



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



1930 Model A Ford 180-A Deluxe Phaeton

Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

Next General Meeting, , Heritage Center (Mission Mill) Card Room, Salem, OR
Thursday, February 1st, 2018 at 7:00 pm

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

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 Meetings Following the General Meetings

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

Gary's Gab

For those of you that were not there, we had a very enjoyable Annual Banquet. Tim's photo show brought back many memories and we learned a bit about our fellow members. The Board will be working hard to bring interesting monthly programs that will not be mostly auto related. If you have any topics you'd like to have presented, let one of the Board members know. I mentioned last month to get your cars ready for touring, so Jim Rowen is having what may be an annual event at his garage on April 7th to prepare our cars. As most of you know, our hobby is being reduced in number with no new members coming up behind. Young folks are more interested in their video games and I-phones. It is up to each of us to introduce the joys of our hobby to new people. So if you know someone who might like to become involved, invite them to one our meetings or events. I'm looking forward to a fun year.

Gary

Some material printed in this newsletter may have been borrowed from other publications. We wish to thank other clubs for sharing their newsletters with us. We are happy to share our articles and other information publication in their newsletters.

For information about the club, please contact Gary LeMaster 503-393-606



A Report on the Willamette Valley Chapter Model A Ford Club of America Annual Banquet held January 21, 2018

The 2018 Annual Banquet was held on Sunday January 21, 2018 in the Roth's Founders Room located in the Roth's Market Complex at 1130 Wallace Road NW, Salem, Oregon.

Our President, Gary LeMaster, acted as Master of Ceremonies for the banquet and we had twenty-seven members and/or guests in attendance.

A no host social hour started at 5:00 pm followed by the Official Welcome and Dinner at about 5:45 pm. The meal this year was excellent and probably one of the best we have had in many years. There were even two desserts, the first being a peppermint stack dessert and the second being a chocolate sheet cake with strawberry filling and butter crème frosting. The sheet cake was also decorated with a Model A. Suffice it to say, everyone enjoyed the meal very much.

At about 6:45 pm we started the Club Portion of the banquet. Gary LeMaster began with a mention of needing more editors for the newsletter for 2018. Tim Fleming followed up with a quick review of the upcoming events which included the February 1st General/Board Meeting at Mission Mill; the Super Bowl Breakfast Tour on the morning of February 4th; the monthly breakfast at Sybil's on State Street on Monday, February 12th at 8:30 am; and the Pre-Tour Season Spruce-up taking place in Jim Rowen's garage on April 7th - details to follow later.

Other than the February 1st meeting, the first tour of the year will be the Super Bowl Breakfast. We will meet at 8:00 a.m. at the West Salem Safeway parking lot located at 1455 Edgewater St NW, Salem, Oregon and motor to Independence where we will have breakfast at the Independence Grill. More details to follow at the February 1st meeting.



Next up was the Program consisting of a reprise of Tim's Fleming's Club Photos of Yesteryear. This year we learned about moving your house (not moving your belongings but actually moving your entire house!); nursing in Southeast Asia; why you should not take a new girlfriend flying; Young Doctor Starting Out; and when placing your daughter in an antique cannon does not constitute child abuse. As usual, we learned a lot of interesting facts about some of our Club members and no one was seriously embarrassed!



Following the photos came the swearing-in of our new officers and Board members followed by the introduction of 2018's officers, board members and committee chairs. To save space, the complete list appears on the second page of the Connecting Rod, so I do not have to restate them here.



Next was the handing out of awards, patches and certificates. Patches were handed out to Blair Wasson as President for 2017, Gary LeMaster as Treasurer for 2017 and Ray Ramsay as Secretary for 2017. Awards for Most Participation went to Jim Rowen and Peggy Ramsay. Tom Morrison received recognition as the Club Historian and won the award for Most Restoration for 2017. Tom also received the Club's Lifetime Achievement Award for the years of service he has given to the Club and its members. Finally, Member of the Year went to our hardworking President who, this year, will fill the positions of both President and Treasurer, Gary LeMaster.

Following the awards, it was announced that four additional award trophies had been unearthed in Tom Morrison's garage. In an effort to free up some space for him and also to make a final disposition of the trophies (i.e. we don't want to see them again!), the following trophies were bestowed:

- The Hard Luck Award went to our Vice-President, Bob Myer.
- The Most Mileage Award went to perpetual winner, Jim Rowen
- The Member of the Year, as previously noted, went to Gary LeMaster
- The Male Participation Award went to one of the Club's most faithful members – Lee Hardy

Congratulations to all.

The evening concluded with remarks by Blair Wasson, our Past President, and Gary LeMaster, our current President. Before adjourning, one of our members (who will remain unnamed) made the comment that his credit card had been stolen lately and that the thief had been charging items, however he had neglected to turn in a police report because the monthly bills charged by the thief were substantially less than those previously charged by his wife. And, on that happy note, the banquet was adjourned.

Respectfully Submitted, Ray Ramsay as Secretary

WHY DETROIT, MICHIGAN IS CALLED THE MOTOR CITY

Headquarters for Fiat Chrysler Automobiles, Ford and General Motors and hundreds of tier-one and two suppliers.

Home of the North American International Auto Show, with more than 500 vehicles on displaying representing more than 500 worldwide companies.

Henry Ford built his first car in Detroit in 1896.

The world's first concrete road was built in Detroit in 1901.

Henry Ford introduced an improved assembly line in 1913, revolutionizing the automotive Industry and the manufacturing process in general.

Home to the Ford Piquette Avenue Plant, birthplace of the Model T, the only example of an early Detroit auto factory still open to visitors.

Home to the historic dwellings of auto barons including Henry and Clara Ford (Fair Lane Estate), Lawrence Fisher (Fisher Mansion), Edsel and Eleanor Ford (Edsel & Eleanor Ford House) and Matilda Dodge Wilson (Meadow Brook Hall).

Home of the world's largest tire, 12 tons and 80 feet tall, originally built as a Ferris wheel for the-1964 New York World's Fair.

ASABE Resource

AUTO TERMS FROM ANOTHER TIME

Automobiles have a language all their own, these are the special terms and expression inspired by motor vehicles. This automotive jargon, for the most part, has been around for years. Some terms are almost brand new. An example of this would be "road rage," an unpleasant term that has become a common part of our highway lexicon. Much as we regret the fact, we all know what it means.

We all know about road hogs and Sunday drivers. They will be with us on the road forever. You can't escape them. They're always just up ahead, usually 'when you are in a hurry'.

U-turns, one-way streets, those bumps that slow you when you pull into the shopping mall parking area—we all know what they mean. They are a part of our automotive way of life.

But there are other expressions, almost forgotten, that have been around for years. Let's see how many you can remember.

What's a *wheeler*? That's what they once called a motorcycle cop. A *wheel monkey* is what they called the guy who inspected your vehicle for safety purposes.

A *road louse* was in the old days, what they call a Ford. A *road sister* was a female hitchhiker. And *roadology* was the science of building a road.

Once upon a time, you didn't have to have too many drinks to be an *auto drunk*. That was a term used to describe a driver intoxicated by the speed and power of a car.

Autogo meant to travel by car. *Autobubble* was a slurred way of saying automobile. *Autobumming* another way of saying hitchhiking. *Automocracy* was an expression to describe all those as a group, who drove cars.

Michigan, for obvious reasons, was *the Auto State*. An *autoslowbile* was an old car that had lost a fair share of its power. In the old days, a car was often called a buggy.

Highway *mopery* had absolutely nothing to do with along the road. It was a term police used to describe a robbery via the hold-up of a pedestrian on a sidewalk. Exactly why is not known.

Speeditis is obvious. It is an urge to travel fast. *Travetitis* is an easy one, too. It is a desire to hit the road, and take a vacation trip.

What is *acceleratorus*? That's another way of saying a driver has "a craze for speed." How about *barrel*? That means to drive fast to make up for lost time.

If you are number one, you are rated an excellent driver.

Toby, believe it or not, was slang for a highway. A *gila monster* route was a winding trip over narrow roads in the hills of the Southwest. An *alley* meant you had a clear road.

Hoosgow meant a comfort station, whether a standing structure, or just by the side of the road. Hoosgow, for the record, is also another name for a jail.

A *flat tire* was a traveling companion who was a bore. *Gasoline alley* was a stretch of road where there were several gas stations and repair shops.

To come up for air meant to park by the side of the road and rest a bit.

A *whistler* was a police car. *Go some* meant you had traveled fast. *Ear gravel* was to drive down an unpaved road.

Paradise was reaching your destination at the end of a long trip.

The term *motel* was originally considered slang. It is a combination of the words "motor" and "hotel". Other names for motels years ago were tourist camps, automotels, gotels, traveling hotels, road lodgings, and autotel.

A *back seat driver*, as everybody knows, was a road map reader in the back seat. *Detourism* was a turn you made when you read the road map wrong.

A *blixen bus* was a car loaded with family members on vacation.

In the old days, *parking* meant just that. You could pull up to a curb and park without too much of a problem. And there were no parking meters.

Times – and – terms have changed!

Old Cars, April 27, 2000
Via Henty's Lady Grants Pass

THE DANGERS OF DISTRACTED DRIVING

As many of us are taught at a young age, the open road should be treated with caution. One threat to road safety is the newly coined term, "distracted driving." This includes writing, reading, or sending text messages at any point while driving - even when stopped. Other forms include eating, speaking with others inside the car, toying with a navigation system, reading, or even fixing one's hair or makeup.

It might seem like common sense to realize that distracted driving is unsafe, but statistics prove otherwise: one study claims that cell phones are involved in 1.6 million auto crashes each year, causing a half million injuries and taking 6,000 lives. And if that isn't shocking enough, it was also discovered that driving while reading or sending a text makes the driver 23 times more likely to be involved in a car crash.

It's recommended to use your phone - and complete other distracting tasks - while parked. This way, your life and the lives of others around you are not endangered. In today's age where many expect a text back within minutes, it's more important than ever to remember: it can wait.

Skyline Ford
03/23/2017

FOR SALE

1930 Model A Ford tudor sedan, Fortuna, CA
Ray Chesum Home 707-725-9441 or
Cell 708-834-6117

FROZEN WINDOWS

Wife texts husband on a cold winter morning "Windows frozen, won't open". Husband texts back "gently pour some luke warm water over it and gently tap edges with a hammer." Wife texts back 10 minutes later "computer really messed up now"

The internet

CLUTCH BEARING MAINTENANCE

How long has it been since you greased the clutch throw-out bearing on your Model A? Where is the clutch throw-out bearing? The clutch throw-out bearing is located between the clutch plate and the transmission. Access to the throw-out bearing grease fitting requires removing the rubber or carpet floor mat and the metal plate on the floor board near the rear of the clutch housing. The clutch housing plate is held into place with two round head bolts that can be turned using a large flat blade screwdriver. Loosen the bolts until the metal plate can slid upward toward the engine and be removed. The grease fitting is on the top of the drive line. A couple squirts should be sufficient. I grease the throw-out bearing in my car every 1000 to 1500 miles.

The clutch throw-out bearing only operates when the clutch pedal is depressed. "Riding" the clutch to slow down, when shifting gears or depressing the pedal while stopped, i.e. at a stop light or waiting in traffic, are bad habits causing excessive throw-out bearing wear. While greasing the bearing is inconvenient, replacing the Model A throw-out bearing requires removing the engine or transmission and drive line. My advice, do not depress the clutch pedal to slow road speed or cease forward motion. Rather apply the brakes using intermittent pulses; and when stopped, depress the clutch pedal, shift into neutral, release the clutch pedal and hold position using the braking system. That is what car brakes were designed to do.

Interesting enough, modern manual transmission automobiles and trucks still use a clutch throw-out bearing similar to that in our Model A Fords. The main difference is access to this bearing is more complicated. Some models require removal of the engine and transmission as one unit. So - whether driving your Model A Ford or a modern manual transmission vehicle you want to do everything you can to prolong throw-out bearing life.

Leland Hardy
Willamette Valley Model A Club



PICKUPS

When Ford was producing the Model T, one of the big sellers was pickups. Almost every segment of society could use a pickup. Farmers, businesses, and city people had some application for them. It was natural that when the assembly line switched to the Model A, the pickup continued.

They were used by people who needed a quick, reliable vehicle to transport material around town or the countryside.

The pickup used the same chassis as the New Ford. Most of the parts could be interchanged with a standard car chassis. The major differences were that pickups had painted radiator shells and headlights and all steel running boards. They also had a unique taillight bracket. As new design improvements were made for the Model A cars, the left over parts were often used in pickups and trucks so that there was little waste in the old stock of parts. The pickup box was a carry-over from the Model T and stayed the same until 1931, when the wide box pickup was introduced.

In 1928 and 1929, the pickup was offered in several body styles. The first was an open or roadster style. The doors were the same as a Model T and had no exterior handles on the 1928 models. The other style was the closed cab style.

The 1928 models came from the factory in 2 colors, black and Rock Moss Green. Customers could order the pickups in any color that matched their company colors. The

interior was: available only in brown. In 1929, the interior became available in black only. The boards of the bed were painted body color.

In 1929, 5 colors were offered from the factory. Pickups could be ordered in different colors. The door had exterior handles. About 105,000 pickups were produced in 1928 and 1929. Another 20,700 were produced in 1930.

In 1930, the pickup didn't change body style until May. This new style followed the change that passenger vehicles had seen earlier. The interior was black. There were 38 standard colors for the new style. Two-tone combinations were available also. Companies could still order colors of their choice. The box continued to be the same carryover from the Model T. The box was changed to an all steel construction in May 1931. In August 1931, the top of the closed cab pickup was changed to all steel. This was the first all steel body ever produced. The wooden roof ribs were replaced with steel and there was no headliner. Budd was the sole manufacturer of these pickups.

In March of 1931, a canopy was offered for the bed. It was made of the same material as the top of the pickup and had side curtains.

A total of about 6,000 open cab pickups were produced in 1930-1931. A total of about 178,000 closed cab pickups were produced.

There is a record of Deluxe pickups being produced. These were special in that they were a small version of the Service Car. The bed had side panels that extended past the rear of the cab up to the rear of the doors. The bed was lined with wood and had chrome rails on the top of both sides. The radiator shell and the headlights were stainless steel. The Deluxe Pickup came standard with cowl lights.

The target customer for the Deluxe Pickup was electrical dealers, hardware merchants, garages, service stations and others.

The bodies were all manufactured by Briggs and shipped to Ford for painting. In addition to all the available colors, Ford also added white. The interior for these vehicles was black artificial leather. There were only 239 Deluxe Pickups produced.

WATER HOSES

by Tom Endy The Model A Ford cooling system:

The engine is cooled by the water pump pumping cool water from the bottom of the radiator, through the engine, and back to the top of the radiator. As the water passes through the engine it extracts the heat and carries it to the radiator. As the heated water flows downward through the radiator it is cooled by air passing through the cooling core and fins of the radiator. A system of rubber and metal pipes provide a path for the water to travel between the engine and the radiator.

What could be simpler? The three rubber hose pieces and the six clamps that are used in the Model A Ford water cooling system look like a pretty straight forward installation. However, if you have tried to install new hoses and clamps you may have run into the same problem that I encountered. I could not get them to stop leaking water. The more I tightened the clamps the worse the leaks became.

The culprit: The little tab that is part of the clamp is supposed to glide smoothly over the outside surface of the hose as the clamp is being tightened. This allows the clamp to apply an even pressure around the circumference of the hose. What I discovered was the tab was not gliding, but in fact was digging into the hose and encouraging a little tunnel to form in the hose right under the tab. This provided a leak path and the more I tightened the clamp the larger the tunnel became and the larger the leak became.

A solution: Before attempting to install the rubber hoses obtain a can of silicone spray. My preference is Silicone Spray Lubricant, mfg. by Gunk, part number M9-14. Most auto parts store should carry it. Spray both the inside and the outside (especially the outside) of the hoses with the silicone. Now when you tighten the clamps the clamp tab will glide smoothly over the outside surface of the hose and no tunnel will occur. The silicone sprayed on the

inside of the hose also allows the hose sections to be slid into place easily without the usual binding. It makes for installing hoses a pleasant experience.

Other applications: Since obtaining my can of silicone spray I have run amuck with it and have sprayed anything rubber I was trying to install. Grommets and o-rings go into place much easier with a little blast of silicone spray.

Where credit is due: The idea for spraying Model A Ford water hoses with silicone is not mine to claim. The idea, as far as I know, originated with my friend and colleague Little Jimmy Nichols, owner and operator of Jim's Automotive Services of Costa Mesa, California. Jim had experienced the same leak problem that I encountered and had reached the point of frustration where he would not use the original Model A Ford - type water clamps. He preferred the worm-gear drive type with the notches stamped into the circumference of the clamp. However, this was not always acceptable with his many Model A purest customers. It was then that he experimented with the use of silicone spray and found it to work well with the original Model A Ford clamps.

A final tip: The Judging Standards say to install the clamps such that the screw and nut are "up" and the screw driver slot faces to the left side of the car. Even if you are not a purest, you want to be sure to do this with the clamp that is nearest to the dipstick. If you install it so that the screw and nut are facing "down" you may receive a painful wound to the knuckles as you reach for the dipstick.

The Cabrioletter, March 2004

PARAMEDICS URGE WEARING OF SEAT BELTS LITTLE KNOWN FACTS THAT DESERVE YOUR ATTENTION

Do you know what happens in the first fatal second after a car going 55 miles an hour hits a solid object?

In the first 10th of the second, the front bumper and grille collapse.

The second 10th finds the hood crumbling, rising and hitting the windshield as the spinning rear wheels lift from the ground. Simultaneously, fenders begin to wrap themselves around the solid object. Although the car's frame has been halted, the rest of the car is still going 55 miles an hour. Instinct causes the driver to stiffen his legs against the crash and they snap at the knee joint.

During the third 10th of the second, the steering wheel begins to disintegrate and the steering column aims for the driver's chest.

The fourth 10th of the second finds two feet of the car's front end wrecked while the rear end is still moving at 35 miles per hour. The driver's body is still traveling at 55 miles per hour.

In the fifth 10th of the second the driver is impaled on the steering column and blood rushes into his lungs.

By the sixth 10th of the second, impact has built to the point where the driver's feet are ripped out of tightly laced shoes. The brake pedal breaks off. The car frame buckles in the middle. The driver's head smashes into the windshield, as the rear wheels, still spinning, fall back to the earth.

In the seventh 10th of the second, hinges rip loose, doors fly open and the seats break free, striking the driver from behind.

The seats striking the driver do not bother him because he is already dead.

NOW WILL YOU BUCKLE YOUR SEAT BELT?

1985 - Georgia Paramedics Against Drunken Driving

WATER IN THE CARBURATOR

A teenage boy tells his father, "Dad, there's trouble with the car, it has water in the carburetor." The father looks confused and says, "Water in the carburetor, that's ridiculous." But the son insists. "I tell you, the car has water in the carburetor."

The father, starting to get a little nervous, says, "You don't even know what a carburetor is ... but I will check it out. Where is the car?"

"In the pool" replies the son.

Sacramento Car in the Pool
Vintage Ford News
April 2015



MAKE SURE YOUR VEHICLE IS PREPARED FOR WINTER DRIVING

We all hate driving in winter, and we really hate it when that means driving in snow, ice or sleet. These car maintenance tips will help you stay safe until spring.

- **Check your battery.** Cold is your battery's worst enemy, and the last thing you need is to get stranded. If you don't want to brave the cold to check under the hood, plenty of auto part stores and repair facilities will check it for free.
- **Check your tires.** Bald tires can be treacherous in good conditions. Add snow and ice, and the results could be tragic. Stay on the pavement by installing a good set of all-season or winter tires to boost traction.
- **Check your lights.** Common sense tells you to clear the snow off your headlights after a storm. But clean headlights aren't enough; you should also make sure they're pointing in the right direction. If your headlights aren't illuminating the road, ask your mechanic to realign them.
- **Check your visibility.** If you can't see, stop. Check your windshield wipers and washer fluid, and replace both if you need to. Driving down the road with frayed wipers combined with no fluid is a recipe for disaster.

CARS.COM
SJ 01/14/17

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

Upcoming Events & Tours!

2018

Feb 1	Thur	General/Board Meeting 7:00 PM Mission Mill, Card room 3 rd Floor
Feb 4	Sun	Super Bowl Breakfast and Tour, Meet at West Salem Safeway 8:00 AM
Feb 12	Mon	Breakfast at Sybils on State Street, 8:30 AM
Mar 1	Thur	General/Board Meeting 7:00 PM Mission Mill, Card room 3 rd Floor
Mar 12	Mon	Breakfast at Sybils on State Street, 8:30 AM
Apr 5	Thur	General/Board Meeting 7:00 PM Mission Mill, Card room 3 rd Floor
Apr 7	Sat	Jim Rowen, Pre-Tour Season Spruce Up 9:00 AM
Apr 9	Mon	Breakfast at Sybils on State Street, 8:30 AM