January
2019

The Connecting Rod

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

1931 AA Dump Truck

Model A Ford Club of America

SALEM, OREGON

Model A Restorers Club

Next General Meeting, Annual Meeting, Roth's Founder's North Conference Room, Salem, OR
Sunday, January 13th, 2019 at 5:00 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		
	Fred Lissner	19		

Swap Meet Committee Lew Garrison, Gary LeMaster

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

A Note from Bob

"I hope that in this year to come, you make mistakes. Because if you are making mistakes, then you are making new things, trying new things, learning, living, pushing yourself, changing yourself, changing your world. You're doing things you've never done before and more importantly, you're doing something. So that's my wish for you and all of us and my wish for myself. Make new mistakes. Make glorious, amazing mistakes. Make mistakes nobody's ever made before. Don't freeze, don't stop, don't worry that it isn't good enough, or it isn't perfect, whatever it is: art or love, or work or family or life." Whatever it is you're scarred of doing, Do it. Make your mistakes, next year and forever. – Neil Gaiman

Mistakes or not, here we go…
First off, a reminder that we will not be meeting at the Mill this month and will get together at t he Annual Banquet at the West Salem Roth's on Sunday, January 13th. There have been good discussions about club programs and events this past year. I am looking forward to developing t hose ideas and hearing further suggestions. Let's get together on them. Please call me to discuss them or meet for coffee or lunch. My number is 541-740-8117. Thank you all for your past participation. We have a food & consistent core group with lot of experience with the club. Best wishes for the coming year. If we're not making mistakes, we're not doing anything! Thank you, Bob

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

All Members, Spouses and Guests of the

WILLAMETTE VALLEY MODEL A CLUB

Are cordially invited to the Annual Banquet at

ROTH'S FOUNDERS ROOM
1130 WALLACE ROAD NW
SALEM, OR

Sunday January 13, 2016

Social Hour 5 pm – No host bar Dinner will be served at 6 pm

Installation of new officers, Awards, & program to follow

Main menu dishes to choose from are:

Traeger Smoked Painted Hills Brisket – slow cooked, with red wine au jus or
Lemon Dill Roasted Salmon – oven baked, infused white wine
Eggplant Parmesan – Lightly breaded with fresh marinara & topped with cheese
Eggplant Lasagna – Lasagna style layers of thinly sliced eggplant, marinara

Includes:

All dinners come with Signature Parmesan Roll, Caesar Salad, Mixed Vegetables and Roasted Red Potatoes. Coffee, Tea and Water. There will be a Model A Sheet Cake for Desert.

Submit $10 per person, your menu choice and number of attendees to Gary LeMaster by US Postal mail to 1845 Lockhaven Drive NE, Salem, OR 97303-2970; phone 503-393-6069; or Email: grlemaster@msn.com by January 8th so food service can be planned

Remit your payment in cash or check to Gary made out to the:

"**Willamette Valley Model A Club**"

First Come First Served Basis – Limit 40 Individual

Minutes of the Willamette Valley Chapter Model A Ford Club of America

President's Lunch held December 8th , 2018

The President's Lunch was held this year at the Northwest Vintage Car & Motorcycle Museum at Antique Powerland in Brooks.

Decorations, room set up, and serving were provided by Diane and Gary LeMaster, plus Brenda and Tim Fleming. Good job folks!

Lew Garrison brought his beautiful "Vicky" for display. It certainly enhanced the Model A Mood, along with the other wonderful cars at the Museum.

A special thanks to Gary LeMaster, who facilitated the use of the Museum for this year's luncheon.

The Social Hour commenced at 11:00 am and Lunch about at Noon.

At 1:00 pm the business portion of the meeting started consisting of a combined General Meeting and Board Meeting for December. President Gary LeMaster started the meeting with a short re-cap of his year as President. Everyone present waived notice of time, place and purpose of the meeting.

No Model A problems were noted.

The next items of business were the approval of the previous month's minutes and the Treasurer's Report. Upon motion duly made, seconded and unanimously carried, the previous month's minutes for both the General Meeting and the Board of Directors were approved, as printed in the December Connecting Rod.

Gary LeMaster gave a short report on "the state of the Club cash" which was also approved.

Our next social event will be Annual Banquet being held this year on January 13th at Roth's in West Salem. Details, including the time and menu options can be found on another page in this Connecting Rod issue. Cost is $10.00.

The next item of business was Elections. Our Officers and Board Members for 2018 will be:

President	-	Bob Myers
Vice-President	-	Gary LeMaster
Past President	-	Gary LeMaster
Secretary	-	Vacant
Treasurer	-	Gary LeMaster
Board Members	-	Fred Koon
		John Martin
		Fred Lissner
		Peggy Ramsay

New officers (Fred and John) and returning Board Member (Fred) will be sworn in at the January Banquet.

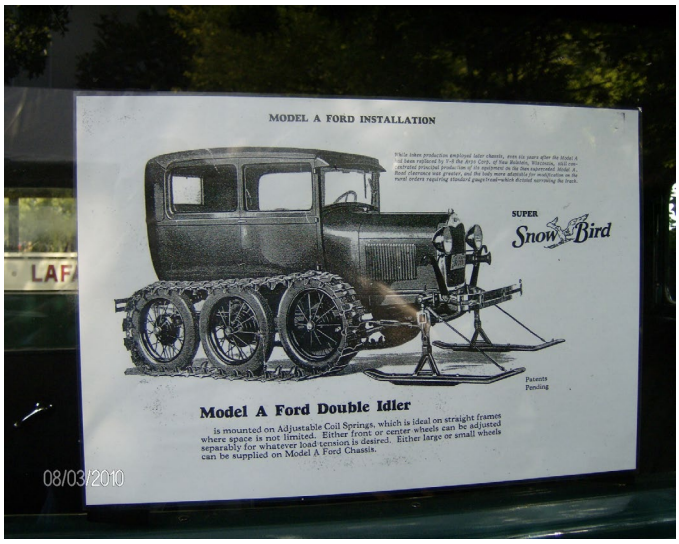
After the meeting was adjourned, members stayed afterwards and helped with the take-down and clean-up – which was much appreciated.

See you at the banquet.

FOR SALE

Driver, not a cherry, used for advertising. Have driven 100 miles out and back. Original. $10,000

Mile Cuffe, Eureka, Montana 1-406-293-1247. Email mcuffe@interbel.net



THOSE CAR ORNAMENTS ARE GUZZLING YOUR GAS

Did you know that Fisher (the company that made most all of the Chevrolet bodies at least through the '60's and maybe even today's Government Motor Company bodies) made Model T bodies?? The following is a list of the bodies made by Briggs and Murray.

- Briggs: 30-31 Coupe, Sport Coupe, Cabriolet, Open Cab Pickup, Town Car, a Deluxe Phaeton.
- Murray: Panel Delivery, Victoria, Station Wagon, Convertible Sedan 400-A, and the wood body "Hucksters".

A.M. Wibel was Ford's production manager and was one of the most feared men in Detroit. He required each supplier to open their books completely to Ford Motor Company. He also Rudolph is a drag. Literally.

General Motors engineers, clearly in a holiday mood, tested the effect of various decorations on gas mileage.

They found that adding holiday items to a vehicle -- such as reindeer antlers, a bow top or a Christmas tree strapped to the roof -- creates more surface for wind resistance. When the engine must work harder to maintain speed, it uses more gas.

Yep, holiday decor creates aerodynamic drag,

GM found:

Antlers. Reindeer antlers and Rudolph's nose create about a 1-mile per gallon decrease in highway fuel efficiency and a 3% increase in drag coefficient - commonly understood as air resistance.

Bow. A roof-mounted bow creates a 3.5-mpg decrease in highway fuel efficiency and a 15% increase in drag coefficient.

Christmas tree. A tree tied to a roof creates a 30% decrease in highway fuel efficiency and a 70% increase in drag coefficient. Air pushes against a tree with about 90 pounds of force.

Wreath. A grille-mounted wreath has no impact on aerodynamics but may reduce cooling airflow to the engine.

"It might be best to let Rudolph lead Santa's sleigh instead of your ride this holiday season" said Joel Ruschman, " GM aero performance engineer.

Phoebe Howard, USA TODAY

FORD BODIES

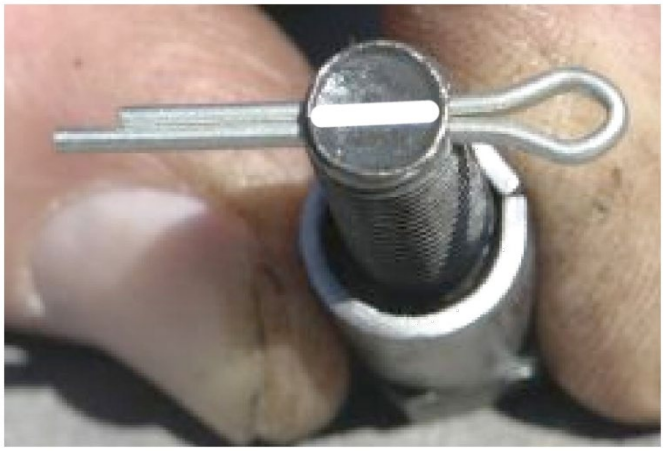
There are volumes of books written about the Model A Ford. Countless articles have been written about how the car was built, how to maintain them, how to restore them, and how to enjoy them. But I espouse that one can learn more with just a few hours wandering around the parking lot looking a Model A's parked during a Regional Meet. First one must the subtle and not so subtle differences between the early A's while Henry was fussing about Edsel's pushing to replace the "T" and the later A's when Henry finally got it right.

As we would walk between the cars, I would learn about the differences between body styles, that Model A's had only black fenders, and that different sheet metal shops made different bodies for the New Ford. At one time, I could tell a Briggs body from a Murray. I remember that one had more rounded corners on the window, and the other more right angled corners. I didn't pay much attention to town sedan or four door bodies. Sorry, but four doors just don't do much for me. I was much more interested in learning about and looking at the more sporting looking cars like the cabriolets, roadsters, phaetons, coupes, and the A400s.

Speaking of bodies, it is important to know that Ford made most of their production line bodies. Ford made the Tudors, Phaetons, Roadsters, and closed cab pickup bodies. However, Briggs, Murray, and Budd made thousands of bodies for the Ford Motor Company dictated how much profit each supplier was to make on each and every part, including bodies. Briggs operated with Ford without a contract which meant that they were at the mercy of Wibel. In 1929, Briggs and Murray supplied four door bodies to Ford. The Murray body cost Ford $237 while the Briggs body cost $229.71. Ford allowed a 10% profit on each body; so for example, Murray made $23.80 for each body sold to Ford. Unfortunately for Ford suppliers, they had to pay their labor, overhead, capital expenditures, and stock holders' dividends out of their 10%. In an audit of Brigg's books, Wibel discovered that Briggs had been marking up the cost of steel in addition to their profit. From that point on, Ford bought all of Briggs and all other suppliers steel.

Taken from Ray's Rust – August 2013
By Ray Hinnant

CASTLE NUTS AND COTTER PINS



The example is a rear motor mount bolt, but this will work on any bolts where it is difficult to see the cotter pin hole with the castle nut installed. Scribe a line across the end of the bolt before assembly to help "line up" the castle nut for that darn #%$@^&%&* cotter pin.

Dave Westenberger – Colonial Virginia Model A Club
PHOTO BY DAN using Dave's hand

DAYLIGHT SAVINGS TIME. WHERE DID IT COME FROM?

Apparently, there are several theories of how and why we started changing our clocks for daylight saving. Many people think it originated to allow children to help their families with farm work before having to go to school for the day. Another popular theory is that it was suggested by Benjamin Franklin in 1784 when he wrote a letter to the Journal of Paris advocating that if people woke up with the sun it would result in saving energy and resources in the need for candles.

According to National Geographic and David Prerau, author of *Seize the Daylight: The Curious and Contentious Story of Daylight Saving Time*, the idea of the modern concept of daylight saving was actually derived from George Hudson, an entomologist from New Zealand. In 1895 Mr. Hudson proposed a 2 hour time shift with the intention of having more sunlight after his day job to go bug hunting in the summer months.

The British Broadcasting Corporation attributes the modern-day concept of daylight saving to British builder William Willett. Mr. Willett was horseback riding on a summer morning in 1905 and noticed how many curtains were drawn against the sunlight. His solution was to move the clocks forward before summer began. In 1907, Mr. Willett published a pamphlet called "Waste of Daylight" suggesting clocks be turned forward by 4 weekly twenty minute increments in April and reversing the same way in September. British politicians in favor of Willett's suggestion proposed a Daylight Saving Bill, however it was defeated in 1909.

Author Prerau explains that the idea actually caught on during World War I when the German government started looking for ways to conserve energy. Because coal power was so predominant at that time, daylight saving really did result in saving energy. Germany adopted the system and soon after the United States, as well as nearly every other country fighting in the war began using the time change.

Although Benjamin Franklin may have identified the need for and the benefits of adjusting clocks, it appears we can thank George Hudson and William Willett for our modern day concept of daylight saving.

Lisa Gage, 03/08/18

HENRY FORD AND BANKING

Until I get tired of it, I am planning on a series of interesting (at least to me) facts, fiction, and philosophy of Henry Ford. Most will come from Wheels for the World: Henry Ford, His Company and a Century of Progress by Douglas Brinkley.

Henry had a major problem with banking. This was probably derived quite understandably since he had borrowed and tried to borrow money over the years from various banking institutions. His anti-semantic views were readily apparent when discussing the banking business.

Garrett, a writer from New York, made an appointment to meet with Henry and William Cameron, Ford's public relations officer. Henry immediately launched into a dissertation on the banking industry. It went on for over an hour when Cameron finally suggested that they adjourn for lunch. On the way to the cafe, Cameron asked Garrett, "Do you wonder how so much chaff can come out of what you know to be really a fine mill?" As they sat down to eat, Henry began once again, not from where he left off, but on a new banking topic. As the soup was served, Henry stopped talking, got a very serious look on his face, and said to no one in particular "Ahhh! I'm not thinking about that at all." With no other word, he pushed the chair back, rose abruptly and walked rapidly away. I guess he finally figured out he was not going to solve that problem and so off he went to solve one he could.

By 1927, Ford finally realized that his love, the Model T, which at one time accounted for a third of the yearly production of automobiles, was now far behind Chevrolet and even the Whippet which was running third was nipping at his heels. Ford had to totally retool so he shut down the "T" factory and spent months and $250 million dollars producing what most of us consider maybe the most important car to be built. His marketing and advertising genius were well displayed in introducing the Model A.

However, there was a major problem that did not allow Ford to just redesign a new car and get it into the hands of the population. Chevrolet had GMAC financing. One didn't have to either save for a car or buy a used car when he could buy one that was worth a little more if he could take a little extra time to pay it out. He had to finance in Germany as the A was introduced and Edsel and Henry knew that the same model would have to be doing here as well. Edsel worked with some banking folks and with backers started the Universal Credit Corporation. With financing, 1.5 million Model A's were sold the next year besting Chevrolet and all others. For only $150 down and $12.50 per month could buy a $550 Model A rumble seat roadster. Will Rogers noted that "even the most experienced can't tell by looking at the car it was financed.

A couple of quotes by Thomas Edison concerning Henry Ford. Edison dismissed Ford's intellect early in their relationship. However, by the 20's, Edison said that he was "afraid of him, for I find him most right where I thought him most wrong." Edison: was once asked what made Ford tick, and he wrote on a card "An even and flowing foundation of energy, a vivid boundless imagination, a marvelous instinctive knowledge of mechanisms, and a talent for organization. These are the qualities that center in Mr. Ford."

See you down the road.

Taken from Ray's Rust – September 2013
Ray Hinnant

TODAY'S CARS DON'T NEED HIGHWAY MILES TO SURVIVE

I'm retired, and at age 70, I hit my midlife crisis and bought my first Mercedes (new). But being retired and living downtown in the city where I can walk to most things, I find myself

doing city driving almost all the time. So, is it necessary to get on the freeway once in a while to keep the car engine in good shape? If so, how frequent and how far as a minimum? I enjoy your column!

Jim

No, there's no need to drive your car on the highway, Jim.

People used to tell you to take your car out on the highway and "blow out the carbon." But there is no more carbon. Modern engines with fuel injection, computerized engine controls and improved gasoline run so cleanly now that if you take your engine apart after 50,000 miles, the tops of your pistons will be as clean as they were when you drove off the lot. So doing only "in town" driving is no problem.

And if you're driving for at least 15 or 20 minutes on a semiregular basis, you're probably getting the exhaust system hot enough to evaporate most of water vapor that condenses in there when the exhaust system is cold.

If you take all five-minute trips, you could cause your exhaust system to corrode prematurely. An exhaust system on this car could run you a few mortgage payments. On the other hand, the exhaust system on a Mercedes is pretty robust. So even with all those short trips, corroding the exhaust might take 10 years. .And by then, your ne'er-do-well son probably will have talked you out of this car, and you'll be driving a 2028 S-Class, and we can let him replace the exhaust.

Enjoy your car, and don't worry about it, Jim.

BY RAY MAGLIOZZI

Cars.com

The Evolution of Auto Repair

1900s- The first automobile owners hire ·chauffeurs" whose duties include repair and maintenance. Ford Motor Company sends some of the first factory-trained mechanics out to service customers' cars.

1910s-Henry Ford's Model T, promoted as a vehicle that can be repaired by the average car owner with simple hand tools, paves the way for the first generation of do-it-yourselfers. Kansas City entrepreneur George Pepperdine opens the Western Auto Supply Company, a mail-order business selling parts and accessories for the Model T.

1920s- The Chilton Book Company publishes one of the first do-it-yourself repair guides detailing the inner workings of automotive systems.

1930s-Hydraulic brakes and automatic transmissions make cars safer and easier to drive but add a new level of complexity to automotive repair and maintenance.

1940s-Volkswagen's Beetle comes to America and creates a new crop of backyard mechanics by virtue of its easy-to-work-on design.

1950s- The dawn of the hot-rod era adds a twist to the do-it-yourself phenomenon, with people working on their cars to improve their appearance and performance.

1960s- The federal government's first emissions-control regulations foreshadow massive changes for automobile engines in the decades to come.

1970s- Engine performance test equipment, generally available in large repair shops, begins to limit home repair work for all but routine maintenance and repairs.

1980s The beginning of the end to do-it-yourself major automotive repair work and non-routine engine analysis. More and more work is being performed by dealer and chain store owned certified repair shops. Test equipment cost becomes a factor regarding type of repairs performed.

1990s Module components replace individual part replacement for many repair operations.

The Cabrioletter

A GAS CAP REMEDY?

Reproduction gas caps have a quality issue that can cause you some amount of grief. A large single rivet in the center on the bottom of the cap holds the assembly together. The rivet

goes through the bottom metal grabbing device, a red colored gasket, and a large brass flat washer. Off to the side is drilled a vent hole through all three parts. Without a vent hole the tank would experience a vacuum lock as the gas in the tank is depleted. Eventually it would stop the gravity flow of gas to the carburetor and the car would appear to run out of gas.

It is possible, and extreme likely, that as the cap is twisted on and off the tank numerous times, one or more of the three parts will rotate out of position on the center rivet. When this happens, the vent hole will be blocked off and the vacuum thing will happen. When you remove the cap you are liable to hear a "Whoosh" sound as air rushes into the tank to equalize the pressure.

Before you allow the vent hole to become blocked it is a good idea to modify the cap. Drill a second hole through the three pieces. Be careful not to drill clear through the top of the cap, just the three pieces. Tap the hole for a 6-32 screw. Lock-tight or epoxy it in place so it won't fall into the gas tank. The screw will prevent the three parts from rotating out of position and the vent hole will remain in alignment through the three pieces.

Technical Tip: by Tom Endy

The Cabrioletter, March 2007

TEN TIPS FOR WINTER STORAGE

1. Cover the car with a breathable car cover. Many garages might not have a vapor barrier beneath the floor, so moisture can come up through the floor, speeding corrosion and rust.

2. If you are storing your car for longer than a month, put a battery manager on it. The device senses when a battery needs to be charged and turns itself on and off accordingly.

3. Top off the gas tank and add a fuel preservative. The full tank will keep out moisture and the preservative will keep the gas from breaking down. After adding the preservative, go for a short drive to mix the preservative and run the mixture through the fuel line and carburetor.

4. Try putting down a few moisture pads on the upholstery to absorb moisture inside the car. No one wants to smell mildew in the spring.

5. Rodents can nest in an engine compartment (and inside the car). Try a rodent repellent under the hood, but remember to remove it before starting the engine.

6. Make sure the antifreeze is fresh and topped off to avoid corrosion, or the cooling system drained.

7. Change oil before storing – you do not want to see nasty sludge in the spring.

8. Over-inflate tires to avoid flat spotting. If storing the car more than a couple of months, elevate the car on jack stands or blocks beneath the axle to take pressure off the tires.

9. Put the car away with a good wash and wax job to protect the paint. Protect chrome or nickel components with wax or paint sealant.

10. When a car sits, the oil settles into the pan, leaving the engine without lubrication. In the spring, disconnect the high-tension coil wire and spin the motor (do not use the choke or depress the accelerator pedal). Then start the car.

Edited for the Model A from Richard Griot of Griot's Garage

MODEL A BRAKE DRUMS

This notice was printed on page 514 of the November 1930 Ford Service Bulletin just about the same time that the Victoria body style was announced.

"Under no circumstances must any attempt be made to turn down brake drums on A cars and AA trucks. The brake drums we supply have a rolled braking surface to lessen any possibility of scoring and it is very essential that this surface not be touched with any kind of machining tool." Previously there had been this announcement in the Indianapolis, Indiana District Letter to all Dealers dated Feb. 5, 1930:

"For your information, all Ford A Brake drums are now the rolled type. This prolongs the life of the braking surface and reduces the possibility of scored drums."

And in the September 22, 1930 Letter to all Dealers from the same District Office was this note: *"TURNING DOWN BRAKE DRUM: We understand that manufacturers of machining tools are attempting to sell dealers a unit for turning down brake drums for the A and AA cars and trucks. The brake drums that we supply have a rolled surface, which practically eliminates scoring. Therefore, it is very essential that this surface not be touched with any kind of machining tool. We kindly request that you advise your entire organization to this effect, for a similar condition was recently brought to our attention where the drum had been turned down by some outside brake firm, and after the work had been performed and the job built up again, the brakes held up for approximately 30 days. They were then disassembled and it was found that the brake lining was worn completely in two in the center of each shoe and was not worn at the ends at all; in other words sufficient stock had been taken off the drum so that the braking surface of the drum did not fit the contour of the shoe. We would suggest that dealers use the utmost care in these operations so that there will be no regrinding done."*

So what about this "rolled surface"? On November 20, 1929 Henry Ford applied for a patent on a "Machine for Manufacturing Brake Drums". The patent, number 1,873,568 was granted Aug 23 1932. This machine was designed to provide the "rolled surface" on the brake drums being used on the Model A and AA cars and trucks. According to statements within the text of the patent the general practice of the day was to grind the braking surface to remove any left-over scale and to make the drum round. This process usually involved two grinding steps, one rough grind and a finish grind. The rolled process eliminated one step, as only one pass with the rolling machine was necessary therefore reducing the cost of the brake drums. "The braking surface of the drum instead of being ground is rolled, so that a truly circular braking surface results and one that is much smoother than the ground surface in ordinary brake drums. Further, this rolling operation may compact the metal of the braking surface so that a drum having a longer life results. "So that's why Ford Motor Company strongly urged that the Model A brake drums not be machined. I have also seen a copy of factory drawings of the Model A engine block which shows that the final diameter of the cylinder bores was a "rolled" surface,

If you are interested you can do a google search of the patent on Henry's machine for more details.

Thanks to Chuck Christensen for this article in *The Victoria Bustle*

RULES FOR BEING HUMAN

You will receive a body. You may like it or hate it, but it will be yours for as long as you live. How you take care of it or fail to take care of it can make an enormous difference in the quality of your life.

You will learn lessons. You are enrolled in a full-time school called Life. Each day, you will be presented with opportunities to learn what you need to know. The lessons presented are often different from those you THINK you need.

There are no mistakes — only lessons. A lesson is repeated until it is learned. A lesson will be presented to you in various forms until you have learned it. When you have learned it (as evidenced by a change in your attitude and behavior), then you can go on to the next lesson.

Learning lessons does not end. There is no stage of life that does not contain some lessons. As long as you live, there will be something more to learn.

"There" is no better than "here." When your "there" has become a "here," you will obtain another "there" that will again look better than your "here." Don't be fooled by believing that the unattainable is better than what you have.

Others are merely mirrors of you. You cannot love or hate something about another person unless it reflects something you love or hate about yourself. When tempted to criticize others, ask yourself why you feel so strongly.

The answers are within you. The solutions to all of life's problems are within your grasp. All you need to do is ask, look, listen and trust.

You will forget all this. Unless you consistently stay focused on the goals you have set for yourself, everything you've just read won't mean a thing.

Ann Landers, Statesman Journal

HONEYMOON – WHERE DID IT COME FROM

After a wedding in ancient Babylon the bride's father would supply his son-in-law with all the mead – a wine made from honey - he could drink for a month. Because their calendar was moon-based, this period was called the "honey month" now commonly called the "honeymoon".

THE NEW MODEL A FORD

After months of suspense and following the most rigorous advertising campaign in automotive history, the New Ford – the Model A – was introduced in showrooms across the United States on December 2nd 1927. It was estimated that over 19 million people (approximately 10 percent of the country's population) viewed the New Ford on that eventful day. To accommodate the viewing demand many dealers opened their doors on Saturday December 3rd and on Sunday December 4th (an unheard of and suspect sacrilegious event). Nearly 25 percent of the population saw the "New Model A Ford" within the first week. Many Ford dealers did not have a car to display on December 2nd so large stand-alone cutouts and numerous pin-up posters were used to display the virtues of the New Ford. Less than 5,000 Model A's were produced in 1927. Many dealers waited until January or longer to receive the New -- Model A Ford. Not having cars on display and no firm commitment when a specific model would be received no doubt benefited other car manufacturers.

Dues are Due

It is that time again. Dues can be submitted at the Annual Banquet or by mail to PO Box 3031, Salem, OR 97302 or 1845 Lockhaven Drive NE, Keizer, OR 97303. Dues this year are $10.00 per family unit. Submit any questions to Gary, 503-393-6069 or 503-851-3349.

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

Upcoming Events and Tours!

2019

NO GENERAL MEETING IN JANUARY

Jan 8	**Mon**	**Model A Breakfast, Sybil's Restaurant 2373 state Street, 8:30 am**
Jan 13	**Sun**	**Annual Banquet, Roth's West Salem Enter at the rear, 5:00 pm Social Hour, 6:00 Dinner, 7:00 Program, Awards, Installation**
Feb 3	**Mon**	**Super Bowl Breakfast & Tour, Independence Grill, 9:00 am**
Feb 7	**Thur**	**General Meeting, Willamette Heritage Center, Card Room 3rd Floor, 7:00 pm**
Feb 12	**Mon**	**Model A Breakfast, Sybil's Restaurant 2373 State Street, 8:30 am**