

February  
2016

# The Connecting Rod

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



1929 Model A Ford Town Sedan

[Willamettevalleymodel-a.org](http://Willamettevalleymodel-a.org)

Model A Ford		Model A
	SALEM, OREGON	
Club of America		Restorers Club

**Next General Meeting: Heritage Center (Mission Mill), 3<sup>rd</sup> Floor, Card Room, Salem, OR**

**Thursday, February 7<sup>th</sup>, 2016 at 7:00 pm**

**willamettevalleymodel-a.org**

<b>President</b>	Che Walker	<b>Historian</b>	Tom Morrison
<b>Vice President</b>	Blair Wasson	<b>Sunshine</b>	Ginny Giesbrecht
<b>Secretary</b>	Beauford Averette	<b>N.W.R.G.</b>	Tom Morrison
<b>Treasurer</b>	Gary LeMaster	<b>Newsletter</b>	Gary LeMaster
<b>Past President</b>	Tim Flemimng		
<b>Board Members</b>	Jim Brennan 16	<b>Raffle Chair</b>	Peggy Ramsay
	Lee Hardy 16	<b>Tour Chair</b>	Tim Fleming
	Ray Ramsay 17	<b>Programs</b>	Larry Labbe
	Fred Lissner 17		
<b>Swap Meet Committee</b>	Lew Garrison, Dale Stites, Gary LeMaster		

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**Newsletter Editors of the Month**

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

**Board Meeting Hosts**

<b>January</b>	<b>21</b>	<b>Fleming</b>
<b>February</b>	<b>18</b>	<b>Giesbrecht</b>
<b>March</b>	<b>17</b>	
<b>April</b>	<b>21</b>	<b>Garrison</b>
<b>May</b>	<b>19</b>	<b>Stites</b>
<b>June</b>	<b>16</b>	<b>Pizza</b>
<b>July</b>	<b>21</b>	<b>Averette</b>
<b>August</b>		<b>Rowan picnic (potluck)</b>
<b>September</b>	<b>15</b>	<b>Kraus</b>
<b>October</b>	<b>20</b>	<b>Ramsey</b>
<b>November</b>	<b>17</b>	<b>LeMaster</b>
<b>December</b>	<b>17</b>	<b>Pres.BreakfastGoudyCommon</b>

**President's Comments:**

"As a busy working dad, it seems like all of my time these days is filled. If I'm not attending meeting until late in the evening, I have any number of duties that require my attention most of the time. Unfortunately, my Model A has been sitting quietly in my garage waiting for me. When I leave for work in the morning and I return home at night, there she sits waiting for me to drive her. I have been watching the weather closely and examining my calendar hoping that one of these days would lead to a possible quick drive in the country or trip to the store.

This Monday I had a wonderful opportunity to volunteer in my son's kindergarten classroom. I spent 3 hours reading with the kids and listening and watching their work in a number of different activities. My son Asher (6) was so excited to have me there and spent much of the time telling his classmates about his dad and the things we like to do together. As the class day came to a close, I walked him out and we got into my modern car for our drive home. As we debriefed the day and all the fun we had, Asher speaks up and says "Wouldn't it be fun daddy if we could drive the Model A to a dinner place?" This is his common reference to going out to eat at a restaurant. (continued on page 4)

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  
Board of Director's Meeting  
January 28, 2016**

The Board of Director's meeting was called to order at 7:30 pm by President Che' Walker. Hosts were Tim and Brenda Fleming. Others in attendance were: Beauford Averette, Lee Hardy, Gary LeMaster, Fred Lissner, Jim Rowen, Ray and Peggy Ramsay, Blair Wasson

The Board waived notice of time, place and purpose of the meeting.

There were no minutes to be read.

The Treasurer reported that the books were up to date and in proper order. Several members have not yet paid their dues for the year.

**Model A Ford Problems Discussed.** No discussion. **Committee Reports:** **TOURS:** The only tour scheduled at this time is the Super Bowl tour February 7. Meet at the Safeway at the corner of Lancaster and Silverton Road at 8:30 AM. Leave at 8:45 a.m. Blair Wasson will look into a Coast Tour. Lee Hardy reported on the cost of radios for communication on tours or at the Swap Meet. **Sunshine:** Diane LeMaster has been under the weather. **Program:** The program for February will be a presentation by Steve Arndt of Woodburn. He has written seven travel books that cover the entire state of Oregon. All travel is on less traveled roads. This is something that will be of interest to all to like to travel Oregon and see unusual sites. He also has three Ghost Town books that cover Oregon. His books will be available for purchase at the meeting. **Socials:** We will meet at 8:30 am on February 8 for breakfast at Sybil's Omelettes on State Street. Drive your A. The club picnic in August will be held at Jim Rowen's. **NWRG:** No report. **Newsletter:** Lee Hardy is the editor for the February issue of the Connecting Rod. **Historian:** No report. **Swap Meet:** No report. **Old Business:** Blair Wasson reported that the tool cabinet to house tools to be borrowed has been purchased and is now at Glen Adams Automotive Machine Shop on 12th Street. Blair Wasson and Ray Ramsay are working on a tool loaning agreement form to be presented at the next Board meeting. We hope to have the tools available for use later this spring. **New Business:** There was an OPB program about Henry Ford and his business. It is about four hours long. We may see if it is available for purchase...The Board is considering ways to increase membership. We are going to try and use Face Book to get more exposure for our club. It has been suggested that we hold more "How to" seminars so that interested people can see how easy it is to work on the Model A Ford. We would like to draw in younger members. One suggestion was to get our cars out to more car shows or events. It would be interesting to hold an event where people could not only see and touch our Model A's, but also drive them. Perhaps this could be done at the Brooks Museum land. Brenda Fleming will work on a new banner for the club to display at car events. Tim Fleming will act as the Tour Chairman this next year. Let his know of your ideas. We may also have business cards made up so we can hand them out to interested parties. Gene Byrnes still has a two-wheel car tow dolly that needs to be disposed of. If you are interested, contact Lew Garrison.

The meeting was adjourned at 8:40 pm.

Respectfully Submitted,  
Beauford Averette, Secretary

### SUPER BOWL TOUR

It's coming! The Super Bowl Tour is **Sunday, Feb. 7th**. Our annual kick-off tour will gather at Safeway on Lancaster Drive and Silverton Road at 8:30am, and will leave at 8:45 am. As in years past, we will travel to The Home Place Restaurant in Silverton for a morning of great food and lots of fun. Get the Model A warmed up and join us for a good time.



(continued from page 2)

As I noticed the sun gleaming on the semi dry pavement of Silverton, his idea took hold and our excitement at his suggestion grew and grew. "Why Asher, I think that a great idea!" After, a slight kiss from a battery charger our Model A started up like a champ! We loaded his younger brother and my wife Heidi in the car and rumbled our way to the local Mexican restaurant for dinner and family time.

It brings to mind more than I have the ability to say here, but please remember my friends that these vehicles are adored by most if not all that see them. They are evidence of our past seen through the eyes of our future. They are a beautiful piece of art and a functional family friend. The joy in my heart and hearing my 6 year old son recommend the end of a perfect day would include a ride in the car. Life is good."

~Che

In 1930, George A. Packer, then Massachusetts registrar of motor vehicles, wanted the state to ban "newfangled" radios that were beginning to come with cars. Radios, Packer argued, were dangerous because of the distraction they caused. Motorists would have to take their hands off the wheel to adjust the volume or search for a new station. Soft music at night might lull drivers to sleep. Louder music might even distract drivers in other vehicles. Massachusetts even held a hearing on the dangers of the radio in motor cars, but ultimately, Packer's efforts failed.

### HISTORY OF THE CLUTCH

For years, leather belts were used to control horses and hyperactive kids. Such a handy item became the first connecting device between an engine pulley and a vehicle drive wheel. Tension on the belt transmitted the power from one to the other.

In 1893, the Duryea brothers began using a large single-plate disk attached to the flywheel. It was lever operated with leather or fabric

lining. Burnout occurred within a few hundred

miles, fortunately an Englishman perfected the use of durable asbestos and solved the problem of constant repairs.

Source: Motorera.com

Art Callan

The "A" Preserver - September 2012



1928 Model A Ford Tudor

### TUDORS

The Tudor was one of the original body styles that was made when the new Model A Ford car appeared in late 1927. During 1927, 11,948 sedans were produced. In 1928, 208,562 were made for United States sales. In 1929, production reached 518,588. This was the highest production year for Tudors. It had the coupe pillar and belt molding that was kept for the first two years of production. The Tudor had two stripes of contrasting color on the molding. There were no two tone color combinations available from Ford on 1928 – 1929 Tudors. The only appearance of two tone was that the belt line was painted a different color from the body. In 1928, there were only five colors available, and in 1929, there were six color combinations.

The interior of the Tudor offered seating for five. The front seats folded forward so that there was access to the rear seat. There were variations of the Tudor that were used for the Deluxe Delivery.

Ford touted the Tudor as a vehicle for women, for the family, for stylish persons, and for just about everyone else. Tudors were used for police cars, Fire Marshals, business people and families.

The introduction of the 1930 Tudor saw the removal of the coupe pillar and the higher radiator that was common to all 1930 cars. Ford also stated there was additional extra leg room in the rear seating area. In fact, Ford reduced the size of the rear seat cushion and that resulted in extra leg room. There was still only one model available, the standard. This had rubber floor mats, no cowl lights, and nickel plated interior parts. There were eight color combinations available in the beginning of the production year. Two of these combinations were black with different color stripes. Production for 1930 was 376,271.

The introduction of the 1931 model saw no changes except for color combinations. There were only 5 color combinations available. Sales had started to slip because of competition from other makers and because of the upcoming depression. In an attempt to increase sales, Ford introduced a Deluxe Tudor about mid-year. The Deluxe had cowl lights, carpet, dome light, woodgrain garnish moldings, and other upgrades from the standard model. Standard Tudor production for 1931 was 148,425. Deluxe production was 21,984.

Ford Motor Company



1930 Model A Ford 5-Window Coupe

## QUALITY OF FORD BODIES

Beauty of design has been remarkably combined with strength and safety in the new Ford steel bodies. How well this is accomplished is demonstrated in the Tudor Sedan body. All structural metal in the body is steel, the wood parts used only for attaching the interior trim and roof material. If the Tudor body was mounted on a Model A chassis and was turned over resting on the roof; it would support the chassis, engine and all without even bending the narrow window pillars; such is its strength and high safety factor.

Body panels are made of the finest grades of steel, pillar construction is exceptionally narrow to reduce vision obstruction to a minimum. Lower rear panels, including the wheel housing, are made in one piece, a rather unusual feature on body construction, giving additional strength. Heavy reinforcing beads give light weight but strong parts.

Many parts are electrically welded to give greater strength and rigidity. Electrical welding also is used extensively in the door construction, and while giving the door all the necessary "safety factor" still leaves it flexible enough to weave with the body under extreme torque.

Every precaution also has been taken to prevent squeaks and rattles developing in the body. Panels and frame sections are welded or riveted together wherever there is a possibility of the body weaving due to uneven conditions of the road, thus eliminating all chance of metal squeaks of this nature. The final assembly of large units where bolts are necessary, strips of anti-squeak material are used between the sections.

Before the interior of the car is upholstered and trimmed, sound deadening material is utilized in all places where noises might develop. Soft roof construction, of heavy padding over a heavy galvanized mesh wire, also provides an additional element of quietness. Ford Motor Company 1928





1930 Model A Ford Depot Hack

### **THE “POOR LITTLE CHILD OF THE DEPRESSION”**

Norm Brocard

Once upon a time, in the heart of the worst depression this country ever had, a fancy new pick-up truck was conceived by a big motor company that had fallen on hard times. In 1931 our favorite car company, Ford, introduced the Model 66-A, Deluxe Pickup. The sales force may have trumpeted this truck as the ultimate triumph in automotive styling and delivery efficiency, but in hindsight, it was just one more dying gasp at the end of the Model A era. We'll talk about the details of this truck a little later.

The Model A era, 1927 through 1931, was much shorter than Henry Ford ever thought it would be. You see, the Model A was planned to be another universal car which would serve the clamoring masses for a least a decade. The Model T car, first manufactured in 1908, was virtually unchanged for 10 years, and sales had accumulated to about 3½ million by the year 1918. Henry Ford thought that he had created the “universal car”, a car for the masses, “the most perfect car in the world” (1). And perfect it seemed, as total sales reached 10 million cars by June of 1924. (2) There were gathering storm clouds around and within the Ford Motor Co. at this time, but Henry doggedly pursued the manufacture of more

and more of his beloved Model T's. The Ford Motor Co. at the time was family owned and run by one man only, Henry Ford. Those who disagreed with Henry and suggested that the Model T was out-modeled, were shunted aside or enrolled in the “Ford Alumni Association”. (3) Two prominent members fired were William Knudsen and Ernest Kanzler. Knudsen was the Ford manufacturing genius who raised Model T production from 70,000 in 1911 to over 1,000,000 per year in 1921. Knudsen wound up a president of Chevrolet building the first car to outsell the Ford Model T.

Ernest Kanzler was Edsel Ford's brother-in-law, (his wife's sister's husband). Kanzler was an ally of Edsel Ford and a champion of cost accounting and modern corporate management at both Lincoln and at Ford Motor co. Kanzler felt an obligation to draw Henry's attention to the fact the Model T was out dated and sales were falling far short of that of the competition. For his thoughtfulness, Kanzler was fired by Henry's favorite hatchet- man, Charles Sorenson, in 1926. Kanzler probably saved Ford Motor co. when he later became a Detroit banker and helped Edsel Ford organize the profitable Universal Credit Corporation, the answer to GMAC for financing Ford credit.

By 1927 Ford sales were in a definite slump, and Knudsen's sporty Chevrolet's easily outsold the old Model T. Perhaps Henry realized that even he couldn't run Ford Motor Co. without managers, accountants, engineers and especially without Ford dealers and their sales. Or maybe the patient nagging of his own loyal son, Edsel, finally got the old man to make the decision he should have made four years sooner. In 1927 Ford Motor Co. was going to create a new car.

Since Ford had no need for a design department, Henry, Edsel and a few trusted Ford engineers, mechanics and foundry-men, had to bootstrap the new Ford together as best they could. By April, 1927, they had a new engine which was basically an enlarged Model

T four-banger. Even though the new engine had 203 cubic inches (vs. 176 in the T), tests only showed TWO more horsepower than the T engine! The tinkers called in Engineer Harold Hicks from the aviation division. Three weeks later the Model A engine, sporting a new carburetor, manifold, and many other improvements sat on the dynamometer kicking out 40 horsepower for Mr. Hicks and the relieved development team.

With ideas and talent borrowed and hired from other Ford plants and the industry, Edsel and a small team rushed the design toward completion while Henry Ford orchestrated an 80 million dollar make-over for his huge Rouge plant. By some miracle of Ford ingenuity, the first Model A rolled off the assembly line in October of 1927. Ford finally had a replacement for the Model T, but Henry's obstinacy cost the Ford Motor Co. its dominant position in the industry. Never again could Ford outsell all competitors and claim the number one spot in American auto-making.

Henry's Model A was not the "universal car" he wanted, but it was one fine piece of styling for the times and just as tough and durable as the old Model T. Thanks to the secrecy and mystery surrounding "the new Ford", there was a pent-up demand that pushed 1929 sales to the 1.5 million mark. This figure was half again over the Chevrolet sales and amounted to 34% of all cars sold in the U.S. in 1929. (5) But Henry Ford's thinking was still somehow locked up the early 20's. There were two huge factors working against Henry Ford that would not let his superiority continue. The first factor, which Henry had no control over, was the market crash of November, 1929, and the advent of the Great Depression. The second factor was a complex change in the tastes and attitudes of the American car buyers which Henry could never seem to comprehend. General Motors and Plymouth, with their annual style changes and their stylish spread of 4, 6, and 8 cylinder cars continued to take away market share for Ford Motor Co.

This brief discussion of Ford history is offered to give you some insight into what the

corporate situation was at Ford Motor when they entered the Model A era. In spite of the resounding sales response in 1929, and the high quality of the Model A Ford, this Company was headed into a lot of trouble; and the Model A Ford was not their salvation. The styling changes for the 1930 models and further price reductions kept the 1930 sales at respectable levels, but the inventory of unsold cars was growing, and the purchasing power of Americans was evaporating along with their jobs. To make matters worse at this same time, word leaked out that Henry Ford was working on an (unheard of) eight cylinder car priced for the working man's pocketbook. Why buy a Model A in 1931 when a V-8 might be available next year?

Model A Ford sales took a nosedive in 1931, and the production line shut down in August. It reopened briefly in October of 1931, and then shut down for good. (6) It was in this brief and chaotic period that a lot of our "rare and unusual" Model A Ford cars and trucks appeared. I believe that things like the Town Car Delivery and the Deluxe Pickup were stop-gap and frenzied efforts by the sales and manufacturing staff to shore up sales that were evaporating. I also believe that such items would never have appeared on the Ford sales menu if Henry hadn't been heavily preoccupied with development of his Ford V-8. In the meantime, Edsel and the design group and the sales people got to fool around with about anything they wanted.

And so, we finally come around to discussion, "The Poor Little child of the Depression", the Model 66-A, Deluxe Pickup. Lovely as it is, it is one of the 1931 afterthought models whose origin I imagined as above. The salesman discovered that the common man had no money for a new car, but there were a few corporations that might have enough money to buy some new trucks in 1931. In this case it was The General Electric Company. (Most of the following material comes from an article in The Restorer, Sept/Oct 1991, page 28-29,

which also has excellent pictures of the unique truck). According to Ford Motor Co. quotes in this article, this "light service car...will find use in many other industries". Well, only 531 were ever produced, the smallest production run of any Model A Ford. GE bought a batch, Henry's buddy, Harvey Firestone, bought a few, and the 'many other industries' bought...next-to-nada.

This pickup was only a closed-cab model. The most distinctive features are the chromed rails along the topsides of the bed and the full width tailgate which flopped down on two strong chains.

The shiny rails and the chromed hinges on the back of this pickup remind one of the modern flower cars seen in funeral parades. In fact, the 1931 Model AA, 270-A Funeral Service truck has these same rails, but they are supported on four of five (?) The Funeral Service body was mounted on the 131 wheelbase rather than the standard 103 passenger wheelbase used for the Deluxe Pickup. This fancy pickup came in white, black and 37 other commercial colors, but I am sorry to tell you that you cannot see them all today because there are only 21 known Deluxe Pickups left in existence.

1. Douglas Brinkley, *Wheels for the World* Viking Penguin, 2003, pg. 342
2. Ray Miller, *Henry's Lady*, Evergreen Press, 1972, pg. 18.
3. Brinkley, pg. 337;
4. *ibid*, pg.348; 5.*ibid*.pg 386;
6. *ibid*.pg.388.

Many thanks to Norm Brocard who wrote a series of stories about rare and unusual Model A's in the Evergreen Echoes. This article appeared in the 12/03 issue. (*Dolores Brynes edited a tiny bit for space.*)

### **WORLD'S EASIEST TEST**

#### Passing requires only four answers

1. How long did the Hundred Years War last?
2. Which country makes Panama hats?
3. From which animal do we get cat gut?
4. In which month do Russians celebrate the October Revolution
5. What is a camel's hair brush made of?

6. The Canary Islands in the Pacific are named after what animal?
  7. What was King George VI's first name?
  8. What color is a porcupine's quills?
  9. What country do Chinese gooseberries come from?
  10. What is the color of the black box in a commercial airplane?
- (Answers on page 11)

### **CAR DRIVING FACTS**

Windshield wipers were invented by a woman. The city with the most Rolls Royce's per capita is Hong Kong.

Ferrari makes about 14 cars each day.

The most expensive car sold is the 1931 Bugatti Royale Kellner Coupe with a price of \$8,700,000.

The heaviest limousine, "Midnight Rider" weighs 50,560 pounds. It houses up to 40 passengers, has three lounges and a separate bar.

The first car radio was invented by Paul Gavin in 1929.

Car airbags kill one person to 22 lives they save.

You pay eight times more for a gallon of Grande Latte Starbucks than for a gallon of gasoline.

It would take more than 150 years for a car to drive to the Sun.

While 53% of car owners wash their cars once a month, 16 % never wash their cars.

Red cars are prohibited in Shanghai, China. Drivers kill more deer than hunters.

While the average speed driven by cars in LA was 60 mph in 1972, by 1982 the average speed dropped to 17 mph.

Being used in the movie "Gone with the Wind", a 1967 Shelby Mustang GT-500 is recognized as one of the most famous cars in the world ever.

There is about one car per person in the U. S. (including babies).

The most people stuffed in a Smart car is 19. Pakistan Crushers managed to do that at



Defense Authority Creek Club in Karachi, Pakistan, on December 15, 2010.

The biggest speeding fine ever given is \$1,000,000 to a guy who was doing 180 mph in Switzerland. The penalties are based on the speed and the salary of the driver.

Every American spends approximately two weeks of his/her life being stopped at red lights.

First automobile race in the U. S. happened in Chicago in 1895 with Frank Dureyea winning with an average speed of 71.5 mph.

Internet email

### **THE EVOLUTION OF AUTO REPAIR**

1900s- The first automobile owners hired "chauffeurs" whose duties include repair and maintenance. Ford Motor Company sends some of the first factory-trained mechanics out to service customers' cars.

1910s-Henry Ford's Model T, promoted as a vehicle that can be repaired by the average car owner with simple hand tools, paves the way for the first generation of do-it-yourselfers.

Kansas City entrepreneur George Pepperdine opens the Western Auto Supply Company, a mail-order business selling parts and accessories for the Model T.

1920s- The Chilton Book Company publishes one of the first do-it-yourself repair guides detailing the inner workings of automotive systems.

1930s-Hydraulic brakes and automatic transmissions make cars safer and easier to drive but add a new level of complexity to automotive repair and maintenance.

1940s-Volkswagen's Beetle comes to America and creates a new crop of backyard mechanics by virtue of its easy-to-work-on design.

1950s- The dawn of the hot-rod era adds a twist to the do-it-yourself phenomenon, with people working on their cars to improve their appearance and performance.

1960s- The federal government's first emissions-control regulations foreshadow massive changes for automobile engines in the decades to come.

1970s- Engine performance test equipment, generally available in large repair shops, begins to limit home repair work for all but routine maintenance and repairs.

1980s - The beginning of the end to do-it-yourself major automotive repair work and non-routine engine analysis. More and more work is being performed by dealer and chain store owned certified repair shops. Test equipment cost becomes a factor regarding type of repairs performed.

1990s - Modulated components replace individual part replacement for many repair operations.

The Cabrioletter

### **THE TRUE CULPRIT BEHIND CAR BATTERY TROUBLE**

Excessive heat and overcharging are the two main reasons for shortened battery life. Heat causes battery fluid to evaporate, thus damaging the internal structure of the battery. A malfunctioning component in the charging system, usually the voltage regulator, allows too high a charging rate. That's slow death for a battery.

True, there are more road service calls in cold weather for dead batteries that cause starting failure. That's when a battery's output is diminished because of sluggish electro-chemical action that gives the battery its power. Also, colder temperatures increase thickness of the engine oil, making the engine harder to turn over. These factors lead to harder starting.

"An average of one out of four vehicles gets a new battery every year," said Rich White, executive director of the Car Care Council.

"Sooner or later all batteries have to be replaced, but having to do so prematurely can involve more than the cost of a road service call and a new battery; it can be inconvenient as well."

To get the most life out of a battery, White suggests the following:

- Be sure the electrical system is charging at the correct rate; overcharging can damage a battery as quickly as undercharging.

- If your battery is the type that needs to be topped off, check it regularly, especially in hot weather. Add distilled water when necessary.
- Always replace a battery with one that's rated at least as high as the one originally specified.
- Keep the top of the battery clean. Dirt becomes a conductor, which drains battery power. Further, as corrosion accumulates on battery terminals it becomes an insulator, inhibiting current flow.

Statesman Journal

### HARVEY FIRESTONE



Harvey S. Firestone celebrated the 30<sup>th</sup> Anniversary of the Company in 1930. His passion for innovation lives on.

Picture courtesy of Sacramento Vintage Ford

### CARBON MONOXIDE THE SILENT KILLER

Carbon monoxide (CO) is a colorless, odorless and tasteless gas resulting from oxygen restricted combustion of a carbon based fuel. Common sources are: a leaky automobile

manifold or muffler, automobile tailpipe exhaust and leaky furnaces, water heaters, gas stoves and poorly vented fireplaces in your home. At low levels of exposure, CO may cause tiredness. At high levels, people can experience nausea, dizziness and headaches. At very high levels, it can be fatal. You say "I can smell auto exhaust, and when it gets bad, I take corrective action". Wrong -- what you are smelling is unburned carbon, not CO. Running your Model A Ford (or any car) in a poorly ventilated areyuea or enclosure is a common mistake humans (especially us guys) make. We think the motor will only be running for a few minutes; and without knowing it, the few minutes turn into several minutes.

Typically once the car starts our minds are concentrating on engine performance not ventilation.

Open that garage door and use a fan, or better yet, push the car outside where natural ventilation can take over.

Leland Hardy

### COOLANTS FOR THE MODEL A FORD

The Model A was designed to run using plain water as a coolant. Most era drivers either drained their car's radiator before winter storage, or added some type of antifreeze for cold weather operation. Alcohol was common as an antifreeze and worked reasonably well but boiled away at about 170 degrees F. Kerosene was also used but it attacked rubber parts and boiled as such a high temperature that the engine could be damaged before overheating was detected.

Today's modern automotive coolants contain ethylene glycol and are designed to remain in the cooling system at all times. The boiling point of the coolant is higher than water and the solution contains a built-in rust inhibitor and water pump lubricant. When mixed 50/50 with water, ethylene glycol will protect your Model A to about 34 degrees below zero F.

There are some disadvantages to using ethylene glycol in your Model A. The coolant may attack some types of paint and the Model A's water pump can whip the solution into a

green frothy foam, impairing the cooling action. One final consideration - some automotive experts believe that ethylene glycol does not work as well as water in a non-pressurized cooling system. In actual tests, some Model A overheating problems disappeared after switching back to plain water.

Headliner Newsletter CENLA  
Old Car Club

## 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

## STOPPED BY POLICE AT 2 AM

Jack was pulled over by the police around 2 AM and was asked where he was going at that time of night. Jack replied "I'm on my way to a lecture about alcohol abuse and the effect it has on the human body, as well as staying out late." The officer then asked, "Really? Who is giving that lecture at this time of night?"

Jack replied "That would be my wife."

Sacramento Vintage Newsletter

## Answers: "Worlds Easiest Test", page 8

- 1) 116
- 2) Equator
- 3) Sheep and horses
- 4) November
- 5) Squirrel
- 6) Dog
- 7) Albert
- 8) Crimson (red)
- 9) New Zealand
- 10) Orange

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

## **Upcoming Events!**

### **2016**

- |               |             |  |
|---------------|-------------|--|
| <b>Feb 4</b>  | <b>Thur</b> | <b>General Meeting</b> 7:00 PM<br>Mission Mill, Card room 3 <sup>rd</sup> Floor                                      |
| <b>Feb 7</b>  | <b>Sun</b>  | <b>Superbowl Tour and Breakfast</b> Meet at Safeway<br>on Lancaster Drive and Silverton Road 8:30AM<br>leave 8:45 AM |
| <b>Feb 18</b> | <b>Thur</b> | <b>Board Meeting</b> Roland and Ginny Giesbrecht<br>7:30 PM  |
| <b>Mar 3</b>  | <b>Thur</b> | <b>General Meeting</b> 7:00 PM<br>Mission Mill, Card room 3 <sup>rd</sup> Floor                                      |
| <b>Mar 17</b> | <b>Thur</b> | <b>Board Meeting</b> 7:30 PM   |