



# The Connecting Rod

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



1931 A-400 Convertible Sedan

[willamettevalleymodel-a.org](http://willamettevalleymodel-a.org)

Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

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

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

<b>Newsletter Editors</b>		<b>Monday Breakfast</b>	<b>General Meetings</b>		<b>Board Meetings</b>
<b>January</b>	<b>Hardy</b>	<b>Jan 14</b>	<b>January</b>	<b>13</b>	<b>Annual Banquet</b>
<b>February</b>	<b>Hardy</b>	<b>Feb 11</b>	<b>February</b>	<b>7</b>	<b>Jan 14</b>
<b>March</b>	<b>Hardy</b>	<b>Mar 11</b>	<b>March</b>	<b>7</b>	<b>Feb 18</b>
<b>April</b>		<b>Apr 8</b>	<b>April</b>	<b>4</b>	<b>Mar 18</b>
<b>May</b>		<b>May 13</b>	<b>May</b>	<b>2</b>	<b>Apr 15</b>
<b>June</b>		<b>Jun 10</b>	<b>June</b>	<b>6</b>	<b>May 20</b>
<b>July</b>		<b>Jul 8</b>	<b>June</b>	<b>16</b>	<b>Jun 17</b>
<b>August</b>		<b>Aug 12</b>	<b>July</b>	<b>4</b>	<b>Swap Meet</b>
<b>September</b>		<b>Sep 9</b>	<b>August</b>	<b>1</b>	<b>Four Club Picnic</b>
<b>October</b>		<b>Oct 14</b>	<b>September</b>	<b>5</b>	<b>Aug 19</b>
<b>November</b>		<b>Nov 11</b>	<b>October</b>	<b>3</b>	<b>Sep 16</b>
<b>December</b>		<b>Dec 9</b>	<b>November</b>	<b>7</b>	<b>Oct 21</b>
			<b>December</b>	<b>7</b>	<b>Nov 18</b>
					<b>Dec 16</b>
					<b>President's Luncheon</b>

**A Note from Bob**

Its been a busy month. Gary gave the Board a list of what he's been doing for the club for so long. And there's even more than we realized. I know we all appreciate his contributions and again congratulate him for his award of Member of the Year for 2018. As we "March" into Spring we have tours planned this month & next. Remember to contact Tim Fleming or me with your Spring Tune-Up needs. See the calendar below. And reach out to us with any questions. (We're on the Roster!!!)

Enjoy the sun when it's shining,  
 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 at (503) 393-6069

Willamette Valley Chapter Model A Ford Club of America  
Board of Director's Meeting  
February 18, 2014

Those present were: Blair Wasson, Bob Myers, Fred Kroon, Fred Lissner, Gary LeMaster, John Martin, Ron Whitworth and Lee Hardy.

Ron presented action so far on our June Swap Meet. It was suggested we request Chemeketa student help with 'take down' on Sunday afternoon, in addition to last year's help.

Proposed tours discussed: March 10, Gervis Chicken Dinner, Chris Feskens; Interesting house outside Silverton, Lew Garrison; April 6, Plowing with horses and mules outside McMinnville, Chris Feskens, Update on McKenzie Highway Geology Tour, Fred Lissner; Collector, Tour home, era clothing with Model T Club, Jerry and Sandy Grulkey.

The need for Newsletter editors was discussed.

The number of Club members and event attendance are down.

How can we spread the Club administrative load more evenly? i.e. tour leaders, event planners, Swap Meet duties, etc.

Respectfully Submitted: Bob Myers

### **2019 Dues are Due**

\$10.00 Dues per family will be collected for 2019 during the March General Meeting. Cash should be deposited in an envelope, your name written on the envelope and placed in the box on the front table. Checks should be placed in the same box. Dues can be mailed to the Willamette Valley Model A Club, PO Box 3031, Salem, OR 97302. Questions should be directed to Gary LeMaster.

### **ON THE LIGHTER SIDE**

6-year old was asked where his grandma lived. "Oh" he said, "She lives at the airport, and when we want her, we just go get her. Then when we're done having her visit, we take her back to the airport".

I was driving with my three young children one warm summer evening when a woman in the convertible ahead of us stood up and waved. She was stark naked! As I was reeling from the shock, I hear my five-year old shout from the back seat, "Mom - That lady isn't wearing a seat belt!"

The real art of conversation is not only to say the right thing at the right time, but also to leave unsaid the wrong thing at the tempting moment.

The older you get, the tougher it is to lose weight, because by then your body and your fat have gotten to be really good friends.

The easiest way to find something lost around the house is to buy a new replacement for it.

He who hesitates is probably doing the right thing.

# Willamette Valley Model A Ford Club

March 7, 2019 General Meeting Program

## **LADIES & GENTLEMEN!**

### **Quilting**

Ladies, Gentlemen and guests are invited to attend our

March 7<sup>th</sup> General Meeting

Planned with women and men in mind.

Gary LeMaster has arranged for **Vickey Winn** to present a program on **Quilting**. Vickey stages the Quilt Show at the annual Steam Up at Powerland Heritage Park. This is our second presentation since October with Ladies in mind when Judi McMillin Richter presented her program on the '82 Model A World Tour.

We're looking for more programs and tours of interest to both women and men.  
Please contact us with your ideas.

**Monthly Meetings:**                      **First Thursday of each month at 7 PM**

**Usual meeting place:**                      **Card Room in the Thomas Kay Woolen Mill**  
**Willamette Heritage Center**  
**1313 Mill St. SE**  
**Salem, Oregon**

541-740-8117 [eventswwmafc@gmail.com](mailto:eventswwmafc@gmail.com)



## GERVIS CHICKEN DINNER

Hello Willamette A Club! We're looking forward to meeting up with the Model T and Horseless Carriage Clubs on **Sunday, March 10<sup>th</sup>**. Leave EZ Orchards Market (Corner Cordon Road and Hazelgreen Road) At 10:30 AM. Cost of Dinner including desert \$11.00 (\$7.00 takeout). Antique or modern car your choice.

Chris Feskins

[cfeskins@comcast.net](mailto:cfeskins@comcast.net)

## THE YAMHILL VALLEY HERITAGE CENTER FARM FEST & PLOWING COMPETITION TOUR Saturday, April 6, 2019

Model T/Model A/HCCA Club April Tour

Largest plowing competition on the West Coast with 20+teams of draft horses and mules  
Blacksmith, Sawmill, Farm demos, Food, Music, Pioneer kids' activities, Vendors & More  
Adults \$8 – free for kids under 12. Service animals only.

Hours 10 am to 4 pm

Food Vendors On-Site

Leave West Salem Roth's Fresh Market, front parking lot, (1130 Wallace Rd NW) at 9:00 a.m.  
We'll tour to Yamhill Valley Heritage Center, 11275 SW Durham Ln., McMinnville, OR 97128,  
travel mostly by back roads (about 5-6 miles on HWY 99W).

Rain or Shine - Antique cars or modern your choice.

Chris Feskens

[cfeskens@comcast.net](mailto:cfeskens@comcast.net)

### CLUTCH BEARING MAINTENANCE

How long has it been since you greased the clutch throw-out bearing on your Model A? Where is the clutch throw-out bearing? The clutch throw-out bearing is located between the clutch plate and the transmission. Access to the throw-out bearing grease fitting requires removing the rubber or carpet floor mat and the metal plate on the rear of the clutch housing. The clutch housing plate is held into place with

two flat screwdriver head bolts. Loosen the bolts until the metal plate can slid upward toward the engine and removed. The grease fitting is on the top of the drive line. A couple squirts should be sufficient. I grease the throw-out bearing in my car every 1000 to 1500 miles. The clutch throw-out bearing only operates when your foot is on the clutch pedal. "Riding" the clutch to slow down, when shifting



gears or depressing the pedal while stopped, i.e. at a stop light or waiting in traffic, all bad habits causing excessive throw-out bearing wear. While greasing the bearing is inconvenient, replacing the Model A throw-out bearing requires removing the engine or transmission. My advice, do not depress the clutch pedal to slow road speed or cease forward motion. Rather apply the brakes using long intermittent pulses; and when stopped, depress the clutch pedal, shift into neutral, release the clutch pedal and hold position using the braking system. That are what car brakes were designed to do.

Interesting enough, modern manual transmission automobiles and trucks still use a clutch throw-out bearing similar to that in our Model A Fords. The main difference is access to this bearing is more complicated. Some models require removal of the engine and transmission as one unit. So – whether driving your Model A Ford or a modern manual transmission vehicle you want to do everything you can to prolong throw-out bearing life.

Leland Hardy  
The Connecting Rod  
Willamette Valley Model A Club

### **WHEEL COLORS**

Prior to June 1930, wheels were dipped in gloss black enamel. Colored wheels, beginning in June 1930, were available as an accessory on all passenger vehicles except the Deluxe Roadster, Cabriolet, Deluxe Phaeton, Convertible Sedan, Deluxe Tudor and Deluxe Fordor (160-C) which were equipped with colored wheels as standard equipment. Ford specified that colored wheels were first dipped in a base coat of black enamel, then sprayed with a final color coat.

The following colors were available:

June 1930 through June 1931: Black, Apple Green, Aurora Red, Orange, Tacoma Cream. September 1930 through June 1931: Black, Hessian Blue (on vehicles painted Lombard Blue).

After June 1931: Black, Apple Green, Aurora red, Tacoma Cream.

The Cabrioletter, #140, June 2012

### **FACTS ABOUT RE-REFINED OIL**

The American Petroleum Institute (API) does not differentiate between virgin-sourced oils and re-refined oils; both can have the API seal of approval (certification). If it is tested, and it meets the same requirements that new oil has to meet for qualities, such as cold-start, viscosity, engine wear and rust protection, it earns the API seal of approval.

Re-refineries can produce one gallon of refined oil from three gallons of used oil. The balance is blended with heating oil and other non-combustion uses.

Portland General Electric and other state and federal entities already use re-refined oil.

### **RE-REFINED MOTOR OIL**

Re-refined motor oil has been readily available for consumers since about 2009. Recycled oil is made from used motor oil, which is taken to a re-refinery, cleaned and re-infused with an additive to make it good as new. "Petroleum, or oil itself, gets dirty, but it doesn't really wear out," said Tim Parker, owner of Northwest Green Products. "Only the additive package wears out, so once you put that back in, you get fresh oil," Parker said.

Although price often is a concern when switching to green products, Parker said re-refined oils, such as the Eco Ultra brand that his company distributes, are comparable to other brands in cost.

Re-refined oil takes 89 percent less energy to make than virgin sludge, or crude oil. And its popularity among auto shop owners is growing. "In the last 10 years, it has really taken hold of the auto industry in general because for the most part these owners want to function in a manner that is not polluting the environment," said Barbara Crest, executive director of the Northwest Automotive Trades Association (NATA). The NATA is part of the Eco-Biz certification process, and AJ's Auto Repair in Salem was the first businesses outside the Portland area to achieve the certification. There still is progress to be made on

convincing auto shop owners to go the green route, said John Taylor with the Oregon Department of Environmental Quality.

Despite some setbacks, Crest said the automotive industry generally is heading for a more environmentally friendly future.

Companies that sell re-refined engine oil to auto service shops seem to agree with her. Doug Jensen of Christenson Oil in Portland said his customers love the stuff. "I've been in sales for 30 plus years, and I have never seen a product that is embraced like (re-refined oil) is," he said.

From Statesman Journal article by Lauren Gold April 22, 2011

To buy re-refined oil for your vehicle go to;

AJ's Auto Repair  
1858 13<sup>th</sup> Street SE  
503-581-7737

AAMCO  
1855 Liberty Street NE  
503-585-5737

### HISTORY OF THE CLUTCH

For years, leather belts were used to control horses and hyperactive kids. Such a handy item became the first connecting device between an engine pulley and a vehicle drive wheel. Tension on the belt transmitted the power from one to the other.

In 1893, the Duryea brothers began using a large single-plate disk attached to the flywheel. It was lever operated with leather or fabric lining. Burnout occurred within a few hundred miles, fortunately an Englishman perfected the use of durable asbestos and solved the problem of constant repairs.

Source: Motorera.com  
Art Callan  
The "A" Preserver - September 2012

### MOTOR OIL

Several issues ago we had several articles regarding the changes to the formulation of the motor oil used in our modern cars. There have

been numerous opinions expressed as to the effect this may have on valves and bearings in our older cars. We have no opinion either way; However, we noticed an ad in an issue of "The Bulb Horn" indicating that the Classic Car Club of America has motor oil formulated to the old specifications. It is for sale. For more information see the web site [www.classiccarmotoroil.com](http://www.classiccarmotoroil.com) or contact John Klein 317-730-4361.

Art Grandle  
The Cabrioletter Sept. – Dec 2012

### WOOD PRESERVATIVE THE WAY FORD DID IT

I have restored a Fine Point Model A, a Tour Class Model A, and assisted two others with their Fine Point Model A's. At the moment I am restoring a 31 Model A Coupe. All these cars were good original Model A's with good wood in them and had wood that was preserved from the factory with an asphalt-based preservative.

The recipe is simple, one-part roofing tar and two parts un-leaded gasoline (it won't hurt if the gasoline has ethanol). Use a container with a wide mouth or a large coffee can. Get some pure asphalt tar with no fiberglass from a roofing supply center. Tar from a hardware store or Big Box facilities have fiberglass in it, which won't work. When you go to the roofing supply center, get the smallest piece they can sell you, which will probably be a 25-pound chunk. This is going to be more than you need unless you are re-wooding your whole Victoria. Take a hammer and break off some chunks. Put the smaller tar chunks on some heavy cloth or canvas, fold half the cloth 'over the chunks and beat them up with a mallet. Put the smaller pieces into your container up to one-third (1/3) it's height. Pour the gasoline (1/3) over the height of the chunks & stir with a paint stick. Stir & stir & stir until the tar is well dissolved or next to completely dissolved, cover it & let it sit overnight. Check the next day that the tar is completely dissolved & not sticking to the bottom of the container. The texture of your mixture should be about as

thick as pea soup. If not thick, add some more tar. If too thick, add more gasoline until the texture begins to thin out; something like tomato soup. You should now have one-part dissolved roofing tar and two-part un-leaded gasoline.

Assuming you have fitted, but not anchored, all your new wood parts that will be used, wash down each part with rags or brush, or spray the parts with a spray gun, or a garden sprayer. You should wear rubber gloves. The goal is to get all the wood covered with this product. Once the pieces of wood have been coated, let them dry for a couple of days until they are a little sticky to the touch. If at this point the pieces of wood look dark but not black, re-coat them to get them darker. The initial coat has done its job of penetrating the pores of the wood. The gasoline serves as a solvent to melt the tar but also soaks into the pores of the wood. When the product has dried, what you have left is an asphalt moisture barrier like Ford used. You can now fasten all your wood parts into the body of the car. Most of your body wood parts should be ash and/or oak. Some top bows are maple. The color difference is determined by how porous each type of wood is.

On the cars I have restored, any wood not removed was cleaned with some mineral spirits and then the preservative was brushed on heavily and let dry, which should be good for another 82 years.

This product is also perfect for your floorboards & can be painted on in several coats until black. Use a wide brush or rags so you can get the edges easily. The product will usually dry dull. After the last coat, the product may be a little shiny. When the last coat is dry but is a little sticky to the touch, rub the boards down with a lint free soft cloth, which will dull the finish. Or go over the boards lightly with a 3M pad and see what that does. Let the boards dry for at least a week before they are trimmed out

In summation, all the wood in your car should be treated with this product preservative. I want to point out that the application of this wood preservative will vary in different geographical areas due to temperatures and

humidity, so experiment with what works the best for you.

This asphalt-based product can also be used for radiator paint. After Ford went to painted radiators from plain brass, radiators were finished with asphalt-based paint, because asphalt dissipates heat yet protects all the metal surfaces from rust and corrosion. According to the Judging Standards, radiators are to be a flat black color.

By Dale Gosa  
The Charter Oak Acorn News  
December 2012

## **FORD AUTOMOBILE HISTORY**

In 1904, the "Ford 999 Racer" set the world speed record. This is only one of the reasons that lead to the Ford becoming one of the most popular cars around the first of the century. Prior to this time several other companies lead Ford in sales.

By 1906 there were over 130 different makes and models of gasoline automobiles produced. Prices ranged from the \$500 Ford and others to over \$2,500 with the average price being around \$1,000 to \$1,500. Automobiles in the \$1,000 and below category were generally single cylinder under 10 horsepower models. In 1906 the world speed record was set in a Stanley Steamer at the unheard-of rate -- 127.66 miles per hour. The Rolls Royce sold for over \$8,000.

As you can see, Ford was by far not first. It was the lone fact that Henry Ford offered in 1905 the four-cylinder, 15 horsepower 'Ford Model N' with a two-speed planetary transmission, a weight of about 700 pounds, and seating two persons for \$450. The only four-cylinder auto offered for a price below \$1,000.

It was in 1916 that the real competitor came into view the 'Chevrolet Model 490' which sold for \$490. Upon the introduction of the 'Ford Model T' and later the Ford Model A did Ford



Motor Company lead all other automobile manufacturers setting new production records. In 1930 Chevrolet engineers (some who used to work for Ford) developed the in-line six-cylinder automobile engine. Chevrolet sales took off, putting pressure on Henry Ford.

Ford's response in mid-1931 was introducing the mostly steel-body 1931 Model A. Not being enough to blunt Chevrolets popularity, Henry changed production in late 1931 to the new and improved 1932 Model B. It offered more engine horsepower, a balanced crankshaft and a pressurized oil system in the same body styles as the late 1931 Model A. Being a new and improved 'Ford Model A' was not enough, Chevrolet was producing more automobiles than Ford. Early in 1932 Ford engineers finally convinced Henry that spending more time trying to develop the Henry Ford suggested 'X' engine was futile. Among other problems, oil consumption was horrendous. About the same time and partly by accident while trying to perfect the 'X8' engine the concept of a 'V8' engine arose. The first 'Ford V8' engines were essentially two four-cylinder Model B engines cast together and a common crank shaft. Piston bore and stroke were the same. The performance of the successful 'Ford V8' engine carried Ford until 1955, when Chevrolet engineers were finally able to develop their version of a competitive 'Chevrolet V8' engine.

Edited from multiple sources  
Leland Hardy  
The Connecting Rod  
Willamette Valley Model A Club

### **FROM THE BLUE SCILLA TO THE BLUE FORD EMBLEM**

As the wife of auto pioneer Henry Ford, Clara Ford was so wrapped up in her home and gardens that the plainspoken Michigan farmer's daughter said she used a seed catalog for a pillow.

In the few accounts published about Clara, she is sometimes portrayed as a completely guileless person who lived a fantasy existence,

and sometimes as a devoted housewife with simple thoughts and simple needs.

The real Clara Bryant Ford was far more complex. She wanted the best for Henry and her family, and she was capable of being less than kind in achieving it. Henry met Clara (called Callie) Bryant at a New Year's dance which he paid \$1.25 to attend (women were admitted free). The price included a midnight snack of oysters and oyster stew. Courting was a happy time for both, with lots of music and dancing. In-season, husking bees by moonlight with a late meal were considered romantic. In 1888, they were married in the front parlor of the Bryant home. Clara was 22.

In the years between 1888 and 1893, Clara and Henry moved six times, from the farm to rented apartments in the city, sacrificing stability for her husband's ambitious moves at Edison Illuminating Company and the emerging automobile manufacturing business. Charles Sorenson, a Ford manager and family friend said,

"She was eternally loyal. She was what Henry needed and had the courage to express her views on business problems. To begin with, her life was not easy. They were just getting along with their small income. They shifted homes frequently and every penny they had to spare was used for his experiments. They had no servants or social life". Her thriftiness was often mistaken for poverty.

By 1906, business was good (100 cars a day) and life began to change for the frugal Clara. She decided to fix up the old Ford house and ordered 4 Catalpa trees, 2 flowering peach, 1 Althea, a white lilac and a crimson rambler. After so many rented apartments Clara no doubt was yearning to have her own garden.

When their new home was built on Detroit's Edison Avenue, Clara ordered a library of 1,000 books, a greenhouse and gardens, a summerhouse and pergola. Indulging her now-green thumb, she had a landscape architect design the grounds with 24 shrubs, 2 hedges, 19 trees and 57 perennials. There were flowers in the house at all times. The garden had a phlox border, a pool with water lilies,

many heliotropes, pink geraniums and a rose garden. In July, 1909, Henry and Clara bought the Black Farm in Dearborn (later called Fair Lane) with 200 acres bordering the Rouge River. When building began in 1913, Clara was responsible for the garden and grounds. Three greenhouses were built and a horticulturist was employed to convert the farm fields, meadows and woodlands into a beautiful natural setting for the residence. Her vegetable garden was bountiful with beans, peas, onions, squash, corn, pumpkin, melon, cabbage, celery, cauliflower, lettuce and tomatoes. When the Dearborn Garden Club was formed, Clara was elected President. She later became President of the Woman's National Farm and Garden Association. Clara's interest in Henry's affairs of business was keen and well informed. Henry must have been quite comfortable discussing business with her and she was learning the automobile business along with him. Henry knew that she loved the color blue and that she had planted acres of blue Scylla at Fair Lane. It is said that Henry ordered that his company's logo be blue to match the color of Clara's favorite flower --the blue Scylla. Whenever you see the little blue Scylla in the spring, remember to thank Clara for the blue oval emblem, which exists to this day.

Arthur Callan

Sources Via: The "A" Preserver:

Ford R Bryant: Clara, Mrs. Henry Ford

Anita Lienert, Detroit News, June 9, 2003

### **CARBON MONOXIDE THE SILENT KILLER**

Carbon monoxide (CO) is a colorless, odorless and tasteless gas resulting from oxygen restricted combustion of a carbon-based fuel. Common sources are: a leaky automobile manifold or muffler, automobile tailpipe exhaust and leaky furnaces, water heaters, gas stoves and poorly vented fireplaces in your home. At low levels of exposure, CO may cause tiredness. At high levels, people can experience nausea, dizziness and headaches. At very high levels, it can be fatal. You say "I can smell auto exhaust, and when it gets bad, I take corrective action". Wrong -- what you

smell is unburned carbon, not CO. Running your Model A Ford (or any car) in a poorly ventilated area or enclosure is a common mistake humans (especially us guys) make. We think the motor will only be running for a few minutes; and without knowing it, the few minutes turn into several minutes.

Typically, once the car starts our minds are concentrating on engine performance not ventilation. Open that garage door and use a fan, or better yet, push the car outside where natural ventilation can take over.

Leland Hardy

Willamette Valley A Chapter

### **ELECTRIC WELDING**

Through the art of electric resistance welding, the use of which the Ford Motor Company stands foremost in the automotive industry, it is possible to make the new Ford car an almost wholly steel car -- lighter, yet stronger and safer. Welding is ages old. The blacksmith first practiced it when in his charcoal forge he heated two pieces of steel to a temperature he deemed proper and then welded them into one piece under his hammer blows on the anvil.

Today science, with the aid of electricity, has made welding an important element in manufacturing steel parts. It has eliminated the guess work of even the highest skilled blacksmith and in the fraction of a second welds two pieces of steel into one with certain knowledge of the strength of the welded piece. This is accomplished by the same principle used by the blacksmith -- heat plus pressure.

The two pieces to be welded are clamped in copper jaws. A current of electricity is conducted through the copper jaws into the pieces, generating high heat at the points where the two pieces make contact with each other, which brings the surrounding metal to the fusing point. Then comes the application of pressure, which completes the weld and the two pieces become one.

Nowhere has the art of electric welding been

more extensively applied than in Ford Motor Company plants. In many cases machines have been designed that are radical departures from any in existence. Tools and fixtures unheard of have been developed, built and put into service.

Benefits of electric welding to the car owner are many. It permits the manufacture of strong single units, made up on several parts that are welded, bolted or riveted together. These units are stronger, more durable and safer because they are one piece of definitely known quality. They are lighter in weight by eliminating overlapping material. This reduction in weight is reflected in increased power through reducing car weight haul on the engine. Then there is also the economics in manufacture through which the owner benefits in low price.

Ford Motor Company  
1928

## I – 5 INTERSTATE FREEWAY FACTS

In its entire 1350-mile Canada to Mexico span; Interstate 5 has just one stoplight – the drawbridge at the Columbia River crossing; where water craft traffic has the right-of-way. Oregon Department of Transportation spokesman Dave Thompson says ‘We negotiated with the Coast Guard to get permission not to lift from 6:30 to 9:00 AM and 2:30 to 6:00 PM. Once the clock hits 6:01 PM, drivers are out of luck.’

Oregon is one of the states that tie its exits to mileage, starting with Exit 1: Siskiyou Summit, near the California border (and, at 4310 feet, the highest point on the entire interstate) and ending with Exit 308: Jantzen Beach.

Odd-numbered interstates run north-south while even-numbered ones run east-west. Roughly speaking, the numbers of the interstates get higher as you move west to east (Interstate 5 runs up and down the Pacific coast; Interstate 95 runs the length of the Atlantic coast, and south to north. Generally, the ones that span many states end in a "0" or "5."

Triple-digit interstates may cause confusion, especially because there is, for example, an Interstate 205 in California, Oregon and Washington. Thompson said triple-digit interstates are either loops (which leave and eventually rejoin the main highway; think Interstate 205) or spurs, which leave and don't come back (like Interstate 105 in Eugene. The second two digits refer to the main highway they are branching off.

“We were, once upon a time, going to have our very own spur here in Salem. Interstate 305 would have started at Interstate 5, sort of followed Chemawa Road and ended either in downtown Salem or across the river, emptying into Oregon Route 22,” Thompson said. “Because of community outcry, in 1976, the idea was dropped; instead, we got the Salem Parkway in 1986. Here's what you missed out on, Salem”:

"It was proposed to the feds in 1968, and it would have been 3½ miles long," Thompson said. "So we would've had the shortest spur in the state." Instead, that distinction belongs to Interstate 405, which clocks in at 4.25 miles.

Other Interstate 5 facts:

It's the second-busiest interstate in the country; Interstate 95, which runs from Florida to Maine, is the busiest.

The average daily traffic in 2011 that passes any given point on the interstate was 71,000; busiest segment in Oregon is the Boone's Ferry exit, which sees over 155 000 vehicles every day. It is probably is double that today. I-5 is pretty much the best thing ever.

Edited from Statesman Journal article dated September 25, 2011 by K. Williams Brown.  
Leland Hardy, Willamette Valley Model A Club

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

## Upcoming Events!

- |              |      |   |
|--------------|------|---|
| Mar 7        | Thur | <b>General Meeting 7:00 PM</b><br>Mission Mill, Card room 3 <sup>rd</sup> Floor<br>Quilting program                                     |
| Mar 10.....  | Sun  | <b>Gervis Chicken Dinner Tour</b><br>Leave E Z Orchards store 10:30 AM<br>Chris and Cookie Feskens                                      |
| Mar 12       | Tue  | <b>Breakfast at Sybils on State Street,<br/>8:30 AM</b>   |
| April 4      | Thur | <b>General Meeting 7:00 PM</b><br>Mission Mill, Card room 3 <sup>rd</sup> Floor   |
| April 6..... | Sat  | <b>Yamhill Heritage Center plowing contest<br/>with horses and mules</b><br>Leave West Salem Roth's 9:00 AM<br>Chris and Cookie Feskens |
| April 9      | Tue  | <b>Breakfast at Sybils on State Street<br/>8:30 AM</b>  |

