



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



**1929 Blindback/Leatherback**

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, September 7<sup>th</sup>, 2017 at 7:00 pm**

<b>President</b>	Blair Wasson	<b>Historian</b>	Tom Morrison	
<b>Vice President</b>		<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>	Che Walker	<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	17		
	Fred Lissner	17		

**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>	Garrison
<b>May</b>	LeMaster
<b>June</b>	LeMaster
<b>July</b>	LeMaster
<b>August</b>	LeMaster
<b>September</b>	
<b>October</b>	
<b>November</b>	
<b>December</b>	

**Board Meeting Hosts**

<b>January</b>	<b>19</b>	Flemings
<b>February</b>	<b>16</b>	Giesbrecht
<b>March</b>	<b>16</b>	Ramsay
<b>April</b>	<b>20</b>	Fleming
<b>May</b>	<b>18</b>	Garrison
<b>June</b>	<b>29</b>	Pizza Feed
<b>July</b>	<b>4</b>	3 Club Picnic
<b>July</b>	<b>29</b>	Annual Picnic (potluck)
<b>September</b>	<b>21</b>	Wasson
<b>October</b>	<b>19</b>	Burton
<b>November</b>	<b>16</b>	LeMaster
<b>December</b>	<b>9</b>	Pres. Lunch

**Blair's Blather**

Time Einstein has a rather unique definition of time. The concept that time can speed up or slow down is, I understand, a part of Einstein's Theory. As I become more "senior", I understand the "speed-up" part of the theory. This summer, for me, is moving along at high velocity.

As we move through the days of summer, we have a number of events that allow us to "slow down" and have a good time. Hopefully without too many "senior moments"

Some event leaders request a call or email if you are planning to attend an event. This allows them to order enough food, etc. After all, food is one our few joys left and well done by this club. Enjoy life in the slow lane.

**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 503-393-606**

## Willamette Valley Chapter Model A Ford Club of America

Our illustrious Secretary has flown the coup and left without leaving any feathers behind to inform you all of the Board activities. But being summer, we all have been busy and the activities of the Board have been few. We will get caught up in the fall.

**NOTE: IF YOU DID NOT NOTICE ABOVE, THE NEXT GENERAL MEETING IS AT THE HERITAGE CENTER (MISSION MILL) 3<sup>RD</sup> FLOOR, CARD ROOM, SALEM, OR, SEPTEMBER 7<sup>TH</sup>, 2017, 7:00 PM. THERE IS NO MEETING IN AUGUST BECAUSE THE ANNUAL PICNIC WAS MOVED TO JULY 29<sup>TH</sup>.**

**FOR SALE.** 1931 Model A Deluxe Roadster. Older restoration. An excellent driver. Has been driven all over the Northwest. 6V alternator, leather front seat, toolbox, side curtains, boot for the top when folded down. Rumble seat. Good tires. \$18,000. Must sell due to health issues. More pictures available on request. Tom Morrison, Salem, Oregon, [503-364-3090](tel:503-364-3090) , [tomverna53@gmail.com](mailto:tomverna53@gmail.com)



### Willamette Valley Model A Club – Tours & Events 2017

Aug 12	Lebanon “furniture store” valley tour. Meet @ Safeway, South Salem – leaving at 0800, Fleming / Wasson	
Sep 16	Newell House Pioneer day	Model T club
Sep 30	Jordan Chicken dinner	Jordan
Dec 9	President’s Lunch, Northwest Vintage Car & Motorcycle Museum, Powerland Heritage Park 1100 am, Fleming/Ramsey	

## A.A.A.D.D. - KNOW THE SYMPTOMS!

Thank GOD there's a name for this disorder.

Age-Activated Attention Deficit Disorder.

This is how it manifests:

I decide to water my garden. As I turn on the hose in the driveway, I look over at my car and decide it needs washing. As I start toward the garage, I notice mail on the porch table that I brought up from the mail box earlier.

I decide to go through the mail before I wash the car. I lay my car keys on the table, put the junk mail in the garbage can under the table, and notice that the can is full. So I decide to put the bills back on the table and take out the garbage first. But then I think, since I'm going to be near the mailbox when I take out the garbage anyway, I may as well pay the bills first.

I take my check book off the table, and see that there is only one check left. My extra checks are in my desk in the study, so I go inside the house to my desk where I find the can of Diet Coke I'd been drinking. I'm going to look for my checks, but first I need to push the Diet Coke aside so that I don't accidentally knock it over.

The Diet Coke is getting warm, and I decide to put it in the refrigerator to keep it cold. As I head toward the kitchen with the Diet Coke, a vase of flowers on the counter catches my eye--they need water. I put the Diet Coke on the counter and discover my reading glasses that I've been searching for all morning. I decide I better put them back on my desk, but first I'm going to water the flowers.

I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote. Someone left it on the kitchen table. I realize that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the kitchen table, so I decide to put it back in the den where it belongs, but first I'll water the flowers. I pour some water in the flowers, but quite a bit of it spills on the floor. So, I set the remote back on the table, get some towels and wipe up the spill.

Then, I head down the hall trying to remember what I was planning to do.

At the end of the day:

The garden isn't watered,  
The car isn't washed,  
The bills aren't paid,  
There is a warm can of Diet Coke sitting on the counter,  
The flowers don't have enough water,  
There is still only 1 check in my check book,  
I can't find my glasses,  
I can't find the remote  
And I don't remember what I did with the car keys.

Then, when I try to figure out why nothing got done today, I'm really baffled because I know I was busy all day, and I'm really tired. I realize this is a serious problem, and I'll try to get some help for it, but first I'll check my e-mail.

Do me a favor. Forward this message to everyone you know, because I don't remember who I've sent it to. Don't laugh -- if this isn't you yet, your day is coming!

P.S. I don't remember who sent it to me, so if it was you, I'm sorry

## **BACKFIRING**

### **Question:**

My Model A is running a little rough with a lot of backfiring when you step on the accelerator. Can you give me some idea where to start looking?

### **Answer:**

Back firing is usually caused by the condenser failing or... the points may not have sufficient gap. Make sure they are set at .018 to .020". Make sure they are not burnt. Backfiring can be caused by intermittent firing of the ignition system or very lean fuel mixture. If the car has been setting for a while, the carburetor float valve may be sticking. Clean the float valve good and set the float level. Backfiring due to intermittent ignition can be caused by a frayed wire on the bottom side of the distributor plate . . or .. by intermittent connection of the ignition switch.

- 1.) Check point setting first.
- 2.) Replace condenser next. Make sure the condenser you buy is the right length, some are too short, and that it is a good quality.
- 3.) Check that the carburetor float valve is operating correctly.
- 4.) Sometimes the pop out type ignition switches get intermittent. As a last resort, replace the ignition switch/cable.

-- **Les Andrews**, Technical Director

## **ENGINE STARTUP AFTER LONG STORAGE**

### **Question:**

Just looking for some advice on starting a '29 Sedan (of which I know nothing about) It was my grandfather's car and has been sitting unused for 15 years. Prior to his passing, it was driven on a regular basis. How do I set the spark control for start up? What fluids should be changed etc... I just need to put it on the trailer, off the trailer and into my garage. I would eventually like to drive it on occasion. The tires are still holding air. Any suggestions would be appreciated. -- **CA LINDLEY**

### **Answer:**

Here's a list of the steps you should take. Also consult the "Model A Instruction Book" which was included in the original tool kit. Reprints are available from your local Model A supplier.

1. Change the oil before starting the car. Use 30W non-detergent.
2. Check transmission fluid level. Fill to just below the fill spout on the right side of the transmission. You will have to remove the floor boards to get to it. Use 600W oil or straight STP.
3. Check radiator water level. 1" below filler neck.



4. After sitting for 15 years you may have gummed up gasoline in the gas tank. There is a gas shut-Off valve under the gas tank just above the emergency brake handle. Turn the handle on the shut-off valve up to the horizontal position for shut-off. Disconnect the gas line at the carburetor and then open the shut-off valve to see if you get a good flow of gas out. Reconnect gas line.
5. Make a couple of primary checks before trying to start: Model A has a negative (-) 6 volt system. Place a piece of paper between the point contacts. Turn the ignition key On and check for 6 volts from the Point arm to a ground point. (- or ground lead of the volt meter to the point arm). If 6 volts is present then remove the paper from between the points and then pull the point arm open and closed to see if a spark is generated. If it is, you are ready to start the engine. Turn the key OFF.
6. Turn On the gas shut-Off valve. Turn handle down (vertical position).
7. Turn the choke knob CW until it seats then CCW 1/4 turn.
8. Place the left (Spark) control rod full up (retard position).
9. Place the right (gas) control rod full down. --- MAKE SURE SHIFTER IS IN NEUTRAL POSITION---
10. Turn on ignition key, pull out the choke rod and hold and press the foot starter. After about two revolutions let go of the choke rod and the engine should fire and start. As soon as it starts, move the spark control rod about 3/4 way down and move the right control rod ( gas) up to an idle position. Both control rods can be left in that position for normal driving.

-- **Les Andrews**, Technical Director

### **FIRST TIME ENGINE STARTUP**

**Question:**

What precautions do you recommend before starting a rebuilt engine for the first time or an engine that has not been run for many months or years?

**Answer:**

When the engine first starts, you want adequate lubrication to all engine parts, particularly the rods, mains and rings. This requires that there be oil in the valve chamber to provide lubrication for the mains and the cam shaft bearings and in the oil pan tray which provides lubrication for the rest of the engine. The only way to be sure of this is to drain a couple of quarts of oil from the oil pan and pour it down the distributor mounting hole.

-- **Lyle Meek**, Technical Director

### **ODOR**

**Question:**

I have a 1930 four door sedan recently purchased. There is a very strong odor of oil entering the car after it heats up. Does it come from the oil breather? If so, is there a way to deflect the exhaust under the car so that it doesn't smell up the inside? Thank you.

**Answer:**

Sounds like you have a very tired engine. What you are smelling is cylinder blow by caused by worn out rings and worn cylinders. The combustion chamber is leaking past the rings into the crankcase and being blown out the oil breather pipe. You can minimize the amount that gets into the inside of the car by putting a flexible breather pipe tube on the breather pipe to replace the cap. This is an accessory that has a flexible pipe that is about 24" long to route the blow by under the front floor boards. This may help some but will not eliminate the problem. An engine rebuild is the only solution. In the mean time use 40W oil and add some STP to thicken the oil around the rings and get a little better seal. This is not a fix, just a temporary band aid. Good Luck.

## HORN REWIRING

### Question:

I would like to know how to rewire a Model A Sparton Horn from 6 volt to 12 volt. What size wire? Number of turns?

### Answer:

To change the Model A horn from 6 volts to 12 volts, you must rewind the two field coils. Leave the armature as it is. First disassemble the horn to remove the brushes and the armature. Unsolder the two wires at the connector clip ( one from each field coil.) Note the direction of winding on the coils. The two coils are wound in opposite directions. The rule of thumb is that when you double the voltage, you use 1/2 the wire size and double the turns. So going from 6v to 12v use 24 gauge wire (original wire is 20 gauge, 1/2 that size is 23 gauge, but almost impossible to find 23 gauge so I have always used 24 gauge readily available at Radio Shack). Six volt coils have 45 turns and I have been using 100 turns with 24 gauge wire with great success. Be sure to use coated wire, normally used to wind RF radio coils or speaker coils. After winding the horn coils I usually brush a coat of light varnish to help insulate. The windings do not need to be real tight or in neat rows. In fact I found that if I wrapped just tight enough to form the wire around the core, and laid about 6 or 7 turns per layer, without being too careful how straight each wind was, I got better results on horn operation. In looking at a lot of original horns, some were manufactured with very precise and straight windings and some were wound very haphazardly.

Ford dealers sold many accessories for the Model A, including authorized Ford accessories and those from third parties. On this page are just a few of the many accessories that were common when the Model A was new. Ford Authorized Accessories are described in detail in the "*Model A Restoration Guidelines & Judging Standards*" published jointly by MAFCA and MARC.

### Authorized Ford Accessories

**Air Gauge -  
Round Dial**



**Air Gauge  
Cylinder Style**



**Junior  
Style  
Motometer**



**Sportlite**



**Quail  
Radiator  
Ornament**



**Air Gauge  
Cylinder Style  
Introduced 1931**



## **Tours & Events! 2017**

**Tours and Events for the remainder of the summer are listed on Page 4 within.**

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