



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



09/04/2013

1928 Model A Ford Depot Hack
Willamettevalleymodel-a.org

Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

Next General Meeting is the Annual Banquet, West Salem Roth's 1130 Wallace Road NW, Salem
January 15, 2017 at 5:00 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 | Jim Brennan | 18 | Raffle Chair Peggy Ramsay |
| | Lee Hardy | 18 | |
| | Peggy Ramsay | 17 | Tour Chair Tim Fleming |
| | Fred Lissner | 17 | |
| Swap Meet Committee | Lew Garrison, Dale Stites, Gary LeMaster | | Programs |

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 | |
| February | 16 | |
| March | 16 | |
| April | 20 | |
| May | 18 | |
| June | 15 | |
| July | 20 | |
| August | | picnic (potluck) |
| September | 21 | |
| October | 19 | |
| November | 16 | |
| December | 16 | Pres. Breakfast |

President's Comments:

As I write this, my first commentary as club president, I reflect on the past. What brought this to mind is a book, "The Last of the Pioneers", by Rick Steber. Years ago, Mr. Steber was able to interview a few oldsters who had, as children, traveled West in covered wagons. Some families, explained Mr. Steber, were still traveling West by wagon as late as the 1920's.

It is difficult for most of us to realize that when our Model A's were "new" the era of the wagon had just finished. We have a few members of our club who can remember the "new" Ford Model A. Perhaps it would be interesting to ask some of them to relate their Ford/Pioneer memories.

Let us all be thankful that we live in a wonderful country where the road ahead is often not easy but always interesting. May you all have a wonderful 2017.

Blair Wasson

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
December 10, 2016

In lieu of a December board meeting the President's Breakfast was held December 17th at Goudy Commons on the Willamette University Campus. Club members present enjoyed a buffet style breakfast and visiting with others. Past President Che Walker thanked club officers and others who helped him make his term a success. In 2017 it is planned to increase the Club's visibility and have more tours.

Officer installation will be at the Annual Banquet January 15th in the Founders Room at the West Salem Roth's (1130 Wallace Road). Park in back and enter via the rear door. There is an elevator to the second floor.

LH

All Members, Spouses and Guests of the
WILLAMETTE VALLEY MODEL A CLUB

Are cordially invited to the Annual Banquet and swearing-in ceremony of new officers
at

ROTH'S FOUNDERS ROOM

1130 WALLACE ROAD NW

SALEM, OR

Sunday January 15, 2016

See menu on next page for Dinner choices.

Register with Gary LeMaster PO Box 3031, Salem, OR 97302, phone 503-393-6069,
or Email: grlemaster@msn.com by January 10th
so food service can be planned

To date there have been insufficient reservations to receive the planned group discount. The cost is reasonable. Perhaps weather uncertainties are playing a part. (If weather is going to be terrible or unsafe, the event can be canceled). Come on folks – where can you get a catered sit-down dinner with entertainment for less?

Banquet

Sunday January 15th, 2017

*West Salem Roth's, Founders Room
1130 Wallace Road NW (park in back of store)
Salem, Oregon*

No Host Bar 5:00 P^M to 6:00 P^M, Dinner 6:00 P^M

Spinach Bacon Salad

*Dinner * Choice of:*

*Classic Chicken Cordon Blue, or
Beef Roulade with Merlot Reduction ***

Signature Parmesan Rolls

Vegetable

Cheesy Scalloped Potatoes

Signature Sheet Cake

**Vegetarian Dinner Choice of:*

Oregon Wild Mushroom Manicotti,

Egg Plant Lasagna, or

Grilled Portabella Mushrooms

***Sicilian style beef roulade stuffed with pecorino and prosciutto, then simmered in Merlot and spices until it melts in your mouth.*

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?

NEWS ARTICLE SOURCE

Articles suitable for publishing in the Connecting Rod are available from the website MAFCA.com. From the Home page, in the column on the left place the cursor on:

- 1) Chapters, this brings up a screen with eight options. Click on articles and select a topic. Print the article from the web site for later scanning or typing to a file for later use.
- 2) Technical Q and A, This brings up 11 options. Click on area of interest. Selected articles can be printed from the website and then scanned or typed to a file for use in the Connecting Rod newsletter.

THE COOLING SYSTEM

The cooling system of the new Ford car is designed to give the utmost efficiency under all driving conditions. Construction of the engine block provides water jackets all around valve seats, the jackets being larger around the exhaust valves.

A three-blade centrifugal water pump draws water from the cylinder head insuring quick diffusion through the radiator. If the pump should fail, there is sufficient clearance around the pump blades so that cooling would be effected by the thermo-siphon system.

Exceptional cooling force is exerted by the airplane propeller type fan, which delivers approximately 855 cubic feet of air per minute at 1000 rpm's of the motor.

The fan and the water pump both operate on the same shaft, with the shaft driven by a "V" shaped rubber belt.

The radiator has a large cooling surface. There are four rows of tubes that run down between the fins in a staggered position. Thus each tube receives a full blast of incoming cool air. Tubes and fins are joined with solder and heat from the tubes is rapidly dissipated through the fins. The water inlet from the cylinder head is exceptionally large, with a fan shaped opening into the upper radiator tank, giving even distribution of water through the entire radiator cooling surface.

Ford Motor Company 1928

GRIP OF WINTER

Tires naturally leak about 2 pounds per square inch of air monthly, and each 10-degree temperature shift tweaks pressure another 2-3 psi. Also tires deflate when chilled, expand when heated.

Byrne and Eubuyuk / USA Today

Laws in 1930 - 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.

CHARCOAL HEATER: PREWAR MOTORING ACCESSORY USES A BRICK TO GIVE OFF HEAT



Photography by author.

Back in the pre-war motoring days, few cars had heaters. Although under-dash heaters were a rare option, and dangerous as the early heaters used gasoline, even then many people couldn't afford to pay the extra cost to have a heater fitted. One alternative option was this heater box, which was mainly offered in the late 1920s and '30s.

This heater accessory, like most that were offered back then, was made of steel and covered with a carpet-like fabric. A metal drawer slid out the side where the car owner would insert either a pre-heated brick, or fill it with a chunk of charcoal or wood which they would then ignite. The heat within escaped through small holes on both ends of the box. It would then be placed on the floor and help heat the feet and legs of the driver and passengers.



Measuring about 14-inches in length, the heat that this heater box gave off couldn't have been much, but it certainly heated the cabin more than if the car didn't have it. Although we take heaters and air conditioning for granted nowadays, this heater box is just one example as to how tough motoring was back in the day, and how aftermarket automotive accessories are nothing new.

Richard Lentinello

Feb 29th, 2016

AUTOMOBILE GAS MILEAGE

Wind resistance is a major factor that contributes to the fuel efficiency of an automobile when traveling in high gear along the road. Namely, wind resistance increases as the square of the speed at which the vehicle is moving. An automobile traveling at 35 mph experiences twice the wind resistance of a car traveling 25 mph. A car moving 70 mph encounters twice the wind resistance as a vehicle moving 50 mph. Or to say it another way a vehicle moving 70 mph experiences almost eight times the wind resistance as a vehicle moving 25 mph. (i.e. $25^2 = 625$, $35^2 = 1225$, $50^2 = 2500$, $70^2 = 4900$ and so on).

Do you suppose this is the reason I cannot run very fast?

The editor



1930 Model A Ford 68C Cabriolet with 1932 wheels

CABRIOLETS

The Cabriolet body style was first introduced in March of 1929 and was available in only one color. The body was classified as a sport model and as such was more expensive than most others.

Towards the end of the production year, colors that were left over from the Town Car were used on the Cabriolet. The Cabriolet came with cowl lights as standard equipment.

The '30-'31 Cabriolet saw little change except for the changes that were made in 1930 to the radiator and cowl. Top folding irons were changed slightly and additional colors were added. The windshield frame and door glass frame were now chrome instead of painted. The interior options were changed several times over several months.

In March, 1931, the slant-window was added to the Cabriolet and new color combinations were added.

These changes in the middle of a production year were driven in large part by the economy. Sales were going down because of competition by other car makers. Chevrolet had a V-8 ready and the public liked it. The Depression was affecting car sales and Ford was trying to do what it could to increase sales.

The Cabriolet is really unique in that the top folds down like a roadster but you do not have to store the side curtains or fight to put the curtains up. The look is almost the same as a

roadster with the top down. But the Cabriolet is a lot warmer and dryer during the few times that we might go on a tour when it is raining or cold.

STORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't. Here's the story: One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation.

He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity more radio manufacturers beginning to make AC-powered radios. Galvin needed a new product to manufacture.

When he met Lear and Wavering at the radio convention he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Gavin's factory and when they perfected their first radio, they installed it his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work - half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up.

He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHATS IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier.

In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names -- *Radiola*., *Columbiola*, and *Victrola* were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it *the Motorola*.

But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio - The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have

been easy in the best of times, let alone during the Great Depression. Galvin lost money in 1930 and struggled for a couple of years after that.

But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich Tire Company to sell and install them in its chain of tire stores.

By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio - The Handy-Talkie - for the U. S. Army.

A lot of the communication technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager, in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 they invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world - And it all started with the car radio.

WHATEVER HAPPENED TO

The two men who installed the first car radio in Paul Galvin's car. Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable

generators. The invention lead to such luxuries as power windows, power seats, and eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

ARogue Ramblings February 2014

By: Rick Black



1931 Model A Ford

A400 - Convertible Sedan

THE OREGON TRAIL AND THE MODEL A FORD

Did you know many of our early Model A Fords were on the road at the same time as travelers were using the Oregon Trail? Also, many of us will be the last to have talked with someone who has traveled the approximately 2,000-mile 'Oregon Trail' to Oregon.

Historians tell us the Oregon Trail existed between 1843 and 1869. But wagon pioneers continued to travel over the

Oregon Trail until affordable automobiles and a national highway system made the wagon obsolete in the 1920's.

In 1869 the transcontinental railroad was completed to California and in 1883 rail service reached the Pacific Northwest. At last emigrants could move west easily and quickly. But covered wagon pioneers continued to travel over the Oregon Tail. They continued for a variety of reasons: lack of money, a love to watch their work animals, a chance to go places where the steel rail did not reach, a sense of wanderlust – for all these reasons and more.

The later-day pioneers no longer traveled in large wagon trains but in single wagons or small groups of family or friends. They were able to travel lighter because provisions and hay and grain could be purchased at scattered ranches or in towns that had sprung up along the way. If they ran low on money they could stop and work for a few weeks.

Instead of using oxen these pioneers switched to mules. Mules had sounder hooves than oxen and were faster, making 25 to 30 miles a day (instead of 10 to 12 miles a day with oxen). Mules could be driven with reins while sitting in the wagon. Horses were also used but most men agreed that on the long haul, mules were more durable.

Excerpts from Oregon Trail – Last of the Pioneers
by: Rick Steber

Pat Hardy's Grandmother, Della Northrup Crump, was born February 7, 1891. In 1907 as a 16-year old girl, Della walked from Ohio to Oregon. She wore out several pairs of shoes and repeated many times the thought "Will we ever get there". In later years the family settled in the Heppner area. During World War II, Della worked at the Ordinance Army Depot (located about 5-miles west of Hermiston) assembling ammunition. Until Della died in 1967, Pat spent hours having conversations with her grandma. Pat says her grandmother's memory was very clear regarding incidents along the trail.

Grandparents on her father's side came west by railroad. They loaded all their belongings and themselves into a rented box car for the very fast, multiple day trip west.

Lee Hardy



1930 Model A Ford 78B Closed Cab Pickup

GAS-LINE ANTIFREEZE HELPS DURING WINTER - BUT IS IT NECESSARY?

Subfreezing temperatures make life more difficult for motorists. Vehicles are harder to start - or even impossible if moisture in the fuel system freezes. One long-standing cure is to add gas-line antifreeze, an alcohol-based concoction that promises to keep the gas flowing in frigid temperatures.

Water does collect in gas tanks and fuel lines from moisture in the air or from the storage tanks at gas stations. Today, however, vehicles in most parts of the country burn gasoline that includes up to 10 percent ethanol, a form of alcohol that performs the same water-absorbing chores as brand-name gasoline antifreezes, which are typically made of isopropyl or methyl alcohol (methanol).

Gas-line antifreeze isn't expensive and probably can't hurt, but if you have 15 gallons of fuel in your vehicle and 10 percent of it is ethanol, your tank already has 1.5 gallons of

alcohol in it. Adding an additional 12 to 16 ounces is not going to provide any additional protection against freezing.

CARS.COM
Salem Statesman Journal

A HAIR DRYER AND A PLASTIC CARD WILL HELP REMOVE CAR STICKERS

Whether they're on your car's bumper or a window, stickers let you express yourself. The problem is that trends and tastes change, and - thankfully - political campaigns eventually end.

Here's how to clean the slate:

- If the sticker is on a bumper, first wash the surface to prevent grit from damaging the paint in the next steps.
- Use a hair dryer on its hot setting to soften the adhesive. Stay a few inches away and start from the center.
- Next, use a plastic card, such as a frequent shopper card or a hotel key card, at an angle to gently scrape the sticker loose, using a sawing action if necessary.
- Repeat the heat and scraping to remove any residue, or try bug and tar remover designed for use on paint.
- Finally, use some quick-detailing spray and a clean cotton or microfiber cloth to finish it off.

For window stickers, get a razor blade scraper. -It seems extreme, but glass is hard enough to resist scratching - unless it's been darkened using after-market tinting film. In that case, don't use anything sharp.

The sticker itself can be used to remove remaining adhesive. Or you can rely on the hair dryer here, too. Glass cleaner should finish the job.

CARS.COM
Statesman Journal

Upcoming Events!

2017

No General Meeting at Mission Mill in January

- | | | |
|---------------|-------------|---|
| Jan 15 | Sun | Annual Banquet, Roth's West Salem, 1130 Wallace Road NW. Enter rear entrance, 5-6:00 PM Social, 6:00 PM Buffet Dinner. |
| Feb 2 | Thur | General Meeting 7:00 PM Mission Mill, Card room 3rd Floor |
| Feb 5 | Sun | Super Bowl Breakfast and Tour, time and location to be announced |
| Feb 16 | Thur | Board Meeting 7:30 PM |
| Mar 2 | Thur | General Meeting 7:00 PM Mission Mill, Card room 3rd Floor |
| Mar 16 | Thur | Board Meeting 7:30 PM |

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