February
2019

The Connecting Rod

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

1930 Model AA Ford Truck

Model A Ford Club of America

SALEM, OREGON

Model A Restorers Club

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

President	Bob Myers		**Historian**	
Vice President	Gary LeMaster		**Sunshine**	Ginny Giesbrecht
Secretary			**N.W.R.G.**	
Treasurer	Gary LeMaster		**Newsletter**	Gary LeMaster
Past President	Gary LeMaster		**Raffle Chair**	
Board Members	Fred Koons	20	**Tour Chair**	Tim Fleming
	John Martin	20	**Programs**	
	Lee Hardy	19	**Swap Meet Committee**	Lew Garrison, Gary LeMaster
	Fred Lissner	19		

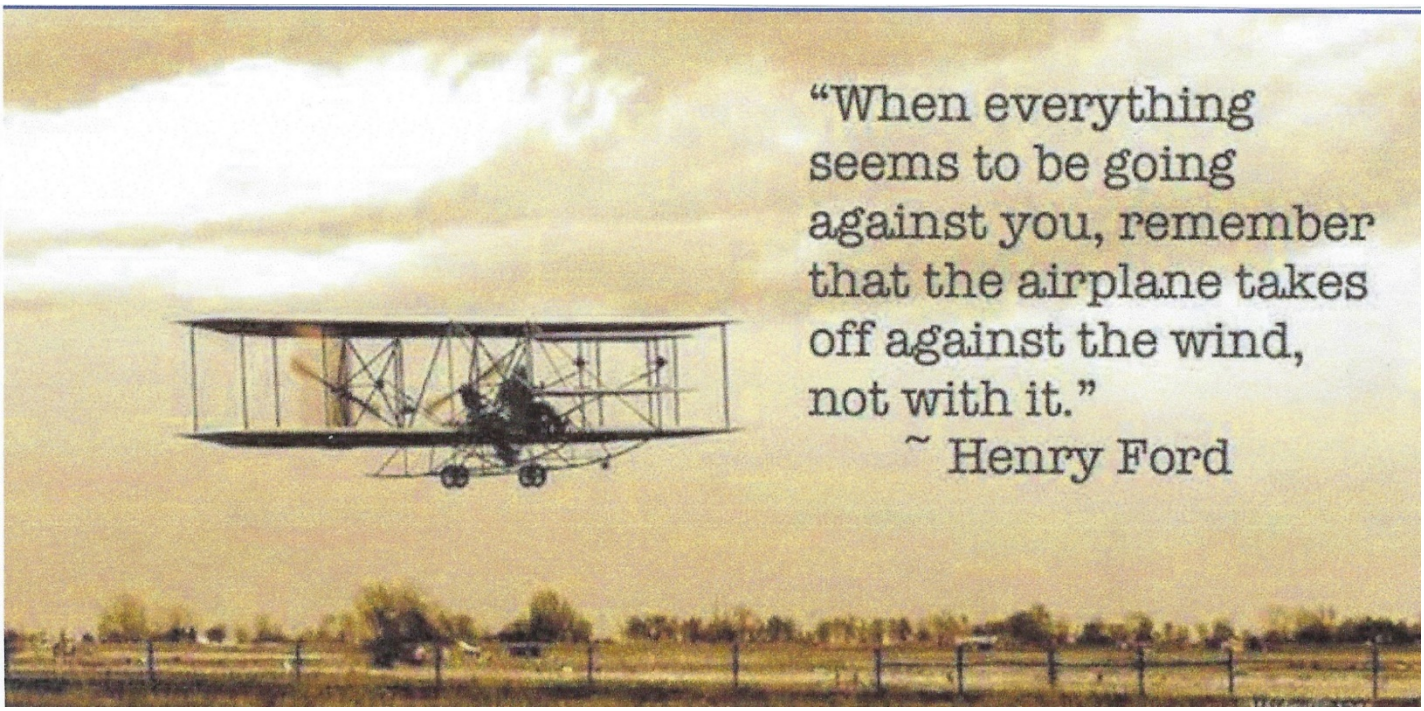
Newsletter Editors		**Monday Breakfast**	**General Meetings**			**Board Meetings**
January	Hardy	Jan 14	**January**	**13**	Annual Banquet	Jan 14
February	Hardy	Feb 11	**February**	**7**		Feb 18
March	Hardy	Mar 11	**March**	**7**		Mar 18
April		Apr 8	**April**	**4**		Apr 15
May		May 13	**May**	**2**		May 20
June		Jun 10	**June**	**6**		Jun 17
July		Jul 8	**June**	**16**	Swap Meet	Jul 15
August		Aug 12	**July**			Aug 19
September		Sep 9	**August**			Sep 16
October		Oct 14	**September**	**5**		Oct 21
November		Nov 11	**October**	**3**		Nov 18
December		Dec 9	**November**	**7**		Dec 16
			December	**7**	President's Luncheon	

A Note from Bob

It's time to get our Model A lists together for Spring maintenance and repairs to be ready for Tours. This year we're planning to have group(s) of 3 members going to your garage to help out. So, make a list and email it to Bob Myers or one of the other Board Members, or bring it to the February 7th meeting. We'll get in touch with you to put a plan together. Some things may be better handled by service people around the area. We'll help you get that sorted out, too. Deadline to send info for the Newsletter is 2 weeks before the next meeting. For March the date is February 21st. Send to Gary LeMaster or Lee Hardy. With the weather some of you may already be out for drives around town. A short drive to the gas station draws people with cameras and questions. This past Fall I was filling up and was approached by a young fellow with lots of questions. He left only after sitting in the back seat of my Model A, smiling and waving for a picture. It's great fun to tell the story how I found the car, (an opening to insert info about our club) and Tom Morrison's beginning with it. Tom told me "it was a wreck when I found it". Short fun times all count up. With spring coming let's get out together as soon as the weather allows. I know we'll be helping each other, answering questions, referring to the next person for help and making decisions to resolve that pesky issue. I'm hoping to resolve a brake issue. I'm also hoping for some spontaneous drives. We have an invitation to meet up in Canby for a Super Bowl Breakfast on Sunday February 3rd. See below for more info. And our February General Meeting is Thursday February 7th – Program is a newly acquired Video to be provided by Gary LeMaster. Breakfast at Sybil's Omelets will be on Monday February 14th, and the Board Meeting is Monday February 21 at The Best Little Roadhouse at 1:00pm. Updating the Roster. A copy will be passed around at the February meeting for additions/changes.

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



MODEL A FORD PRODUCTION

During the four years (1928 -1931) production cycle of the Model A Ford, Tudor's and Coupes were over half of the entire production run. Roadster's and Fordor's were close to the same production figure for a little over ¼ of the production cycle with the other quarter being all the other styles. It is also interesting to note that only about 8.25% of Coupes and 1.7% of Tudor's were deluxe models. I suspect that these percentages are nearly reversed today if you take a look at the parking lot at a Regional Meet.

Ray Hinnant
Brazos Valley A's

HUBCAPS

Question:
In the center of my 1929 hubcaps is a word which on first glance looks like the word 'Ford'. On closer inspection the word now looks like 'Baal' or 'Baal'. Any ideas? Please put me out of my misery. With thanks. -- David Jacobs

Answer:
Don't take this too hard. These have fooled many people in thinking it says Ford. On close inspection it actually says "Fool." These are a reproduction item (cheap) made about 20 years ago (or longer) as a cheap hub cap for the Model A. The clever script lettering at first glance looks like FORD, intending to fool people. I believe they came from Taiwan or Japan. I believe I still have a few bent up ones in my scrap box. Of no value.
-- Les Andrews, MAFCA Technical Director

ENGINE OVERHEATING

Engine overheating has been around as long as the automobile and the Model A is not exempt from the problem. However, the A's cooling system, if working properly, is more than adequate for almost any set of driving conditions you might encounter. There are many causes for engine overheating, but once identified, most can be easily corrected.

Fan Belt - Fan belts are prone to slippage and a belt that's loose will not turn the fan and water pump at the proper speed. Belt tension can be adjusted by loosening the generator mounting bolt and pulling the generator away from the engine to take out the excess slack. A ½ to ¾ inch of belt play between the pulleys is about right. After the adjustment is made, tighten the generator bolt securely.

Unfortunately, an unmodified Model A has no means of locking the generator in place and over time, the belt will loosen again. To alleviate this problem, you can use a "belt tensioning bracket" to hold the generator securely in place when driving. The bracket can be easily removed if the car is to be shown.

Fan - Fans can cause a problem if a "modern" type has been installed and the diameter or blade angle is too small to provide adequate airflow through the radiator. If you're determined to use this type of fan, check with other Model A owners to see what they have on their car. There's nothing wrong with the original two blade propeller type fan that came on the Model A but it should be checked frequently for cracks or other damage that could make it unsafe to use.

Hoses/Clamps/Petcock - A plugged radiator hose will restrict coolant flow and a leaky hose will cause coolant loss over time. Either condition can cause the engine to overheat. It's a good idea to replace both hoses even if only one is bad because the other hose is probably living on borrowed time. Check all hose clamps for tightness and if you're more interested in driving than showing the car, consider replacing the original wire hose clamps with the modern screw-adjust type. Also, make sure that the drain petcock located in the water return pipe is not leaking.

Water Pump - The Model A water pump is simple and robust but it can fail. If the impeller is loose on the shaft, the pump won't circulate the coolant. On the other hand, the pump may deliver too much coolant at highway speeds causing coolant loss through the radiator's overflow pipe. The new "leak-less" water pumps appear to have a higher output capacity and have the capability to overflow a poorly maintained system. Once again, check with others to see what they're doing.

License Plates and Other Radiator Obstructions - The headlight bar seems like the ideal place to mount the license plate, but the plate does block a sizable chunk of the radiator's cooling fin area. A radiator ornament or plaque will do the same thing. On a hot day, consider removing the ornaments and flipping the license plate into a horizontal position to expose more fins to the airstream.

Incorrect Ignition Timing - An incorrectly timed engine can run hotter than normal. Check your car's timing using the standard timing pin. While running in high gear the advance should be all the way down. On heavy inclines listen for any spark knock and reduce the amount of advance to eliminate the knock. Watch your water indicators for any sign of excessive heat.

Incorrect Fuel Mixture - If the fuel mixture is too lean, the engine will run hot. Check your carburetor settings and reset to specifications if necessary.

Brakes / Wheel Alignment Dragging brakes and poorly aligned wheels can increase the rolling resistance of the car and force the engine to work harder resulting in over-heating. The bad wheel alignment won't help your tire life either!

Bad Head Gasket / Cracks in Block - These can be classified as serious problems and if uncorrected, you'll have more to worry about than overheating! To check for exhaust leakage into the cooling system, remove the radiator cap and briefly accelerate the engine. If bubbles appear in the coolant, you could have a bad head gasket or a crack in the engine block. Oil in the coolant may also indicate a cracked block. After the necessary repairs are completed, check the integrity of the block by magna- fluxing. This process will detect any minute cracks that cannot be found by other means.

Radiators - The key word in any radiator discussion is ***flow rate*** - how much water a radiator will actually pass in a given period of time. A good Model A radiator should have a flow rate of at least 38 gallons per minute. 1930-31 "AA" truck radiators should pass about 48 GPM. Anything less can result in

overheating problems. Disconnect the upper and lower hoses and fill the radiator. A good radiator should empty in 4 seconds or less. Radiator troubles can be traced to broken or blocked tubes, an inadequate number of usable tubes remaining in the core after damaged tubes have been removed, so-called "stop leak" pellets clogging the tubes or leaky upper/lower tanks. Blocked tubes can be opened by "rodding" or ultrasonic cleaning. Damaged or rusted tubes can be replaced but if a large number of tubes are in bad condition, it may be less expensive to replace the radiator. The condition of the overflow pipe should also be determined during the radiator check. A broken or rusted pipe can cause the coolant level in the radiator to be lower than normal. A broken or missing baffle plate may allow the water pump to push the coolant directly into the overflow pipe and out of the radiator. To reduce the amount of water going out the overflow pipe, add a short piece of plastic tubing to the top of the pipe. Just make sure it is below the radiator cap. Loose tube fins can also contribute to over-heating. If the fins are not making good contact with the tubes, heat will not be transferred into the radiator's airstream. Sometimes over lubricating the original type water pump rear bearing can cause excess grease to be introduced into the water system and clog the tubes.

Coolants - The Model A was designed to run using plain water as a coolant. Most era drivers either drained their car's radiator before winter storage, or added some type of antifreeze for cold weather operation. Alcohol was common as an anti-freeze and worked reasonably well but boiled away at about 170 degrees F. Kerosene was also used but it attacked rubber parts and boiled at such a high temperature that the engine could be damaged before overheating was detected. Today's modem automotive coolants contain ethylene glycol and are designed to remain in the cooling system at all times. The boiling point of the coolant is higher than water and the solution contains a built-in rust inhibitor and water pump lubricant. When mixed 50/50 with water, ethylene glycol will protect your A to about 34 degrees below zero F. There are some disadvantages to using ethylene glycol in your Model "A" - the coolant may attack some types of paint and the Model A's water pump can whip the solution into a green, frothy foam, impairing the cooling action. To eliminate this problem there are two products on the market that will help. Prestone "LowTox" and Sierra antifreeze is formulated with propylene glycol (PG). As compared to ethylene glycol, propylene glycol is less toxic and safer for children, pets, and wildlife in the environment. One final consideration - some automotive experts believe that ethylene glycol does not work as well as water in a non-pressurized cooling system. In actual tests, some Model A overheating problems disappeared after switching back to plain water. If you decide to use water as a coolant, make sure that you add a good rust inhibitor to help keep the system rust free. At one time, soluble oil was suggested as a rust inhibitor. It worked, but the oil coated the inside of the radiator, degrading its heat transfer characteristics. The experts all agree - don't use oil of any kind as a rust inhibitor! Also, consider using distilled water to eliminate "other" minerals being introduced into the water system. I see a lot of lower water pipes that are powder coated. They look nice, but the inside will be affected by the solution and will flake and clog up your water system. Go to a stainless steel pipe to solve the problem.

Thermostats - According to many Model A owners, a good thermostat offers two important benefits:

- Coolant flow through the system is reduced so that less is pumped out of the upper radiator tank at high speeds.
- The thermostat will maintain an engine temperature of at least 160 degrees F that many feel is optimum for complete fuel combustion and clean plugs.

On the down side, a thermostat that sticks closed will prevent adequate coolant circulation and overheating can result. To prevent this make, sure that there are two *3/16* inch holes

drilled on the surface opposite the sensor so some water will still flow. If you install a thermostat, use the kind that fits inside the upper hose and has a short pipe welded to the end instead of the type that mounts with tabs. Some owners have experienced leaks with the tab-mounted variety.

A good running engine makes EVERYONE happy.

Ken Nelson
Shade Tree A's
July 2009

ONE-FINGER DRIVING LEAVES YOU VULNERABLE TO THE UNEXPECTED

This is not a car question as much as it is a husband question. My husband insists that it's safe to drive, even on highways at highway speed, with just one index finger curled around the steering wheel. Driving with him can be positively scary. Can you please set him straight? Thank you! — Annie

(P.S. Please don't use my name because he will be very embarrassed if this shows up in our local newspaper.)

OK, Lisa, we signed you "Annie," which is short for "Anonymous." And we certainly won't mention Fred's name.

"One-finger driving' works fine, until it doesn't. With one finger, on most cars, you can hold the steering wheel in its current position, and keep the car going straight. The problem comes when you suddenly need to do something other than go straight. For instance, when a 40-ton semi carrying pig iron suddenly changes lanes into yours, not realizing you're there. Can you swerve out of the way and avoid an accident with one finger? No.

Or let's say someone stops short in front of you, and you can't stop in time. Can you steer off to the side of the road with one finger to avoid bashing into the guy? No.

If you hit a huge pothole and your wheels pull toward the other lane of traffic, are you going to be able to bring those wheels back with one finger? No.

Or let's say your one-fingering down the road and you see a sale at Lumber Liquidators. Are you going to be able to pull over in time to get the 4-inch reclaimed oak prefinished flooring for $2.99 a square foot? Doubt it.

So, you're right to be scared, Annie. While what he's doing will be fine 99 percent of the time, your husband is endangering you, and other people on the road, by not being ready for the unexpected. And that's the real key to driving safely.

So, try to convince him to shape up, Annie. Ask him if he'd be comfortable riding in a bus with a driver who had one finger on the wheel. Or flying in a plane with a pilot who lands his 737 with one finger on the controls. Or eating in a restaurant where an employee didn't wash both hands, but just washed one finger.

I hope he's willing to change his behavior, Annie. If not, write back with his license plate number and we'll encourage everyone who drives by him to remind him of this advice by saluting him with just an index finger.

BY RAY MAGLIOZZI
Cars.com

INSURANCE

According to the insurance information institute, raising your deductible from $500 to $1,000 could reduce your collision and comprehensive cost by 15 to 30 percent. Check with your agent for a specific quote.

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)

CAMELS

Upon the death of their father, the three brothers opened his will. The will directed livestock to be divided: older brother 1/2, middle brother 1/3 and youngest brother 1/9. The father owned 17 camels. How were the live camels distributed among the brothers?
Elder brother gave his father's estate another camel making a total of 18 camels.

(1/2 = 9, 1/3 = 6 and 1/9 = 2) = 17, the extra camel was then returned to the elder son.

ONLY REAL ADVANTAGE OF SYNTHETIC BLEND OIL IS THE COST

I have a 2015 Nissan Rogue with 30,000 miles on it. I've done all the oil changes as called for. So far, I've always used a synthetic blend oil. At my last oil change, however, they used a full synthetic oil. I want to go back to the synthetic blend next time. Any problem with that? Thanks.

No. As an American, you have a constitutional right to switch oils, Al. There are three types of oil out there these days. There's conventional oil, which comes from decomposed dinosaurs and is pumped out of the ground. That's what we have been using for decades. And it's been constantly improved over the years.
Sometime in the 1970s, Mobil One became the first widely available synthetic motor oil. Synthetic oils also have been improved over the years. Then there is what's called a synthetic blend, which is the material your leisure suit was made out of in 1979, Al. Actually, a blend is exactly what it sounds like: Les, a mix of synthetic oil and conventional oil. And the only real advantage of a synthetic blend is that it's a little cheaper than a pure synthetic.
In terms of its longevity and its ability to lubricate, conventional oil is the least effective, a blend would be next best, and a synthetic would be best of all. And, in fact, over the past decade in particular, we've seen car manufacturers really embrace synthetic oils because, since they help engines last longer, they cut down on warranty costs. And bad Yelp reviews.
And even though synthetic oils are more expensive, since you change them about half as often, we've found that it's pretty close to a wash. So, you'll only pay for half has many oil changes, half as many oil disposal fees, and half as many oil filters. So, technically, there's no problem with you switching back to a synthetic blend, Al, but there's no real advantage to it. Unless you really enjoy the coffee and vending machines at your oil-change place.
BY RAY MAGLIOZZI
cars.com
Find answers to other auto care questions by searching the CarTalk database at Cars.com.

GETTING OLD

Morris, an 82 year-old man, went to the doctor to get a physical. A few days later the doctor saw Morris walking down the street with a gorgeous young lady on his arm. A couple of days later the doctor spoke to Morris and said, "You're really doing great, aren't you?"
Morris replied, "Just doing what you said, Doc: "Get a hot mamma and be cheerful."
The doctor said, "I didn't say that! I said, You've got a heart murmur."
Be careful."

MAFCA WEBSITE

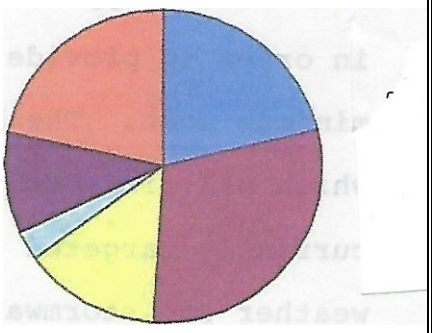
Gals, the MAFCA web site is not only for the guys. Starting February 2002 each of the Era Fashion Committee members were told to write an article concerning fashions for the website. The articles change approximately every 2 months. To be honest, when the Era Fashion Committee members were told that each would write an article, the room was completely silent. We were to do what? Write an article? We don't know how to do that? Anyway, the subjects are our choice and I will admit, they have all been interesting and different. So check out the MAFCA web site at www.mafca.com Janet Gundlach

Another site that may be of interest is http://www.pastpatterns.com I understand this is a firm that is selling patterns for vintage clothing. Go there and find the year you want and they have a wide variety of vintage style patterns.
Cowlitz Valley A's

MAFCA
http://www.mafca.com
MARC
http://www.modelaford.org
http://www.ahooga.com
Model A Clip Art
http://modelaford.tripod.com
Model A Ford Barnyard
http://www.abarnyard.com

TUDORS, COUPES, PHAETONS, FORDORS, ROADSTERS, ETC.

We joined the Brazos Valley A's Model A Ford Club in 1988. I remember only a couple of Fordors in the club. Bob Bigham had one, but I remember he told me that if he turned a corner the body would just fall off the frame. There may have been another one or two, but I don't remember them. I do remember that for most of the early Texas Tours that we went on there were very few Fordors on the tour. There were lots of Tudors, Coupes, Phaetons, Roadsters and various other styles. Then starting about 2000 I started seeing more and more Fordors at bigger tours. The last few years has seen a Fordor boom in our club. We must have over 10 Fordors now just in BVA's. I have no idea where all these Fordors were before the turn of the century. I thought you might be interested in seeing the breakdown of the body styles that were built in the Model A era.
During the four years production cycle of the Model A Ford Tudor's and Coupes were over half of the entire production run. Roadsters and Fordor's were close to the same production figure for a little over half. of the production cycle with the other quarter being all the other styles. It is also interesting to note that only about 8.25% of Coupes and I 1.7% of Tudor's were deluxe models. I suspect that these percentages are nearly reversed today if you take a look at the parking lot of a Texas' Tour.
Whatever you drive, keep them running, bring them to meetings and drive them on tours. Enjoy your Model A and I'll see ya' down the road.
Happy Touring
Ray Hinnant



CAR FOR SALE

1930 Ford Deluxe 4dr Phaeton - Washington blue with Straw w/w wheels and pin striping. Restored over 15 years ago in excellent condition, runs well with excellent top. 6 volt with alternator. Hardened valves, new heavy-duty radiator, and equipped with seat belts. Clear Oregon title. $25,000. Contact Lew Garrison at 503-931-6072 or lewscars@gmail.com

PROPER WASHING AND WAXING ADD VALUE TO VEHICLE

More than one-third of car owners use damaging non- automotive products when washing their cars, products that could contain harmful detergents, abrasives and additives. And almost half of motorists don't ever wax their vehicles.

"Waxing at least twice a year is recommended for maximum protection, yet surveys show that 48 percent of motorists don't wax their vehicles at all", said Jeffrey Webb, director of retail marketing at Turtle Wax, Inc. "That's leaving money on the table at trade-in time, as a clean, well-maintained car can be worth up to 50 percent more than one in 'fair' condition, according to the Kelley Blue Book."

Motorists should avoid dish detergent, which contains harsh chemicals that, intended to cut through grease, will strip away the wax finish on your car. Some are hard to rinse off and leave streaks. For best results, a formulated automotive wash is recommended, one that gently lifts the dirt and grime while protecting the finish.

Washing an automobile on a regular basis protects it from the natural elements that harm the finish. The Car Care Council recommends the following dos and don'ts when it comes to a do-it-yourself car wash:

- Don't wash cars in direct sunlight. Do wash cars in shade or in cooler temperatures in the early morning or late afternoon.
- Don't use dish detergent. Do use a formulated car wash.
- Do fill your bucket with warm water.
- Do use a soft terrycloth towel or washing mitt.

  Do spray the car often with water.
- Don't scrub the car all at once. Do complete one section at a time, rinsing repeatedly to prevent the soap from drying on the paint.
- Do use soft terrycloth towels or scratch-free fabric to dry the vehicle.
- Don't neglect waxing the vehicle. Do prep the car for waxing using cleaner/polish to remove contaminants.
- "The myth of not having to wax your car because you have a clear-coat finish is just that, a *myth*", Webb said. "Clear-coat finish is only as thick as a piece of paper and can become damaged from the effects of sunlight, UV radiation, acid rain, salt, dirt and air pollution."

WATER HOSES
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 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.
Tom Endy
The Cabrioletter, March 2004

DEFENSIVE DRIVING

I have always said that I watch the rearview mirror in the Model A more than I watch out the front windshield. The only thing I really have to worry about in front of the car is to hope that I have enough time to brake. Our Model A's are usually running less than 55 mph and modern irons are running at least 75. They can come up on you before you even know it.

So, be sure your rearview mirrors are clean, pointed in the right direction and glance at them often. Regular drivers are talking on their cell phone, changing their CD's, and are usually in a big hurry to get nowhere. They are not watching for a slow-moving Model A. They expect a car in their lane to be driving at approximately the same speed that they are driving. So, enjoy the drive, scenery, and the camaraderie, but especially be aware of the other cars on the road.
Remember only <u>you</u> can prevent an accident in a Model A.

Ray Hinnant
Brazos Valley A's

THE QUAIL

Frank Rosin

Many of the Model A cars you see may have a quail on the radiator cap. Where did they *come* from'? Who made them'? Why is it a quail?

In the beginning of the 1920 years having some sort of mascot or logo on the radiator cap of cars became popular. There were many kinds made from horses to bull dogs on large trucks to windmills to bows and arrows and even figures similar to the ones on the front of ancient sailing ships.

Henry Ford can be credited with selecting the quail as the Model A mascot. He told Irving Bacon, who worked for him. He wanted something that would depict a quick getaway the way he was advertising his cars. Bacon suggested a rabbit but Ford wanted something better than that. He suggested that a quail flushes out of the brush just like a firecracker going off. He thought a quail would be just right. So a quail it was, designed with wings down as though it was just starting to fly off.
Of the 5,000+ parts in the Model A, Ford seemed to be involving himself in every step in the design process of the quail. Hundreds of drawings and samples were made until he was satisfied. He was not an easy man to please before he got to what is familiar on the Model A today.

The Ford factory did not make the quail. It was made by the George Stant Machine Works that had been making other radiator caps for many years. They were located in eastern Indiana at Connersville. It was Model A part number A-18385. It cost less than $1.00 to make and sold for $3.00. In one year over 250,000 were made.

This accessory is cherished by the people that restore cars. Even though an original quail was inexpensive, one might sell for $150.00 or more today, if it is in good condition.

The patent on making the quail radiator cap was never renewed so it is possible for factories to make reproductions today. Most dealers that have Model A parts sell a reproduction quail, but for much more than the $3.00 it originally sold for. Most of the time if you see a quail on the radiator cap of a Model A today it will be one of these reproduction quails made recently.

HUMOROUS SIGNS

On a Plumber's truck:
Don't sleep with a drip. Call your plumber.

Pizza Shop Slogan:
7 days without pizza makes one weak.

At a Tire Shop in Milwaukee:
Invite us to your next blowout.

On an Electrician's truck:
Let us remove your shorts.

In a Nonsmoking Area:
If we see smoke, we will assume you are on fire and take appropriate action.

At an Optometrist's Office:
If you don't see what you're looking for, you've come to the right place.

On a Taxidermist's window:
We really know our stuff.

On a Fence:
Salesmen welcome! Dog food is expensive.

At a Car Dealership:
The best way to get back on your feet -- miss a car payment.

Outside a Muffler Shop:
No appointment necessary. We hear you coming.

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

Upcoming Events and Tours!

Feb 3	**Sun**	**Super Bowl breakfast and Tour Canceled** Old car enthusiasts are invited to "no Host" breakfast 9:30 am at Pappy's Greasy Spoon 243 NE 2nd Ave, Canby, OR
Feb 7	**Thur**	**General Meeting** 7:00 pm, Willamette Heritage Center, Mission Mill, Card Room, 3rd Floor
Feb 11	**Mon**	**Breakfast** at Sybils 2373 State Street **,** 8"30 am
Mar 7	**Thur**	**General Meeting** 7:00 pm, Willamette Heritage Center, Mission Mill, Card Room, 3rd Floor
Mar 11	**Thur**	**Breakfast** at Sybils 2373 State Street **,** 8"30 am
Apr 4	**Thur**	**General Meeting** 7:00 pm, Willamette Heritage Center, Mission Mill, Card Room, 3rd Floor
Apr 8	**Thur**	**Breakfast** at Sybils 2373 State Street **,** 8"30 am