March
2018

The Connecting Rod

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

1930 Model A 50B Sport Coupe

Model A Ford Club of America

SALEM, OREGON

Model A Restorers Club

Next General Meeting, , Heritage Center (Mission Mill) Card Room, Salem, OR
Thursday, March 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	18	**Tour Chair**	Tim Fleming
	Lee Hardy	18	**Programs**	
	Peggy Ramsay	19		
	Fred Lissner	19		

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 Dates after 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 Brunch**

Gary's Gab

I'm looking outside at the bright sunshine and thinking it would be great to be out in our Model A's. But then I open the front door and stop in my tracks due to the frigid temperature. There are so many activities the sunshine reminds me of. I'm anxious to start plants for the garden. It would be terrific to be attending a picnic with our members today or traveling down a country road enjoying the beautiful Oregon fields and trees. A walk on the beach is always a delight; especially with grandchildren as they find wonderment in the beach treasures and the lapping waves. We are a lucky lot to live in this part of the world. We are lucky to have the club members we have to enjoy their company, experiences and knowledge about so many things. I feel blessed, as I hope you do.

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

Minutes of the Willamette Valley Chapter Model A Ford Club of America
Members meeting held February 1, 2018
Board of Directors meeting held February 1, 2018

The February General Meeting was held on February 1, 2018 in the Card Room on the third floor of the main building at the Willamette Heritage Center at the Mill. The Meeting was called to order by our President, Gary LeMaster, at 7:02 pm. There were a total of ten members present to include members and all Board members. All attendees waived notice of time, place and purpose of the meeting.

The only recognition was Gary LeMaster whose birthday was January 9th.

The December and January Minutes as printed in the Connecting Rod were approved.

There was a discussion pertaining to the combining of the President's Luncheon in December with the Annual Banquet in January. The members present wanted to continue with both so the museum cars could be viewed. There will be no December meeting at the Heritage Center. With no other things for the Good of the Oder, the meeting was adjourned at 7:21 pm.

Respectively Submitted, Gary LeMaster, President

The February Board of Directors Meeting was held on February 1, 2017 in the Card Room on the Third Floor of the main mill building at the Willamette Heritage Center at The Mill, immediately following the February General Meeting of the Club Membership. The meeting was called to order at 7:24 pm by President, Gary LeMaster. Officers and Board Members present at the meeting were President Gary LeMaster, Treasurer Gary LeMaster, Vice President, Bob Myers, Past President, Blair Wasson, Board Members Lee Hardy. Board Member Fred Lissner. Attendees waived notice of time, place and purpose of the meeting.

The December and January Board Minutes as printed in the Connecting Rod were approved. Meeting programs were discussed and it was suggested that Gary LeMaster talk to Cookie Feskins of the Model T Club who I hear has many ideas. Consideration was made to have the Banjo Band at next year's Annual Banquet.

Members Tim and Brenda Fleming arrived after the meeting had ended.

The Meeting adjourned at 7:35 pm

Respectively Submitted, Gary LeMaster, President

MARK YOUR CALENDAR

RESERVE JULY 14TH

HELP THE ENDURING A's CELEBRATE THEIR 40TH ANNIVERSARY

The Willamette Valley Model A Club has been invited to join the Albany Enduring A's Model A Club celebrating their 40th Anniversary with a picnic at the North Albany Park in Benton County, where the first Enduring A's picnic was held. For this year the event will replace the Adair tri-club picnic. More details regarding this multi-club picnic will follow as the date gets closer.

SUPER BOWL BREAKFAST TOUR

On February 4th, 2018, Ron and Gwen Marshal, Bob and Patti Myers, Tom Morrison, Jim Rowen, John and Shirley Martin and Gary and Diane LeMaster assembled at the West Salem Safeway at 8:00 am to start the Super Bowl Breakfast Tour. Leaving at 8:30 am, we traveled west on Highway 22 making a left onto Highway 51 in route to the Independence Grill in Independence, OR. Arriving at approximately 9:00 am, we met Blair and Tracy Wasson, Ginny and Roland Giesbrecht and Paul and Holly Peters at the restaurant.

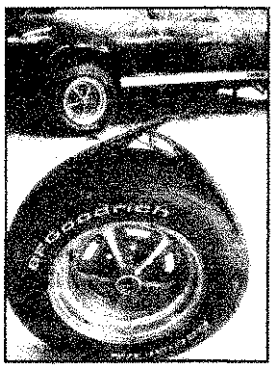
Blair had set up our football game and the 16 of us submitted our guesstimates of the time for the football to pass over the goal posts. While the game progressed, we completed a quiz prepared by Diane LeMaster, who it appears rivals Peggy Ramsay in difficulty. The winning score was 11 out of a possible score of 35. Patti Myers had the winning score received chips, cola, peanuts, popcorn and wine in a large wicker basket.

The time for the football passing over the goal posts was 20 minutes 45 seconds. The closest time was submitted by Ginny Giesbrecht with a time of 20 minutes 25 seconds. She received a wooden tray with similar goodies.

The fellowship during the meal was intense with a great deal of laughter. Everyone enjoyed their meals and the facilities and service were outstanding. We departed in various directions at about 11:20 am.

Respectively Submitted by Gary LeMaster

AUTOMOBILE TIRE AGE



I had a blowout on my Mustang while the car was sitting in the garage. It just exploded! Thank God I wasn't driving it at the time. I learned some interesting information about tires. The 4 tires on my car looked great, but they were 14 years old. I didn't realize how old they were. As old car folks, many with several cars, we tend to forget how old some parts actually are. This is especially true with tires, where the wear can be very disproportional in relation to actual age. How old are your Model A tires? Maybe you put them on 10 years ago, but only have a couple of thousand miles on them. According to the people at Discount Tire, you should not drive on tires that are over 8 years old! Even tires with tubes. Discount Tire will not fix/repair tires that are over 8 years old. Just thought I'd share this!

Rick Richter

HOW TO CHECK A CONDENSER

Bad Condensers: You can tell when a condenser has gone bad if your normally smooth-running engine suddenly backfires and won't rev up. One way of checking this out is to remove the distributor cap, body and rotor. Make sure the points are closed. Turn on the ignition switch and place the high- tension wire (from center of coil) about one-half inch from any convenient ground on the engine. Push points open with a screwdriver, then close. The spark should jump the gap with a sharp crack and a straight line. The spark should have a blue tinge. If the condenser is bad, the spark will still jump the gap, but will be thin and stringy and white in color. Whenever in doubt, throw the condenser away, especially if it is a new reproduction condenser. These cannot always be depended on. If you happen to have used condensers and want to have their condition checked, take them to your local TV or radio store where they have the necessary equipment.

(From Genies Gossip, Feb. Newsletter compliments of Stampede City Club)

THANK YOU JUDY

For the banquet pictures used in the January Connecting Rod.

THAT ORNERY MODEL A

How do folks learn to fix cars in the country? In this case, one neighbor at a time.

When Dad bought a 1928 Model A Ford in 1935, I thought we were just about rich. Well at least for the first half mile into our first drive to town. That's when the car coughed and sputtered to a dead stop. Dad walked around the door and raised one side of the hood purposefully. He shook wires, lifted caps, tapped metal and kicked the tires.

"Maybe you need a new string," I said, pointing to a strip of flour sack tied to something. "That one looks really dirty." Dad gave me a funny look.

Amos Spradley came along in his wagon. "Got car trouble?" he offered. "I ain't never owned one, but I heard tell if the spark plugs are dirty, the thing won't crank."

"What's a spark plug?" Dad asked.

Amos climbed down and the men ducked their heads under the hood. "Don't rightly know," Amos said, "but I believe it's them things". He pointed to what looked like four little bottles lined up. Dad carefully unscrewed one, eyeballed it warily, then wiped it reasonably clean with a rag. He cleaned all four, then got in behind the steering wheel to start it. Nothing happened.

"Well, must be something else," Amos said before hollering at his horse to giddyap.

Dad sighed and looked over at me. I studied the closest tire and gave it a kick. Just then, Peanut Jenkins rode up on his mule. "Got car trouble?" he nodded. "Ben Simpkins had the same. Car wouldn't start for nothing. It was his carburetor stopped up."

"What's a carburetor?" Dad asked.

Both men stuck their heads together over the fender. Peanut reached way in and touched something. "Yep, I think it's this thing right here."

Dad tried to remove the carburetor, but it stayed put. He wiped everything in reach, then jumped inside and tried starting it up.

Still nothing.

Peanut slung a leg up over his mule. "Looks like that wasn't it after all."

Dad walked a few paces off, wiping grease off his hands, staring at the car and muttering. Bubba Wilson pedaled up on his bicycle.

"Don't you ask me what's wrong with this car," Dad warned before Bubba could open his mouth.

Bubba shrugged, more interested in the car body than the motor. "Prolly ain't got gas, anyways."

Dad stared at him a full minute, then cut a straight limb from a persimmon tree and stuck it in where he'd taken off the gas cap. It came out bone-dry.

Bubba went for gas, and after Dad poured it in, our Model A started right up. Dad laughed hard and winked at me.

"I guess if you wait long enough, the answer just comes to you!"

Story by: Edna Norrell

Montgomery, Alabama

FOR SALE

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

2001 Ford Lariat 1/2 ton Pickup, super loaded with options, 130,000 miles, 4 wheel drive, Mid-nite Blue. $6,000 Len 503-868-7224

Remember for every minute you are angry, you lose 60 seconds of happiness that you can never get back.

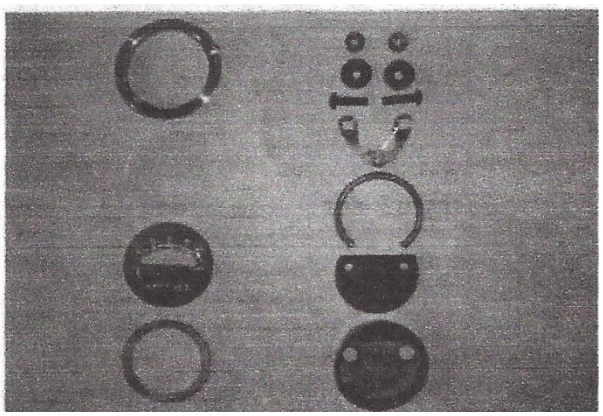
There's two theories to arguing with a woman. Neither one works.

Letten the cat outta the bag is a whole lot easier than puttin it back in.

WITTICISMS, By Will Rogers

THE AMMETER

The Model A Ford ammeter is a fairly simple device, but it can tell you a lot if you pay attention to it. It is a center-off type meter. The needle sits on zero in the center when no current is being drawn. When current is being drawn from the battery the needle points to the negative side. The reading depends on how much current is being drawn. When the generator (or alternator) is sending current to the battery to charge it, the needle points to the positive side. Again the reading depends on how much current is being passed to the battery



The Model A Ford ammeter is a fairly simple device

Original ammeters have “bounce” to them. This is because they are un-damped. In this manner they quickly read any variation in current flow. Many reproduction ammeters are not made very well, are damped and move very sluggishly.

If the ignition circuit is wired to receive its power through the ammeter, it provides a diagnostic tool. When starting the engine the ammeter will bounce back and forth on either side of the zero mark before it starts. This is caused by the points opening and closing. If the engine fails to start, the bouncing ammeter needle is telling you there is nothing wrong with the ignition primary circuit and the problem is somewhere else. If the needle is not bouncing, the problem is likely in the ignition primary circuit.

The original Model A generator is usually adjusted for a fixed 8-amp output. It will produce 8-amps regardless of the electrical load requirement or the status of the battery. When driving at night the generator cannot provide all the current demand from the headlights. The battery is then required to supply the balance and the ammeter will show a discharge. Over a long period of night time driving the battery will become discharged. When driving on a long trip during the day the continuous 8-amps may over charge the battery and boil the water out of it. Either case is not healthy for the battery.

Years ago it was quite common to see cars, such as the Model A Ford, on a long stretch of open highway with their headlights on during the day; to protect the battery by absorbing the excessive output current from the generator.

When the Model A engine is equipped with an alternator (either 6, 8, or 12-volts) the ammeter becomes even more of a diagnostic tool and the battery remains fully charged most of the time.

The alternator has an internal regulator circuit that constantly looks at the status of the battery. If the battery needs charging, the ammeter sends the appropriate amount of current to it to bring it back to full charge. This will occur right after start up when the starter has drawn a significant amount of current out of the battery. The ammeter will then show a high charging rate going to the battery. A few miles down the road the ammeter will move toward zero indicating the battery is almost fully charged. On a long trip the ammeter should be setting at zero indicating the battery is fully charged and no current is going to it.

When the headlights are turned on the alternator immediately picks up the load and the ammeter remains at zero, indicating that no current is being drawn from the battery to power the headlights.

If on a relative long drive if the ammeter does not return to zero, it is telling you there is a defective cell in the battery, that is preventing it from becoming fully charged. The ammeter is telling you it is time to have the battery checked.

Tom Endy
Inland Empire A's

QUICK CHANGE

To shed ourselves of the gloom above, here are some light, bright thoughts, these from the mouths of youngsters:

- Genetics explains why you look like your father, and if you don't why you should.
- Water is composed of two gins, oxygin and hydrogin. Oxygin is pure gin. Hydrogin is gin and water.
- Most books say the sun is a star. But it still knows how to change back to the sun in the daytime.
- A supersaturated solution is one that holds more than it can hold.
- As the rain forests in the Amazon are shrinking, so are the Indians.
- You can listen to thunder after lightning and tell how close you came to getting hit. If you don't hear it, you got hit, so never mind.

Salem Statesman 1997

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

The miles one ton of cargo can be transported on one gallon of fuel.

Semi-truck:	59 miles
Railroad train:	202 miles
River barge:	514 miles

Sage Center Boardman, OR

"Six Turning and Four Burning"

On July 11, 1952, the first B-36 bomber with all-Ford built piston engines, which is also the largest mass-produced piston engine aircraft ever made, was flown at the Carswell Air Force base near Fort Worth, Texas. The last of the B-36s were powered by four J47 jet engines and six Ford built propeller driven engines, given it the phrase "Six Turning and Four Burning".

Pushing the bounds of piston engines to the limits, the massive B-36 had six Ford built 4,360 cubic inch radial engines that made 3,800-4,300hp from its 28-cylinder R-4360-53 Pratt & Whitney "Wasp Major". This power was reached by twin turbo-ing the single supercharger and with Ford's unique direct injection fuel system.

Prior to the U.S.A. entering WWII it appeared there was a very real chance that Britain might fall to the Nazi "Blitz", making a strategic bombing effort from Britain to Germany impossible. The mighty B-36 was designed just for this scenario and in 1946 it became the world's first manned bomber with an unrefueled intercontinental combat range of over 5,700-miles. Built and develop from 1946-59 it never saw action in WWII (October 1939-1945), but it arrived just in time for the Korean War (1950-53).

The B-36 had the longest wingspan of any combat aircraft ever built at 230 ft. Only 385 were built.

EVINRUDE

Ole Evinrude, an inventor and entrepreneur, was born in Christina, Norway. In 1882 Evinrude came to the United States with his parents at age 5, settling in Wisconsin. Even as a small lad, he was fascinated with mechanical devices, a fascination that resulted in being one of over 300 companies building horseless carriages by the turn of the century.

One day he rowed his future wife to an island on Okauchee Lake in Wisconsin. Deciding to present her with an ice cream cone, he rowed back across the lake, only to return with melted "soup".

He decided that boats like cars could use a motor, so he designed a single cylinder, 1½ horsepower engine and eventually created Evinrude Motors. In 1921, he came out with a smaller lightweight motor he called the Evinrude Light Twin Outboard, or ELTO. He sold his company in 1926 to Briggs and Stratton, a Milwaukee firm pioneering in making small gasoline engines.

Evinrude later reentered the outboard motor business along with Stephen F. Briggs, of Briggs and Stratton, forming Outboard Motors Corporation.

She: "You didn't put the milk back in the fridge."
He: "I'm pretty sure I did."
She: "You never put it back sometimes."
He: "Not true. I always put it back once in a while."
PICKLES, Statesman Journal 01/27/18

1927 MODEL A FORDS

Total Manufactured 4,186*

Body Model	Body Name	Weight Pounds	Sale Price
35 A	Standard Phaeton	2140	$395
40 A	Standard Roadster	2050	385
45 A	Standard Coupe	2200	495
50 A	Sport Coupe	2265	550
55 A	Tudor Sedan	2340	495

* Manufactured October 21 through December 31

1928 MODEL A FORDS

Total Manufactured 818,734

Body Model	Body Name	Weight Pounds	Sale Price
35 A	Standard Phaeton	2140	$395
40 A	Standard Roadster	2050	385
40 A	Deluxe Roadster	2080	450
45 A	Standard Coupe	2200	495
49 A	Special Coupe	2200	500
50 A	Sport Coupe	2265	550
54 A	Business Coupe	2285	495
55 A	Tudor Sedan	2340	495
60 A	Fordor Sedan (Briggs)	2467	570
76 A	Roadster Pickup	2073	395

1929 MODEL A FORDS

Total Manufactured 1,951,100

Body Model	Body Name	Weight Pounds	Sale Price
35 A	Standard Phaeton	2140	$440
40 A	Standard Roadster	2050	435
45 A	Standard Coupe	2200	500
49 A	Special Coupe	2200	510
50 A	Sport Coupe	2265	530
54 A	Business Coupe	2225	490
55 A	Tudor Sedan	2340	500
60 A	Fordor Sedan (Briggs) (Leather Back, Seal Brown Top)	2386	600
60 B	Fordor Sedan (Briggs) (Leather Back, Black Top)	2386	600
60 C	Fordor Sedan (Briggs)	2386	600
68 A	Cabriolet	2339	645
76 A	Roadster Pickup	2073	400
135 A	Taxi Cab	2500	800
140 A	Town Car	2500	1200
150 A	Station Wagon	2482	630
155 A	Town Sedan (Murray)	2475	670
155 B	Town Sedan (Briggs)	2475	670
165 A	Standard Fordor Sedan (Murry, 3-window)	2462	625
165 B	Standard Fordor Sedan (Briggs, 3-window)	2462	625

170 A	Standard Fordor Sedan (2-window)	2467	625

1930 MODEL A FORDS

Total Manufactured 1,485,600

Body Model	Body Name	Weight Pounds	Sale Price
35 B	Standard Phaeton	2212	$440
40 B	Standard Roadster	2200	450
40 B	Deluxe Roadster	2230	520
45 B	Standard Coupe	2257	500
45 B	Deluxe Coupe	2265	545
50 B	Sport Coupe	2283	525
55 B	Tudor Sedan	2375	500
68 B	Cabriolet	2273	625
140 B	Town Car	2525	1200
150 B	Station Wagon	2505	640
155 C	Town Sedan (Murray)	2475	640
155 D	Town Sedan (Briggs)	2475	640
165 C	Standard Fordor Sedan (Murray, 3-window)	2500	600
165 D	Standard Fordor Sedan (Briggs, 3-window)	2500	600
170 B	Deluxe Fordor Sedan (Briggs, 2-window)	2988	625
180 A	Deluxe Phaeton	2285	625
190 A	Victoria Coupe	2372	580

1931 MODEL A FORDS

Total Manufactured 762,100

Body Model	Body Name	Weight Pounds	Sale Price
35 B	Standard Phaeton	2212	$435
40 B	Standard Roadster	2155	430
40 B	Deluxe Roadster	2230	475
45 B	Standard Coupe	2257	490
45 B	Deluxe Coupe	2265	525
50 B	Sport Coupe	2283	500
55 B	Tudor Sedan	2375	490
68 B	Cabriolet	2273	630
68 C	Cabriolet	2273	630
150 B	Station Wagon	2505	625
155 C	Town Sedan (Murray)	2475	630
155 D	Town Sedan (Briggs)	2475	630
160 A	Standard Fordor Sedan	2462	590
160 B	Town Sedan	2475	630
160 C	Deluxe Fordor Sedan	2488	630
165 C	Standard Fordor Sedan (Murray)	2462	590
165 D	Standard Fordor Sedan (Briggs)	2462	590
170 B	Deluxe Fordor Sedan (Briggs)	2488	630
180 A	Deluxe Phaeton	2285	580
190 A	Victoria Coupe	2372	580

400 A	Convertible Sedan	2335	640

1932 MODEL B FORDS

Total Manufactured 900*

Body Model	Body Name	Weight Pounds	Sale Price
35 B	Standard Phaeton	2212	$435
40 B	Standard Roadster	2155	430
40 B	Deluxe Roadster	2230	475
45 B	Standard Coupe	2257	490
45 B	Deluxe Coupe	2265	525
50 B	Sport Coupe	2283	500
55 B	Tudor Sedan	2375	490
68 B	Cabriolet	2273	630
68 C	Cabriolet	2273	630
155 C	Town Sedan (Murray)	2475	630
155 D	Town Sedan (Briggs)	2475	630
165 C	Standard Fordor Sedan (Murray)	2462	590
165 D	Standard Fordor Sedan (Briggs)	2462	590
170 B	Deluxe Fordor Sedan (Briggs)	2488	630
180 A	Deluxe Phaeton	2285	580
190 A	Victoria Coupe	2372	580
400 A	Convertible Sedan	?	640

* Manufactured January 1 through April 30

MODEL A FORD PRODUCTION

With production of the Model A Ford, Ford Motor Company manufacture facilities were expanded, production equipment modified and new equipment added. The 35 assembly plants, called wholesale branches by the company, were divided into three categories: major, standard or minor. A major assembly plant, such as the Dearborn Assembly Plant in the Rouge Complex, in addition to the assembly line, was equipped with stamping and production machinery to enable it to produce completely finished cars from bare metal. These plants also produced stampings and partly assembled car bodies in compacted packages for shipping to supply the standard and minor assembly facilities.

A standard assembly plant did not have stamping machinery, but did have the capacity to assemble a chassis and build a completely finished body from supplied stampings or partly assembled bodies received from a major assembly plant. It also supplied complete body assemblies to smaller assembly plants, which had limited capacity.

In addition Budd, Briggs and Murray produced parts, partially assembled auto bodies and completely finished bodies for Ford Plants.

All engines and transmissions were produced at the Rouge Complex in Dearborn, Michigan. Engines and transmission assemblies were shipped minus the generator, fan, spark plugs, carburetor and gear shift lever which were installed upon receipt.

The home office in Dearborn determined parts to be used, tools and assembly procedures. If a new part replaced another part, also stated was the disposition of stock on hand, such as “use up”, “retool” or “scrap”. With each model change, parts to be carried over were identified.

Ford Motor Company - 1932

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

Tours &Upcoming Events!

2018

Mar 1	**Thur**	**General Meeting** 7:00 PM Mission Mill, Card room 3rd Floor
Mar 12	**Mon**	**Breakfast at Sybils on State Street, 8:30 AM**
Apr 5	**Thur**	**General Meeting** 7:00 PM Mission Mill, Card room 3rd Floor
Apr 9	**Mon**	**Breakfast at Sybils on State Street, 8:30 AM**
May 3	**Thur**	**General Meeting** 7:00 PM Mission Mill, Card room 3rd Floor
May 14	**Mon**	**Breakfast at Sybils on State Street, 8:30 AM**