB: Contract with Willamette Heritage Center for Monthly Meetings. Gary LeMaster is in the process of contacting the Center to sign a contract for the 2017 Meetings. Meetings are not for a full year because we have at least three meetings that are held at other locations such as the Pizza Feed for June and the Club picnic in July.

NB: Swap Meet. Preparations for this year's Swap Meet were reviewed. It was recommended and approved that the Swap Meet Committee should prepare a To-Do List for the event setting forth who needs to be contacted - for what - and when the contact should be initiated. The idea is to have a list available for use if, at some point, the people who have been doing this for years are no longer available. Greater participation will be needed this year at the beginning of the meet when the vendors are arriving and at the end of take-down and clean-up. With the "graduation" of Don Gardner, the Club also needs a new "Sherriff." It is the Sherriff's job to check the vendors and make sure no one arrived without paying for their stalls. Don was our Sherriff for many years and always did a great job. His boots will be hard to fill, but someone needs to step up to the job!

Continued on page 4

APRIL 2017 MEETINGS: The April 2017 General Membership Meeting will be held on April 6th at 7:00 pm at the Willamette Heritage Center at the Mill. The April 2017 Board of Directors Meeting will be held on April 20th at 7:30 pm at the home of Tim and Brenda Fleming located at 2961 Ballyntyne Rd. S, Salem, Oregon 97302.

There being no further business to come before the meeting, the meeting was adjourned at approximately 8:15 pm. The meeting was followed by refreshments provided by the Ramsay's with a St. Patrick's Day theme.

Respectfully Submitted,

Ray Ramsay, Secretary

Windows vs. Ford Motor Co.

For all of us who feel only the deepest love and affection for the way computers have enhanced our lives, read on. At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated,

"If Ford had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 miles to the gallon."

In response to Bill's comments, Ford issued a press release stating:

If Ford had developed technology like Microsoft, we would all be driving cars with the following characteristics (and I just love this part):

- 1. For no reason whatsoever, your car would crash.....twice a day.**
- 2. Every time they repainted the lines in the road, you would have to buy a new car.**
- 3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all of the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.**
- 4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.**
- 5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive - but would run on only five percent of the roads.**
- 6. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.**

I love the next one!

- 7. The airbag system would ask, "Are you sure?" before deploying.**
- 8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.**
- 9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.**
- 10. You'd have to press the "Start" button to turn the engine off.**

This Email was sent to the club from the Maffi President; feel free to correspond if you are interested.

**MAFFI Liaison Letter
March 2017**

Last year at Model A Day, we featured one of the four Model A's that traveled around the world in 1982. What a trip! I don't believe it could be duplicated today. Following the trip, Dianne Davis wrote a book about it and in preparation for Model A Day, a DVD was compiled of the presentation that Bob and Dottie Myers made after returning. MAFFI is fortunate to have several copies of both the video and the book and they are available for a small donation on a first come, first served basis. If you are interested, please email me at president@maffi.org with your name and we'll go from there, but remember, there is a limited supply. We appreciate Bruce Davis for donating the books to MAFFI last year and to MAFFI Trustee, Jim Thomas for working to pull the DVD together. If you aren't familiar with the details of this trip, you really need both of these items for your library. This trip was the adventure of a lifetime and it is a thrill to read and hear about it. Don't miss this opportunity. We are making changes at the museum this year so plan on coming to Model A Day 2017 to see what's new.

Loukie Smith
MAFFI president
president@maffi.org

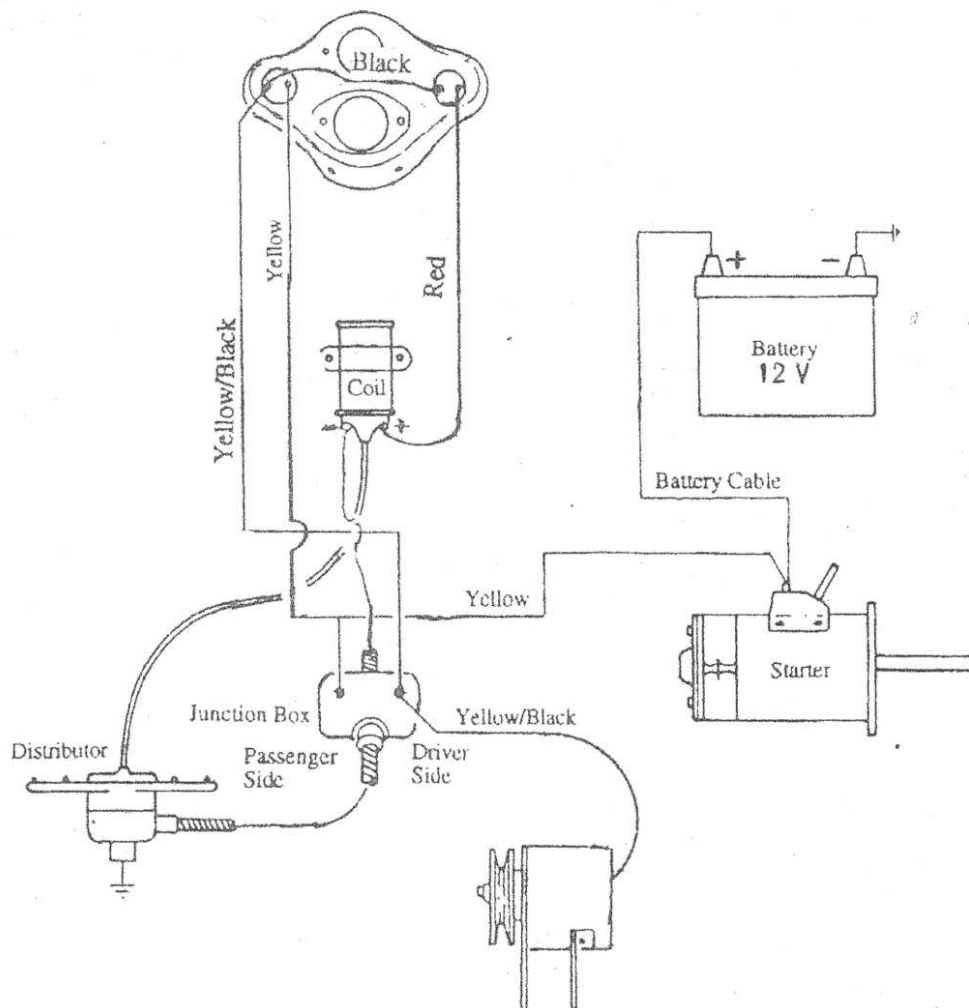
This "MAFFI Liaison Letter" was sent to you as your club's MAFFI Liaison. It is our hope that you will share it at your club's monthly meeting. If you are no longer the MAFFI Liaison for your club, please notify me with the name and email address of the new Liaison.

Thank you,
Marsha Quesnel, MAFFI Trustee
clubcontact@maffi.org

Wiring for conversion to 12 volt

A Diagram for a 12 Volt Conversion

Jerry Melland at the March general meeting used the diagram below to illustrate a simplified process for converting a Model A to 12 volts using stock Model A wires. Besides using stock wires, the ammeter wires must be reversed and the pop-out replaced with a 2-pole keyed ignition switch. The diagram is being included in this newsletter for those who may have been unable to attend the meeting.



PARTS NEEDED FOR 12-Volt CONVERSION

- 12 Volt battery
- Coil IC14 (NAPA)
- Bulbs – head, tail, dash, turn
- Flasher – 12 volt
- Alternator – GM one wire
- Pulley and mounting kit
- Ammeter - 30/30
- Plugs – gap to .038 to .042

In addition, it is wise to have the starter rewound to 12 volt, Walz's Rebuilt Auto Parts is a good place to have this done. It is located on the southwest corner of Liberty St NE at Market Street NE in Salem. If this is not done, you may burn up the starter like I did!!! Cost is \$195.

Roadside Electrical

By Tom Endy (from *The Victoria Bustle*)

On just about any Model A tour a car will pull to the side of the road because the engine quit. The problem is usually electrical or lack of fuel. Ninety percent of the time it is electrical. When it is determined it is electrical there is sure to be someone in the crowd that suggests that the condenser be replaced. Over the years I have observed numerous condensers replaced, but only one that was the actual cause of a failure.

Most of the time the failure is due to the loss of battery voltage to the ignition points. This can be determined very quickly with a trouble light. Battery voltage is routed directly to the terminal box on the firewall from the battery. Battery voltage is present on both of the two fractured wing nuts because the ammeter straddles the two wing nuts. (*fractured wing nuts are those that secure the terminal box*)

From one of the terminal block with nuts battery power is routed directly to one of the primary terminals of the coil. Voltage can be detected with a black wire on the coil primary terminal. This is the first thing that should be checked.

Voltage will also be found on the other primary terminal of the coil where the red wire is attached if there is no current flowing through the coil. This terminal should also be checked with the trouble light. With the ignition switch turned off the trouble light should light indicating there is voltage present at this terminal of the coil and no current is flowing through it. If the light does not light it is an indication that there is a short to ground between the coil terminal and the ignition key switch and current is flowing through the coil due to the short.

Assuming there is no short and the trouble light lights at both the coil terminals turn on the ignition. This should put battery power down to the ignition points. If the points happen to be open the trouble light will remain lit, if the points are closed the trouble light will not light. Open the points and place a piece of paper between them. With the ignition switched on, put the trouble light on the arm of the points, it should light. If it does, the car should be able to start right up.

However, if there was an electrical fault that caused the engine to quit, it is likely that no battery voltage will be found at the arm of the points.

Between the red wire on the primary terminal of the coil and the ignition points there are a number of places where the circuit can be easily shorted out.

There is a long list.

1. There could be a short at the ignition switch.
2. There could be a short in the pop-out cable. (*Ignition cable to the distributor*)
3. There could be a short at the lower plate in the distributor.
4. There could be a short at the wire that connects the upper and lower plates in the distributor.
5. There could be a short at the connection to the points in the distributor.
6. There could also be a shorted condenser, but highly unlikely. These are all potential electrical fault areas.

A short anywhere along the line from the coil primary terminal where the red wire attaches, to the arm of the points can be easily detected in little time with the trouble light.

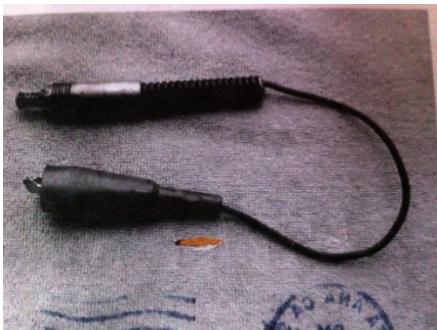
However, once it has been determined that a short exists between the coil and the ignition points, what can be done about it?

This is where preparation comes into play. Every Model A person, in addition to carrying a trouble light, should also carry with them a spare distributor that has been previously timed to the car engine and road tested. A bypass cable should also be carried.

Instead of trying to find the actual failure mode, it is easier to bypass it and look for the actual fault later when the car is back home in the garage.

Once it has been determined that a short does exist, remove the existing distributor and replace it with the previously timed spare. Attach the bypass cable to the spare distributor and tie off the pop out cable. Remove the red wire from the primary coil terminal of the distributor and clip the bypass cable in its place. The car should start right up. Keep in mind you will have to unclip the bypass cable from the coil in order to shut the engine off because the entire ignition circuit has been bypassed.

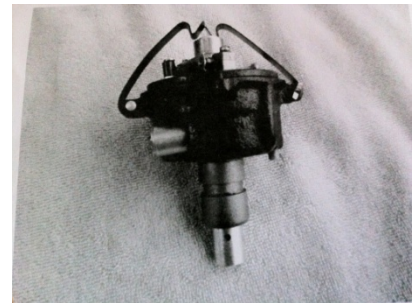
See pictures below of the various pieces and attachments to be made.



A bypass cable can be made from a discarded pop-out cable or purchased from Bratton's \$18.35, Part no. 16360



A trouble light can be purchased at any auto parts store. They work on both 6-volts and 12-volts



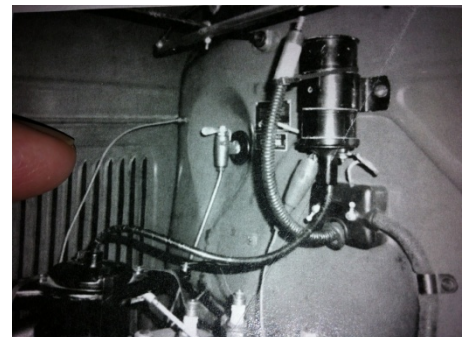
A spare distributor properly timed to a given engine will retain the timing as long as the center screw is not disturbed and can be installed back in the engine and does not require re-setting of the timing.



With a piece of paper between the ignition points, and the key turned on, the trouble light should light indicating battery voltage is reaching the points.



The by-pass cable is installed in the spare distributor and clipped to one side of the coil where the red wire was removed.



The unused pop-out cable is tied off out of the way. The clip lead will have to be removed to shut the engine off.

My 1931 Victoria

My 1931 Victoria is now completed. It is the same color as my Coupe due to the extra paint I had left over. At \$500 a gallon, and because I like the color, it ended up like you see it below. The picture to the left is the set up I used to paint the body. With all said and done, it now has 10 miles on the speedometer. I had to replace the starter with a rewind 12 volt after burning up the 6 volt.

The final product was rebuilt for the ground up with a rebuilt engine with a 5.5 compression Snyder's head, a B grind cam, counterbalanced crankshaft, lightened flywheel, 3.54 ratio rear end, 12 volt conversion with alternator and starter, rebuilt transmission with sealed bearing, cast iron brake drums with flat head ted brake equipment, completely rebuilt drive train with all new seals and bearings and an Aries muffler with heat shield.

The body was rebuilt with all new wood, every stick (*I would never do this again for I thought the wood was good but found out differently*), new glass, new top, fully insulated except the floor, new interior by Classtique Auto Upholstery of Minnesota, base coat clear coat in Maroon and black, new firestone tires on powder coated rims, and with halogen lights. Lew Garrison



Annual Model A Tune Up

Jim Rowen will be hosting an annual tune up of our Model A's in his spacious garage on Saturday April 15 at 9:30 AM. For those of you who haven't been there before, it involves timing, grease, front bearing packing, brake adjustment and a general safety check of the car. This event also includes lunch so if you plan on attending, please call Jim at 562-547-8504 no later than April 13 so he can plan on the number of attendance for ordering lunch. His residence is 6853 Rippling Brook Drive SE on the east side of Salem off of Macleay Road.

Portland Swap Meet

The Annual Portland Swap Meet will begin Thursday April 6 and last until Sunday April 9. On Thursday only the PIR track will be open, the Expo will open on Friday. This is one of the largest Swap Meets on the West Coast.

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

Upcoming Events! 2017

- | | | |
|---------------|-------------|---|
| Apr 6 | Thur | General Meeting 7:00 pm, Mission Mill, Card Room |
| Apr 8 | Sat | Yamhill Valley Heritage Center, Horse pull and other old farming stuff, Chris Feskings leads |
| Apr 10 | Mon | Breakfast at Sybil's Omelettes, 2373 State Street, Salem, 8:30 am |
| Apr 20 | Thur | Board Meeting, 7:30 pm, Fleming, 2961 Ballytyne Road s, Salem |
| May 4 | Thur | General Meeting 7:00 pm, Mission Mill, Card Room |