February
2017

The Connecting Rod

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

1930 Standard Roadster

Willamettevalleymodel-a.org

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, February 2nd, 2017 at 7:00 pm

willamettevalleymodel-a.org

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			
Board Members	Bob Burton	18	**Raffle Chair**	Peggy Ramsay
	Lee Hardy	18		
	Peggy Ramsay	17	**Tour Chair**	Tim Fleming
	Fred Lissner	17		
			Programs	

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 Hosts		
January	**19**	Flemings
February	**16**	Giesbrecht
March	**16**	Ramsay
April	**20**	Fleming
May	**18**	Garrison
June	**15**	
July	**20**	
August		picnic (potluck)
September	**21**	
October	**19**	
November	**16**	
December	**16**	Pres. Breakfast

Blair's Blather

At our January board meeting, my first as club president, I looked around the room and thought to myself "What a wonderful group of people". Many attendees had themselves been president or played a major club role over the years. Some, like Gary LeMaster, have been working like the Ever Ready Bunny. They just keep producing year after year. The Model A's are the reason, but the people are the glue that hold the club together.

Joining our board meeting were four members of the local Model T club. The objective was to bring both clubs together for tours and activities where appropriate. The Model T folks had serious reservations about the Model A's ability to keep up on tours.

We will miss many of our good friends who will no longer be able to go on tour. Keep your engine running and all four tires on the road.

Blair Wasson

Willamette Valley Chapter
Model A Ford Club of America
Board of Director's Meeting
January 19, 2017

The January 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 Tim and Brenda Fleming on January 19, 2017. The Meeting was called to order at 7:30 p.m. by President, Blair Wasson. Board members attending were Blair Wasson (President), Ray Ramsay (Secretary), Gary LeMaster (Treasurer), and Board Members Lee Hardy, Fred Lissner and Peggy Ramsay. Board Member Bob Burton was absent. Also attending the meeting were Club members Tim and Brenda Fleming and Jim Rowen.

GUESTS: Members of the Model T Club were present at the meeting which included Don and Joanne Blaine (Joanne is Secretary and Treasurer and Don is Tour Chairman) and Arnie and Linda Anderson (Linda is President.)

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

TREASURER'S REPORT: Gary LeMaster reported that the Club had $4,308 in its treasury and all bills are being paid in the normal fashion. It was also noted that approximately 22 members had not renewed their memberships as of the date of the meeting.

FORD A PROBLEMS: Other than the fact that the three amigos (Rain, Snow and Ice) have joined forces with their pal, Cold over the last couple of months causing Model A's to hide in their respective garages, no problems were reported.

2017 TOUR SEASON: The main topic of discussion was the 2017 tour season. It has been decided, pending approval of the Model T Club, to increase the number of tours that are available for both clubs. The two clubs will share tour schedules and newsletters and make an effort to schedule events that both clubs can share during 2017. Blair has purchased a large 2017 calendar which he will put the tour schedule on and bring to the General Meetings so the Members can see what's upcoming. A number of tour possibilities were discussed including a trip to the Coast later in the year. Model T's are reputed to travel easily at 35 to 45 mph so there should not be any problem touring as a group.

FEBRUARY 2017 MEETINGS: The February 2017 General Membership Meeting will be held on February 2nd at 7:00 pm at the Willamette Heritage Center at the Mill. The February 2017 Board of Directors Meeting will be held on February 16th at 7:30 pm at the home of Roland and Ginny Giesbrecht located at 488 SW River Dr., Dallas, Oregon 97317

There being no further business to come before the meeting, the meeting was adjourned at approximately 8:05 pm.

Respectfully Submitted,

Ray Ramsay, Secretary

2017 SUPER BOWL TOURETTE

It's coming! The Super Bowl Tourette is **Sunday, Feb. 5th.** Our annual kick-off tour will gather at the Flight Deck Restaurant at the Salem Airport (2680 Aerial Way SE) at 8:30 AM. Following breakfast games include: Guess the closest lapsed time for the ever changing kick-off apparatus to kick the football and win a prize. From a spread sheet select half time and final game score. After super bowl game, closest guesses wins a prize. And more!

Get the Model A warmed up and join us for a morning of great food and lots of fun. (Modern iron arrivals are welcome too.)

Donald Edward Gardner

KEIZER - Donald Edward Gardner, 84, passed away on December 30, 2016; Don was a Charter Member of the Willamette Valley Model A Ford Club. Don is survived by his wife of 61 years Jean, a daughter and a son.

Don attended Willamette University for two years (1950 - 1952), then served in the US Navy for four years (1952 - 1956) during the Korean War. He returned home and completed his degree in Economics at Willamette in 1958. He worked for Mortgage Ban Corp for 24 years, then for the State Dept. of Veterans Affairs, and retired after working for the State Housing Division. Don volunteered weekly at the Salem/Keizer food bank from 1999 until he passed.

Don enjoyed reading, watching College and Pro football, plus restoring and driving Model A Ford cars. He was active with Willamette Valley Chapter Model A Ford Club of America for many years. He was known for his humor and jokes.

Don will be greatly missed by his family and friends, including those in the Model A Club. In addition to attending meetings and participating in Club tours, Don was a dependable worker. I will remember Don as the "Club Sheriff" during our annual swap meet. Don wore a toy tin star on his chest. Along with his 'Play No Games' attitude, he would collect several hundred dollars each year from non-paying venders who came in overnight or slipped in a back entrance. We will never know what affect the star had.

We will miss you Don

Willamette Valley Chapter
Model A Ford Club of America
Annual Banquet
January 15, 2017

The Annual Banquet for the Membership was held on January 15, 2017 in the West Salem Roth's Founders Room at the Roth complex on Wallace Road. The festivities started at 5:00 pm with a no host bar and social hour. Past President Tim Fleming acted as the 'Master of Ceremonies' and gave a pre-dinner Welcome to the membership at about 5:45 pm followed by a collection of photos of current and past Members including but not limited to Gene Brynes, Don Gardner, Ron Gilbreath, Charlie Schmidt, Conrad Stieber and Bob Thompson. Dinner followed at 6:00 pm.

After dinner Club Matters were taken care of which includes recognition of those wearing Era Fashions (Tim F. told us that he wears his straw hat in honor of Gene Byrnes); circulation of the sign-up sheets for monthly editors for the Connecting Rod and for hosting the monthly Board Meetings; discussing the current vacancy for the position of Vice-President; and reviewing the upcoming events which includes the January Board Meeting (at the Flemings on January 19th); the February General Membership Meeting (at Mission Mill on February 2nd); and the

Super Bowl Tour (on February 5th at The Flight Desk Restaurant at the Salem Airport starting at 8:30 am). Next on the agenda was the swearing-in of the 2017 Board Members and Officers followed by comments by our new President, Blair Wasson. Officers and Board Members for 2017 are as follows:

President	-	Blair Wasson
Vice-President	-	Vacant
Past-President	-	Che Walker
Secretary	-	Ray Ramsay
Treasurer	-	Gary LeMaster
Bob Burton	-	Board Member (2017 & 2018)
Lee Hardy	-	Board Member (2017 & 2018)
Fred Lissner	-	Board Member (2017)
Peggy Ramsay	-	Board Member (2017)

The next item of business was to recognize those who had given exemplary service to the Club during 2016. Those recognized includes the following:

Most Participation – Male	-	Tim Fleming
Most Participation – Female	-	Ginny Giesbrecht
Most Mileage	-	Jim Rowen
Most Restoration Completed	-	Jim Rowen
Historian	-	Tom Morrison
Member of the Year	-	A Tie – Beauford Averette & Jim Rowen

In addition, Lifetime Achievement Awards were given to Beauford Averette for all of his service to the Club throughout the years, including but not limited to his service as Club Secretary and Charlie Schmidt (posthumously) for all of his service to the Club and its Members and for his work on conducting and hosting the Club's Tours for many years.
Also recognized were Che Walker for his efforts as President during 2016 despite several unexpected challenges and Gary LeMaster for all things he does for the Club, day in and day out, year in and year out!

The final item on the agenda was the Photo Review conducted by Tim Fleming. Tim collected photos from Club Members and arranged them to show on a large screen. With each photo, the person who submitted the photo would tell about it followed by comments from Tim and questions from the Membership, if any. It was an eye-opening event and many, many great stories were told. By the time it was over, we all knew and appreciated each other better than we had.

That ended the meeting. Thanks to Tim Fleming for organizing the photo presentation which was the highlight of the banquet.
Submitted by Ray Ramsay, as Secretary

CLUB NEEDS

At the Banquet and Club meetings sign-up sheets will be circulated for volunteers to:

1. Host the monthly Board meeting on the 3rd Thursday of each month beginning at 7:30 PM. This involves a meeting place for 8 – 10 people and refreshments. Meetings typically last 1½ to 2 hours. A bonus is a trip to the shop or garage to observe and discuss local Model A happenings.

2. Editor for the monthly Connecting Rod newsletter. Four pages are prepared by the Club. I collect articles I think will be of interest year-around. Articles can be scanned or typed and placed in a computer file for later use. Another article source is presented below.

3. Also we need a 2017 Club Vice President. It is preferred a person in the Vice President position be able to move to the President position the following year. Club officer positions are non-gender specific. Any volunteers for the Board to consider?

Len Saunders Living the Dream & Leaning on his “Squirrel Chaser”.

COOL PARTS - LAYERS UPON LAYERS

Len Saunders of Salem, Oregon send in some photos of some interesting parts to share. He says, "Have you ever seen a multi-layered cylinder head made up of 1/2" plates, what valve train and what gaskets would fit it? The intake is made up from a stock A intake but has a "dual" throat with angled tubing that fits up to one Stromberg. It was made by Walt Peters many years ago." Also sent a couple shots of my brake and clutch pedal mods for an AA bellhousing, to adapt a shaft for Model A pedals. And I need to know if it's practical to use oversize intake and exhaust? It would solve exhaust seat problems. Fordially, Len Saunders, Salem, OR

Dear Lenny: Thank you for taking the time to write about the hobby at your end. Looks good to me!! Your "Squirrel Chaser" (I like that name) 1922 Roadster is a keeper: I hope you're having tons of 'fun with it. I really like the adapter shaft on the "B" tranny. Did you design this? Nicely done.

Now; about your OHV conversion. Yes, several people through the ages have made OHV heads by layering carved out steel plates. Norm Frick and John Lingo come to mind. What you have is a pushrod four (4) port "F" head OHV.

The "F" is a designation that included heads that breath by pulling air into the head and exhausting down and out through the block's 4 side exhaust ports (sort of an "F" shaped flow pattern). Like the Rileys and Roofs. The Miller and Cragar type heads flow like a Model A or T with Siamese intake ports (intake and exhaust are both in the head). Missing on your head is the rocker assembly (rockers, shafts, stands and push rods). You’ll probably be able to fit just about any old 4 or 6 cylinder industrial OHV engine s rocker assembly to finish the job. Valves

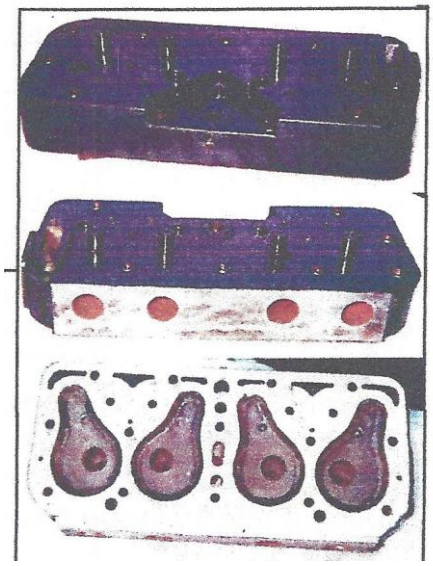
will be an issue. Stem diameter, length and head size are the measurements to match -- Then valve springs to fit.

Gaskets for the OHV would be an "F" head gasket like the Riley 2-Port, Riley 4-Port, or the Roof 101 Cyclone. But these 'will not fit perfectly due to the slightly different chamber shapes but they should get it running.

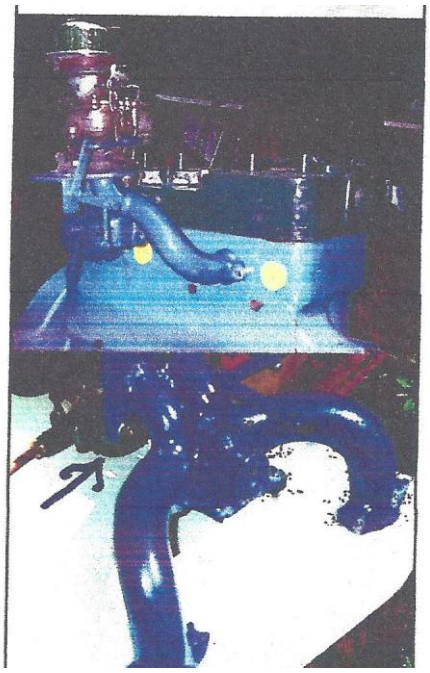
The down-draft (blue) intake is a neat trick. It probably works quite well with a Stromberg 97 or a Holley/Ford 94. It does NOT go with the OHV. The OHV will require an A-port log style manifold to be fabricated and a Model A or custom exhaust header:

About valve seats. Valve seats could be made larger (1.732"). I think would use hardened seats. Oversized seats are available. Lance had an engine where one valve seat was ground down quite a bit and worked for many miles until something went wonk.

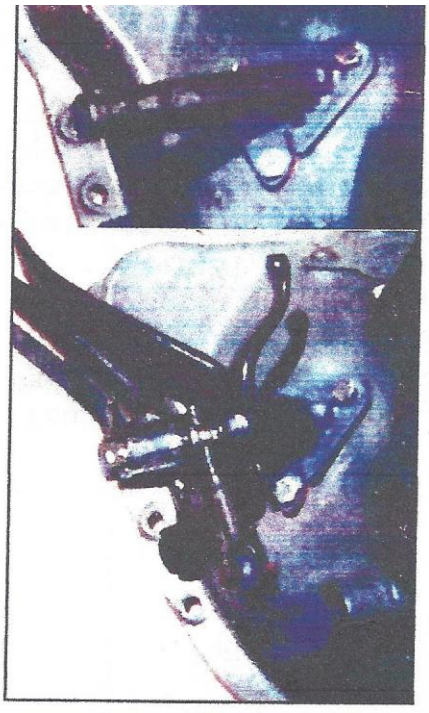
My best,
Sincerely, Charlie
Secrets Magazine



Multi-Layered Cylinder Head



Modified Dual Throat Intake Manifold for Stromberg Carburetor



Modified Clutch and Brake Pedals to fit a Model AA Bellhousing

Article submitted by Lenny Saunders to:
Vintage Speed and Sport Secrets -- Has Covered Vintage Ford Innovation like No other Magazine

MODERN FUEL PROBLEMS IN OLD CARS

Fuel is chemically less stable today than it has ever been. Why? Because chemicals like tetraethyl lead, which at one time was used for octane enhancement of gasoline, has; long since been banned by the EPA Today's fuels are blended with less stable "oxygenates" such as ethanol, methanol or methyl tert-butyl ether (MTBE). Emulsions and oxidation cause moisture and oxygen from the air to chemically combine with the oxygenates to form non-combustible by-products; which decrease oxygen levels and cause the formation of deposits on valves, pistons tops and combustion chambers. It also causes a host of other problems, including corrosion of the fuel tank and lines. Loss of octane detonation, hard starts, decreased economy. Clogged injectors or carb jets, and increased hydrocarbon and carbon monoxide emissions, in the end, not only does the condition of your car suffer, but so does the environment - since these are emitted into the air.

One car collector said "I've had the same gas in my 1939 Packard for the last 12 years, and it starts and runs just fine." What he did not realize is that the gas that he purchased back then did not contain oxygenates. So this problem is a bit newer than many realize.

Cars that are stored or driven infrequently stand the greatest chance of falling prey to damage by bad fuel. Oxygenates contained in a 20 gallon tank can oxidize in as little as three months. It depends on the concentration, temperature, humidity and. how full the tank. Besides finding a "secret stash" of gas with tetraethyl lead what's the answer? Here are a few tips:

1. Keep your fuel tank: as full as possible at all times - particularly during storage. With a full tank: you minimize the surface area that is exposed to the air and moisture, thus slowing the process. This may seem contradictory to many collectors, since the last thing they want is a full tank of bad gas. But it does help

2. If you fear that the gas in your tank: has gone bad, drain it and dispose of it safely and properly. Burning bad gas can do serious damage to your engine, not to mention that it pollutes the air due to incomplete combustion, and causes wear and tear on batteries and starter. Because you have to crank: much more to get it started, and this causes buildup of deposits in combustion chambers. Further most detonation occurs at the site of deposits; bad gas can lead to more severe and more damaging detonation.

3. Allied Chemical has recently introduced a new fuel additive called "No-Rosion Combustion Optimizer," which stabilizes oxygenates in fuel during storage, aids in combustion in aged gas, prevents corrosion, and removes deposits build-up from already burning broken down fuel. It is added either before storage to prevent oxidation and emulsion, or after storage in order to allow safe 100% combustion of the by-products of old gas. It has been developed by a team of chemists whose past experience with several top refineries makes them intimately aware of the short comings of today's gas.

4. Beware of fuel additives containing aliphatic naphtha, which has a tendency to gel when, exposed to heat. Many grades of Naphtha turn to viscous brown gel when they reach hot fuel lines or cylinder heads causing clogged lines, valve damage, or even a seized piston. **In** fact, I know several collectors that have ruined high dollar V-12 and V-16 engines in their Packards and Cadillacs because they used Naphtha base additives. When selecting a fuel additive or stabilizer, make sure it contains 100% combustible components, and has passed the ASTM D525 laboratory oxidation tests.

5. When purchasing gas, if at all possible, avoid MTBE. It IS by far the worst oxygenate in terms of oxidation and emulsion. Not to mention the fact that it smells bad, and is considered by many to pose various health risks.

Allied Chemical
P. O. Box 241597
Omaha, NE 68124

Reprinted from The Cabrioletter

WARPED CARBURETOR FIX

I recently cleaned my Tillotson carburetor and found the top was badly warped. Since some parts can be expensive, I decided to try fixing it myself.
I thought if heat warped it, heat could reshape it. An aeronautical friend supplied the fix – here it is. Disassemble, clean and wash off all gasoline residue. Remove all gaskets and reassemble the two halves, using the bolts to

hold them together. Use adjustable hose clamps to bring the two halves together – slowly and carefully. (See sketch.) Put the carburetor in the oven and turn heat to about 350 to 400 degrees. Heat for about 3-hours. Remove the carburetor (it is hot!) and allow to air cool. Reassemble. It works.

L. D. Sand
Ozark, Alabama
Rogue Ramblings
February 2014

CHECKING THE MODEL A FUEL SYSTEM

Let us suppose when out driving the engine suddenly stops. It will not restart. We know that a Model A engine like all gasoline engines needs three basic things to run: fuel, compression, and proper Ignition spark. How can we tell which has caused the engine to stop? Can the car be started on the road again?

A quick test for the first of these, blocked fuel, is to crank the engine six or seven turns with the engine fully choked. Stop cranking and release the choke. If you have a fuel supply some gasoline should dribble out the air intake throat of the carburetor.

If you do have some gasoline dribbling out, lack of fuel is not the problem and you can go on to some other tests.

If there is no gasoline a blocked fuel supply is the likely problem. Checking to see what the gas gauge indicates is the obvious thing but the gauge is not always to be trusted. You may even have rebuilt it recently with a new cork and used neoprene gaskets. The neoprene swells and can be pressing on the gauge keeping it from moving. Use a quality cork gasket next time.

Check in the tank to see the fuel level by slowly removing the gas cap. Listen for a sucking sound as you remove the cap. If you hear air entering the tank, the cap vent is plugged and a vacuum has formed which will· not allow gasoline to leave the tank. Clean the vent hole in the cap and gasoline should now flow.

If there is no vacuum then carefully remove the flame arrestor screen from the tank. If you don't have one of these you are more than a fool. It is not just a filter. It is a safety device that prevents a static spark from the gas pump nozzle exploding gasoline in the tank. Use a clean dipstick to check the gasoline level. There should be at least two to three inches of gasoline to provide an adequate flow to the carburetor. Replace the safety screen.

If there is gasoline in the tank, turn off the fuel valve under the tank and remove the gas line from the carburetor. The fitting should take a $^{9}/_{16}$ inch open ended wrench. Then briefly turn the fuel valve on and off. There should be a generous flow of gasoline from the end of the fuel line. If there is not, open the valve again and blow backwards up the line. For convenience, loosen the fuel line at the other end and tilt it upward to blow conveniently, unless you have a small rubber hose. This should clear the blockage.

A gas tank valve screen will help but not cure this problem. There is probably rust or other debris in the tank. In the long run more extensive methods must be taken to eliminate this rust In the meantime, this may be enough to get you going, at least until the blockage occurs again and you have to clear the line over again.

If you had an older type sloshing compound in the tank, alcohol in the gasoline may have dissolved it making a jell-like mess which probably cannot be cured on the road. You could rig some sort of alternate fuel tank that at the least would probably be unsafe. Avoid gasoline with alcohol? That is pretty hard to do as almost all fuel has oxygenating compounds. Sloshing compounds must be replaced with an alcohol resistant kind, which may mean removing the tank from the car. Not an on the road job.

If you have a flow at the end of the fuel line, reconnect the line. With the inline fuel valve off, loosen the bolt that holds the lower part of

the carburetor casting to the top assembly. When loose and with the fuel valve in the on position, fuel should flow over the top of the float and through your fingers. If not, raise and lower the float to clear away debris that may have become lodged in the needle valve.

If fuel still does not flow, check the screen (located where the fuel line enters the carburetor) for debris and make sure the fuel line does not penetrate too far in when tightened as that can restrict the flow also.

If it is a hot day many people have experienced another problem. The gasoline of today vaporizes (boils) at a lower temperature than in the past. When ambient air temperature plus engine heat causes boiling vaporized gasoline can form bubbles in the sediment bowl, fuel line, or carburetor. Gasoline flow will be limited or perhaps stopped. If you have a glass sediment bowl you may see some tiny bubbles there but not always. Cool the gas line with ice or ice water to stop the boiling. Unless there is an ice machine by the side of the road just where the engine stopped, or you have an available supply of ice and cold water, water you keep in a jug to top off the radiator wilt do. It could be a little messy but a cola drink, electrolyte replacer drink or a grapefruit or orange split partly open and placed around the fuel tine or sediment bowl will work. Wrapping aluminum foil around the fuel fine can help remove excess heat.

Edited from STRAIGHT TALK FROM GARY,
By Gary Duff Seattle Evergreen Chapter

ELECTRIC WELDING

Through the art of electric resistance welding, the use of which the Ford Motor Company stands foremost in the automotive industry, it is possible to make the new Ford car an almost wholly steel car – lighter, yet stronger and safer. Welding is ages old. The blacksmith first practiced it when in his charcoal forge he heated two pieces of steel to a temperature he deemed proper and then welded them into one piece under his hammer blows on the anvil.

Today science, with the aid of electricity, has made welding an important element in manufacture of steel parts. It has eliminated the guess work of even the highest skilled blacksmith and in the fraction of a second welds two pieces of steel into one with certain knowledge of the strength of the welded piece.

This is accomplished by the same principle used by the blacksmith – heat plus pressure. The two pieces to be welded are clamped in copper jaws. A current of electricity is conducted through the copper jaws into the pieces, generating high heat at the points where the two pieces make contact with each other, which brings the surrounding metal to the fusing point. Then comes the application of pressure, which completes the weld and the two pieces become one.

Nowhere has the art of electric welding been more extensively applied than in Ford Motor Company plants. In many cases machines have been designed that are radical departures from any in existence. Tools and fixtures unheard of have been developed, built and put into service.

Benefits of electric welding to the car owner are many. It permits the manufacture of strong single units, made up on several parts that are welded, bolted or riveted together. These units are stronger, more durable and safer because they are one piece of definitely known quality. They are lighter in weight by eliminating over-lapping material. This reduction in weight is reflected in increased power through reducing car weight haul on the engine. Then there is also the economics in manufacture through which the owner benefits in low price.

Ford Motor Company
1928

SOMEBODY HAS BEEN WATCHING ME

Recently, I was diagnosed with A.A.A.D.D. - Age Activated Attention Deficit Disorder.

This is how it manifests:

I decided to wash my car. As I start toward the garage, I notice that there is mail on the half table. I decide to go through the mail before I wash the car. I lay my car keys down on the table, put the junk mail in the trashcan under the table, and notice that the trash can is full. So, I decide to put the bills back on the table and take out the trash first. But then I think that since I'm going to be near the mailbox when I take out the trash, f may as well pay the bills first.

I take my checkbook off the table, and see that there is only one check left. The extra checks are in my desk in the study, so I go to my desk where I find the bottle of soda that I had been drinking. I'm going to look for my checks, but first I need to push the soda aside so that I don't accidentally knock it over. I see that the soda is getting warm, and I decide I should put it in the refrigerator to keep it cold. As I head toward the kitchen with the soda, a vase of flowers on the counter catches my eye -- they need to be watered. I set the soda down on the counter discover my reading glasses that I've been searching for all morning. I decide to put them back on my desk, but first I'm going to water the flowers.

I set the reading glasses back down on the counter, fill a container with water and suddenly I spot the TV remote. Someone left it on the kitchen table. I realize that tonight when we go to watch TV, we will be looking for the remote, but nobody will remember that it's on the kitchen table, so I decide to put it back in the den where it belongs, but first I will water the flowers. I splash some water on the flowers, but most of it spills on the floor. So, I set the remote back down 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 car isn't washed, the bills aren't paid, there is a warm bottle of soda sitting on the counter, and the flowers aren't watered. There is still only one check in my checkbook, I can't find the remote, I can't find my glasses, 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 long, and I'm really tired.

Author Unknown

GET OUT OF THE CAR

An elderly Florida lady did her shopping and, upon returning to her car, found four males in the act of leaving with her vehicle.

She dropped her shopping bags and drew her handgun, proceeding to scream at the top of her lungs, "I have a gun, and I know how to use it! Get out of the car!"

The four men didn't wait for a second threat. They got out and ran like mad.

The lady, somewhat shaken, then proceeded to load her shopping bags into the back of the car and got into the driver's seat. She was so shaken that she could not get her key into the ignition.

She tried and tried, and then she realized why. It was for the same reason she had wondered why there was a football, a Frisbee and two 12-packs of beer in the front seat.

A few minutes later, she found her own car parked four or five spaces farther down. She loaded her bags into the car and drove to the police station to report her mistake.

The sergeant to whom she told the story; couldn't stop laughing.

He pointed to the other end of the counter, where four pale men were reporting a car jacking by a mad, elderly woman described as white, less than five feet tall glasses, curly white hair, and carrying a large handgun.

No charges were filed.

Moral of the story? If you are going to have a senior moment … make it memorable.