



The Connecting Rod

Willamette Valley Chapter

P.O. Box 3031 Salem, OR 97302



1929 "Woody" Delivery
willamettevalleymodel-a.org

Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

Next General Meeting: Heritage Center (Mission Mill), 3rd Floor, Card Room, Salem, OR
Thursday, March 3rd, 2016 at 7:00 pm
willamettevalleymodel-a.org

President	Che Walker	Historian	Tom Morrison	
Vice President	Blair Wasson	Sunshine	Ginny Giesbrecht	
Secretary	Beauford Averette	N.W.R.G.	Tom Morrison	
Treasurer	Gary LeMaster	Newsletter	Gary LeMaster	
Past President	Tim Fleming	Raffle Chair	Peggy Ramsay	
Board Members	Jim Brennan	16	Tour Chair	Tim Fleming
	Lee Hardy	16		
	Ray Ramsay	17	Programs	Larry Labbe'
	Fred Lissner	17		

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	21	Fleming
February	18	Giesbrecht
March	17	
April	21	Garrison
May	19	Stites
June	16	Pizza
July	21	Averette
August		Rowan picnic (potluck)
September	15	Kraus
October	20	Ramsey
November	17	LeMaster
December	17	Pres. Breakfast Goudy Common

President's Comments:

The mode for this year is exposure! As we get ready for the beautiful weather and our exciting tour schedules, remember to think about how we can keep our cars alive in the hearts of others. Our club's future depends on exposing our love of the Model A to the next generations. We will be looking for greater coordination this year at the shows, events and drive-ins. Let's think early about dusting off those camp chairs and spending a day as a club together. The sun is coming my friends, shine up those cars!

~Che

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 Che Walker, 503-400-8565; Blair Wasson, 503-838-5498; or Gary LeMaster 503-393-6069

**Willamette Valley Chapter
Model A Ford Club of America
Board of Director's Meeting
February 18, 2016**

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

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

The minutes were approved without being read.

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

Model A Ford Problems Discussed. No discussion. **Committee Reports: TOURS:** Several possible tours were discussed. It has been a while since we visited the Kim Rutherford home. We could tour the area and end up at the Glockenspiel Restaurant in Mt. Angel. It was suggested we could have a picture of our cars taken at Gallon House Bridge. Blair Wasson and Tim Fleming will look into a possible two day coast tour. Keep an eye out for local Car Shows that we can participate in. We should show some of our cars at the Sheep-to-Shawl event at Mission Mill again this year. **Sunshine:** No report. **Program:** The program for March will be a presentation by Larry Labbe' on brakes. We will also try to have Steve Arndt back to show slides from his books, "Roads Less Traveled in Oregon". This is something that will be of interest to all who like to travel Oregon and see unusual sites. The Board voted to purchase three of his books, the two for Northwest Oregon and the one for Southwest Oregon, for Club member to use for tours. **Socials:** We will meet at 8:30 am on March 14 for breakfast at Sybil's Omelettes on State Street. Drive your A. **NWRG:** No report. **Newsletter:** Lee Hardy is the editor for the March issue of the Connecting Rod. **Historian:** No report. **Swap Meet:** No report. **Old Business:** Blair Wasson and Ray Ramsay presented a tool loaning agreement to the Board for review. A list of special-use tools is being developed. It was decided that we should have a tool use training session for the most dangerous tools that will be available. The Board approved purchasing a few special-use tools from Dolores Byrnes. Lee Hardy reported on the cost of radios for communication on tours or at the Swap Meet. Based on the information he presented on cost and range of use, the Board approved the purchase of ten radios. An Ear bud and Mic for hands free use will be an option that members can purchase for their own use. The Board decided not to purchase Gene Byrnes' two-wheel car tow dolly because of the liability issue. **New Business:** The Board discussed getting name tags for use at club meetings and events. The meeting was adjourned at 9:00 pm.

Respectfully Submitted,
Beauford Averette, Secretary

ROWAN MODEL A MAINTENANCE WORKSHOP

On Saturday March 12th 9:00 AM bring your Model A Ford, some tools and a chair to Jim Rowan's shop located at 5865 Rippling Brook Drive SE, Salem. Or, meet at Shopko on Lancaster Drive and be ready to leave at 8:45 AM. Lunch will be provided. The intent of the workshop is do what is needed to maintain your vehicle and increase your confidence level towards making a decision to 'put your Model A Ford on the road'. Club tour participation is a lot of fun, and we always get home. Day tours and perhaps some overnights will be offered.

The workshop will provide an opportunity to work on your Model A or watch others do basic Model A maintenance i.e. chassis lubrication, changing oil, radiator flushing, adjusting engine timing, vehicle brake adjustment, etc.; whatever is needed. The Model A Ford can be a very reliable vehicle. With experts present and some of us talkers you can ask questions, discuss a condition or perhaps let us guide you in doing maintenance and making small repairs.

THE 2016 SUPERBOWL BREAKFAST TOUR

It was a cool and foggy Super Bowl Sunday morning on February 7th when Ron and Gwyn Marsh picked us up in “Ralph” for the Model A Super Bowl Breakfast Tour. We arrived at the Safeway parking lot at Silverton and Lancaster in plenty of time for the 8:45 a.m. departure. Only 14 people with 2 Model A’s showed up this year but the other A was Jim and Susan’s Brennan’s. The Brennan’s have recently moved to Turner where they have been engaged in remodeling their 1-acre ranchette. We hadn’t seen them for a while so it was great to see them again. Tim and Brenda were the Tour Leaders.

Tim brought and set up the Great Race/Football game in the back of this cool pickup. The time to get the ball through the goalpost this year was 18 minutes and 30 seconds. And one couple, unbeknownst to each other, had written down the exact same time. Ah, young love. Nice going Blair and Tracy Wasson! Tim also passed around the checker board to place our guesses for the halftime and final scores, but we don’t know who won yet, as of the time of this writing. We just know it wasn’t us! Peggy had the annual quiz. This year’s offering was a matching game where you matched the foreign phrase with the translation. There were five language categories – French, German, Latin, Yiddish and Potpourri.

Breakfast was a bit different this year in that instead of the usual plethora of breakfast items on the menu we were given an abbreviated menu with only about 14 items on it instead of the almost 30. When asked what happened to the omelets, our server informed us that they had been discontinued on the second floor because they were too heavy. Who knew! But regardless of the abbreviated attendance and the menu, everyone had a great time. Once again, it was the fellowship that made the tour a great one! Peggy and Ray Ramsay

April 1, 1913 - Assembly line is introduced.

April 1, 2016 - Portland Swap Meet begins.

April 14, 1931 – 20 millionth Ford built.

CABRIOLETS

Did you know that Cabriolets were not made every year of production for the Model A? They were brought out during the 1929 production year. They were one of the first Model A’s to have the smooth cowl, along with the Town Sedan.

No doubt the Cabriolet was an attempt by Ford to have the feel of the Roadster along with the comfort of a Coupe during rainy weather or in cold climates.

The Cabriolet and the Sport Coupe are hard to tell apart at a glance. The Sport Coupe uses the same doors as a regular Coupe.

Brian Martin
The Connecting Rod



1930 Cabriolet

The Cabriolet body style has a fixed windshield and roll up windows. The convertible top fastens to the top of the windshield in the closed position. With two hinge points along each side, in the top-down position fabric folds down upon itself; unlike a roadster (or buggy) top that extends further to the rear due to having only one hinge point. Model A Ford Cabriolet’s were manufactured in 1929, 1930 and 1931.

I am told that the Cabriolet body styling was the result of Henry Ford’s effort to “make the roadster more comfortable for the ladies”.

Lee Hardy
Willamette Valley Model A Club

ENGINE LUBRICATION

The engine lubrication system is an exclusive Ford development and is a combination of pump, gravity feed and splash system with oil reservoir in the valve chamber.

The pump is located in the bottom of the oil pan and is run off a gear on the camshaft on the same shaft which operates the distributor. It is enclosed in a fine mesh wire screen through which the oil filters before it is pumped up into the valve chamber. The screen is surrounded by a shield so that the oil is pulled through it. The oil flows into the valve chamber in a continuous stream whenever the engine is running, but it is in no sense a "forced feed".

The oil in the valve chamber provides direct gravity feed lubrication to the main bearings of the crankshaft and the front end of the camshaft bearing. Small pipelines lead down from the valves to these bearings. The bottom of the valve chamber is so designed, through the use of small inbuilt dams, to provide reservoirs of oil for each bearing. As the engine rests in the chassis, on a three-degree angle sloping to the rear, the oil arriving in the valve chamber flows back, filling each reservoir, the overflow oil being carried by an external pipe down to the front end of the oil pan, where it flows back into the pan, filling the troughs through which the connecting rods are lubricated and from which all other moving parts are sprayed by the splash system. From the pan the oil flows to the bottom of the case to be pumped back again.

Ford Motor Company
1928

TRIVIA

Ford, who made the first pick-up trucks, shipped them to dealers in crates. Vehicles had to be assembled using the crates as the beds of the trucks.

The new owners had to go to the dealers to get them, thus they had to "pick-up" the trucks.

And now
you know the "rest of the story".

GARAGE TOUR

Date: March 12, 0900 AM

Location: Jim Rowen's shop

We are planning to do another garage tour out at Jim's place, 6853 Rippling Brook Drive SE, Salem, OR. The agenda will focus on basic Model A maintenance i.e. engine tune-up, brake adjustment, lubrication, lights and battery care.

All items are intended to assist in getting the cars out on tours.

Tim

January 11, 1917 -- First Ford truck is introduced.

January 18, 1937 – 25 millionth Ford built.

February 4, 1922 – Ford buys Lincoln Motor Company.

February 10, 1942 – Ford civilian production stops for war effort.

March 9, 1932 – First V-8 rolls off Rouge assembly line

March 14, 1932 – Model B Ford starts production

March 31, 1932 – Ford introduces V-8 engine

2016 Calendar
Bob Drake Reproductions, Inc.
Grants Pass, OR

MODEL "T" AND MODEL "A" PARTS AUCTION

A Model "T" and Model "A" Ford parts auction will be held at the Cordon Road Fire Station (north of State Street) on Wednesday, May 4th 2016 beginning at 7:00 PM. Bring those extra T & A parts and a bag of money to pay for new finds. With a sharp pencil to keep track of buys and sells, one could break even. It is possible you know. Another option is just come and enjoy the fellowship.

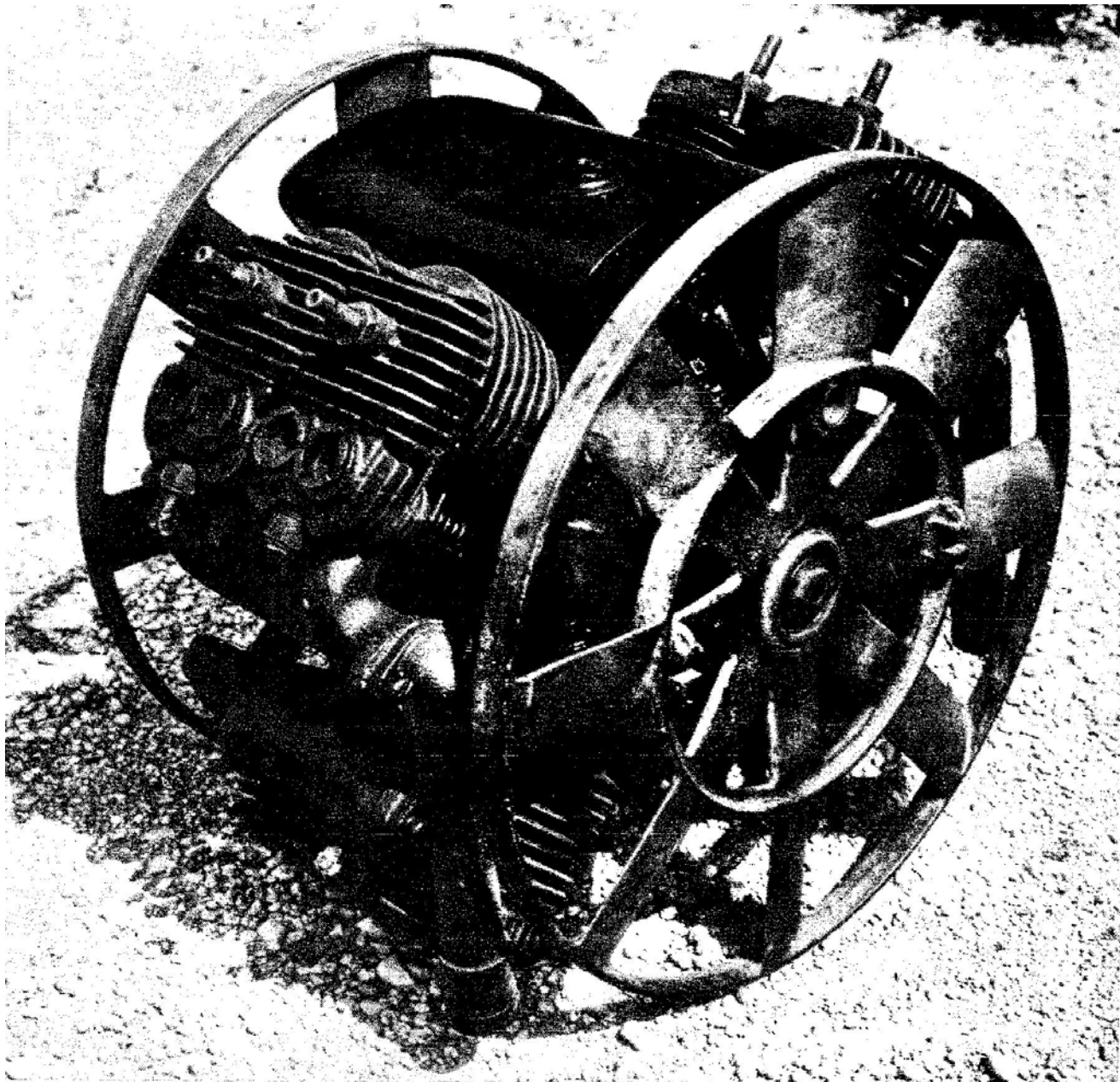


Photo courtesy Research and Information Dept., Ford Motor Company.

**FIGURE 19. EXPERIMENTAL FORD X-8 ENGINE
(1922 to 1926)**

This radical X-8 engine was Henry Ford's idea for the successor to Model T. One such engine was road tested. Note the finned cylinders cast in pairs, the "L" arrangement of the valves operated by two camshafts, and the twin flywheel fans for cooling. Also visible are the twin exhaust manifolds. Other unusual features of this engine are steel pistons and roller bearings for the crankshaft. Bore and stroke are $3\frac{3}{8}$ " x 4"; displacement is 286 cu. in.

X – THE UNKNOWN

Henry Ford, the individual, was waxing expansive in 1922; not only had he captured a large part of the world tractor market and taken over the Lincoln plant and production, but he was already thinking of an ultimate successor for his prodigious baby, Model T. And, since Model T from its very inception was immutable, its successor could never merely evolve from it but must suddenly appear as a completely new and remarkably revolutionary car - a creation distinctive of Henry Ford.

As undisputed leader in the automotive world, Henry Ford scorned conventionality and lauded originality. Always he 'sought the unusual' for expression of his work: as if thereby to demonstrate that he, the leader, did not "imitate others". Consequently, he conceived the X-8 car as a totally unique design intended one day to supplant Model T. And Henry Ford was very positive that he alone would name that day.

His X engine "was to consist of four pairs of cylinders arranged around a central crankshaft; four cylinders up and four down, in the form of the letter "X." This design particularly appealed to him because of its novelty, its perfect balance, and its compactness- it could be easily fitted into a short wheelbase car such as his Model T.

Under his direction, some preliminary design work was done on the X engine by Allan Horton before he left in 1924. Then the project was put in the capable hands of Eugene J. Farkas who, with Harold E. Hicks and a small group from Ford Engineering, started actual development of the X engine in the "fireplace room" of the old Dearborn tractor plant.

Perhaps Farkas might have progressed faster than he did except, sandwiched in with the X engine development, there was considerable work on both V-6 and straight six engines, undoubtedly at the insistence of Edsel Ford and Ernest Kanzler.

Lawrence Sheldrick, working with Farkas, recalled later that "Mr. Ford would only go so far with the six cylinder engine, and then something would happen to throw cold water on it. "However, a few six cylinder, Model T type engines were built; some were even fitted into the Model T chassis for testing. Two of these engines survive in the Henry Ford Museum; one having a small bore and long stroke is compacted into the same length as the regular four cylinder Model T engine and fits into the regular chassis. The other, better designed, is nearly ten inches longer and requires a longer chassis.

But Mr. Ford frowned on lengthening his Model T chassis, believing it not quite adequate for the increased weight and increased power of the straight six engine. Then, too, he never forgot his unsatisfactory six of 1906, Model K. Henry Ford did not favor the conventional "six" any more than Edsel Ford favored the radical "X-8"; consequently, father and son were actually working at cross purposes much of the time.

But, right or wrong, Henry Ford was the boss so the six cylinder engine work was soon completely submerged to a stepped-up program for producing the X-8 engine. By April of 1925, Farkas finally had an air-cooled prototype ready for testing.

This X-8 engine was indeed compact and extremely unusual looking with its two fly-wheel fans at either end for cooling the cylinders. *Later attempts to use these for supercharging the carburetor failed because of their relatively low speed.* The finned cylinders were cast in pairs with integral heads and with the "L" type valve arrangement so dear to the heart of Henry Ford because of its simplicity. As a complete change from Model T, the ignition was by high tension spark coil and battery, and the generator and starter were combined in one' unit. Unusual, too, was the use of anti-friction roller bearings for the crankshaft. Bore and stroke were 3" x 4", giving the engine a total

displacement of 286 cubic inches, more than one and one half times that of a Model T.

The pistons were another of Henry Ford's innovations-all steel! He had quit using any aluminum in his cars since 1916 because he could not arrange quantity buying at a more favorable price with the "aluminum monopoly." Therefore, in order to obtain light-weight pistons, he began a long period of development of thin steel pistons to replace the heavy cast iron pistons then common in the industry. These steel pistons were finally perfected but never used in Model T -nor yet in the Model A, which Henry Ford at last allowed to be fitted with aluminum pistons.

When the time came for road testing the X engine, it proved to be entirely too heavy for the Model T chassis. Sheldrick, in his reminiscences, recalled having then bought a used Oldsmobile and fitting the X engine with, of course, a planetary transmission into it. "120" was the number for that experimental car and trouble was its name.

Its road tests were far from satisfactory; the lower cylinders fouled inside with lubricating oil and outside with dirt and water thrown up by the front wheels. Furthermore, in order to obtain sufficient road clearance for the lower cylinders, the engine had to be mounted with the crankshaft high in the frame. This brought the drive-shaft well above the normal floor level which was already nearly two feet above the ground. The abominable drive-shaft tunnel was as yet unknown to the industry.

However, the X engine project was continued with hope, but amid a confusion of variations and divided responsibilities by Ford Engineering until late in 1926, when Henry Ford at last ordered the work stopped. All that remains today of the radical X car are eight engines of varying

design- some air cooled, some water cooled stored in the old Jute Mill in the Greenfield Village at Dearborn.

Surely part of Henry Ford's reluctance to abandon Model T in 1926 was due to the fact that it's planned successor, his pet X car, was not yet perfected. Model T's actual successor fell far short of his ideal, but time had already run out for his personal creation. Thus it was that Henry Ford at last yielded, almost too late, to Edsel's program for a more practical, more popular type of car- a program which brought forth the MODEL A. This was Edsel's day and, in many respects, this was Edsel's car. Henry Ford's X car was dead; it remained unknown.

But the elder Ford's day was to come again- December 7. 1931. Then it was that his revolutionary "en bloc" V-8 engine - perhaps the metamorphosis of his 'X-8- made its dramatic appearance in the restyled 1932 Ford car. This engine was Henry Ford's greatest automotive creation, his last mechanical triumph!

Again he was twenty years ahead of the industry. Had Mr. Ford's lifetime been extended only five more years he would have seen every other American manufacturer finally follow his lead by producing en bloc V-8 engines for their cars, too.

Henry's Fabulous Model A
Leslie R. Henry

I'm looking for a lot of men who have an infinite capacity to not know what can't be done.

If you think you can do a thing or think you cannot, you're right.

Nothing is particularly hard if you divide it into small jobs.

You can't build a reputation on what you are going to do.

Henry Ford



The Ford Convertible Cabriolet

Features of the Ford car

Sturdy body construction ↔ Ease of control ↔ Four Houdaille hydraulic double-acting shock absorbers ↔ Triplex shatter-proof glass windshield ↔ Fully enclosed, silent six-brake system ↔ Quick acceleration ↔ 55 to 65 miles an hour ↔ Smoothness, balance and security at all speeds ↔ Vibration-absorbing engine support ↔ Choice of colors ↔ Tilting beam headlamps ↔ Theft-proof ignition lock ↔ Reliability ↔ Economy ↔ Long life



A 'BRAKE'-DOWN OF THE DIFFERENT TYPES OF BRAKE PADS

Dear Car Talk:

I need to know, of the different kinds of brake material -- ceramic, metallic and organic -- which has the most gripping power? I want the pad that is the best at gripping, under normal driving conditions. I do not care about noise or brake dust.

___ James

If all you're interested in is maximum stopping power; you probably want some performance street semi-metallic pads. James. And it's good that you don't care about noise or brake dust, because you'll get plenty of both. You'll also run through rotors pretty quickly.

Here's a brief history of the brake pad: Invented in the 1890s by Sir Francis Brake pad, the first pads were made of copper. They didn't last very long, and buying all that copper took lots of money. So disc brakes didn't catch on until more than half a century later. By the time disc brakes came into wide use, pads were made largely out of asbestos. That was cheap, and soft enough to stop the car quietly. It also did a great job of dissipating heat -- which is important so the brakes don't overheat and boil your brake fluid. Unfortunately, all brakes create dust as they get used, and the dust thrown off by asbestos pads turned out to cause lung disease. So we dropped those.

Next came so-called organic brake pads. Those are the ones sold at Whole Foods, next to the kale.

Actually, organic brake pads are made these days with a variety of nonmetallic, non-asbestos materials, like synthetic fibers, glass and some unused Seattle Seahawks 2015 Super Bowl Champions T-shirts. Organic pads work pretty well, but they wear out quickly and also make a mess of your wheels.

After that came semi-metallic brake pads. Those have flakes of bronze, iron and steel wool in them. They do particularly well at dissipating heat, and they last a long time. But they're noisy and dusty and they're hard on the brake rotors.

So the current state of the art is ceramic. Pads

made of ceramic compounds are quiet, they stop the car well, they're embedded with pieces of copper to help them dissipate heat, they last a long time, they're easy on the rotors and they produce a very-light-colored dust, which is much less noticeable.

Interestingly, the reason they're quiet is because the noise they make is beyond the range of human hearing. I guess that explains why all the neighborhood dogs used to come running whenever my brother showed up. I had always assumed it was just so they could see what food he was storing in *his* beard.

Anyway, ceramic pads are what we recommend to our customers. But if all you care about is stopping power, a semi-metallic performance street pad by Stop Tech or Hawk probably is what you want, James.

Just make sure you upgrade your stereo at the same time to help cover up the brake noise.

BY RAYMAGUOZZI

Salem Statesman Journal, Cars.com

SPARK PLUGS

As a teenager and then into my early 20's I lived for my hotrod. In those days my knowledge of sparkplug reading was pretty basic. If you yanked the plugs and the porcelain was a nice brown you were looking good. If the entire plug end was wet you were either running WAY too rich, experiencing weak (or no) spark or both. If the porcelain was too white you might be running too lean. That was really about the extent of my knowledge and it usually worked for street racing. Ensuring the plugs were ready for a race simply meant a few hard launches to "blow 'er out".

These days my goals are a bit different. Keeping a Model A engine running healthy for as long as possible is the main priority. That and having enough knowledge to at least hold my own at a Saturday BS breakfast with the guys is more than enough reason to do research on all things Model A.

So how do the big boys read sparks? Well the good news for me is that the basics I'd learned

from my auto shop teacher and my experience with street racing weren't TOO far off, they just lacked sophistication and detail. There are actually three main areas to look at:

The "Ground Strap". The metal piece welded to the base ring that extends over the inner electrode. The ground strap provides the forensic details that describe the heat within the combustion chamber during operation. Combustion heat is determined by two factors: 1) Heat range of the sparkplug and 2) Ignition timing.



During combustion the ground strap heats from the end over the inner electrode moving down to the end that is welded to the base ring. Once the new plug has been run for a bit you can read the strap to determine whether or not you are running HOT or COLD. The strap will discolor where it is being superheated leaving a mark delineating the point at which it cools; If the discoloration change is close to the end that hovers over the electrode, the engine is running too COLD which is in turn indicative of an engine with too little timing (retarded).

If the discoloration change is too close to the end that is welded to the base ring that means the plug is too HOT, indicative of too much timing advance. If this latter condition exists the strap may remain too hot prior to the next intake cycle and detonate the mixture (knocking). The 'Strap should change color at the middle of the "bend" it makes between its vertical position leaving the base ring to the horizontal position as it floats across the electrode. If adjusting the engine timing just isn't working to correct proper heat conditions within the combustion chamber (as indicated by the

ground strap readings) you may need to move up or down in the heat range of the plugs you are using.

The "Base Ring". The base ring (the final ring of threading that the ground strap is welded to) is where you read the fuel mixture affects. Based upon what you see you can adjust the air/fuel ratio. If the ring has bits of crud stuck to it and is dark you're running too RICH (it may even be wet). What you want is it nice even layer of light soot. If the soot layer is too light it indicates you are running LEAN. Some engines will run a little better if they are a tad lean, others if they are a tad rich so you'll need to experiment!

The "Porcelain". After running long enough to "break-in" the plug(s) the tip of the porcelain should be a medium reddish brown. If the porcelain is still bright white (and may even have broken pieces or is melted) you are running too LEAN. If the porcelain is dark or even black or wet you are running too RICH.

Tidbits: So how can you keep your plugs, and thus your engine healthy! For starters make sure the engine is warm enough to maintain proper combustion chamber heat. Failing to allow the engine to warm up properly and constantly driving only short distances will foul plugs so, "you need to burn 'em properly to keep 'em happy".

Make sure to do your spark plug analysis after you've let the engine warm up properly running it fairly hard to put a good load on them! Happy Motoring, Ahhoogh!

Reprinted from the Orange County MAFC "Distributor" January 2015 via the "Rogue Ramblings" February 2015.

Pete Cruz, Technical Director

I've learned That having a child fall asleep in your arms is one of the most peaceful feelings in the world.

I've learnedThat being kind is more important than being right.

Andy Rooney

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

Tour and Events Schedule!

2016

- | | | |
|--------|------|--|
| Mar 3 | Thur | General Meeting 7:00 PM
Mission Mill, Card room 3 rd Floor |
| Mar 12 | Sat | Rowan Workshop Tour 9:00 AM
6853 Rippling Brook Dr. SE, Salem |
| Mar 14 | Mon | Breakfast at Sybil's Omelettes: 8:30 AM, 2373
State Street NE, Salem, OR |
| Mar 17 | Thur | Board Meeting 7:30 PM (<i>a location is needed</i>) |
| Apr 7 | Thur | General Meeting 7:00 PM
Mission Mill, Card room 3 rd Floor |
| Apr 11 | Mon | Breakfast at Sybil's Omelettes: 8:30 AM, 2373
State Street NE, Salem, OR |
| Apr 21 | Thur | Board Meeting 7:30 PM Judy
and Lew Garrison |
| May 4 | Wed | Model T and Model A Parts Auction
7:00 PM Cordon Road Fire Station |
| May 5 | Thur | General Meeting 7:00 PM
Mission Mill Card Room, 3 rd floor |
| May 9 | Mon | Breakfast at Sybil's Omelettes: 8:30 AM, 2373
State Street NE, Salem, OR |