



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



**1930 Roadster Pickup**

[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, April 4th, 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 Koon</b>	<b>20</b>	<b>Tour Chair</b>	<b>Tim Fleming</b>
	<b>John Martin</b>	<b>20</b>	<b>Programs</b>	
	<b>Lee Hardy</b>	<b>19</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>LeMaster</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>NWVCMM</b>
<b>December</b>		<b>Dec 9</b>	<b>November</b>	<b>7</b>	<b>Sep 16</b>
			<b>December</b>	<b>7</b>	<b>Oct 21</b>
					<b>Nov 18</b>
					<b>Dec 16</b>
					<b>President's Luncheon</b>

### **A Note from Bob**

Turnout for our March General Meeting was outstanding! About 23 attended and afterward there was a nice gathering. Thanks to Blair and Tracy Wasson for refreshments. Quilting was a good topic and I'm hearing rumblings for another quilting program from people in club.

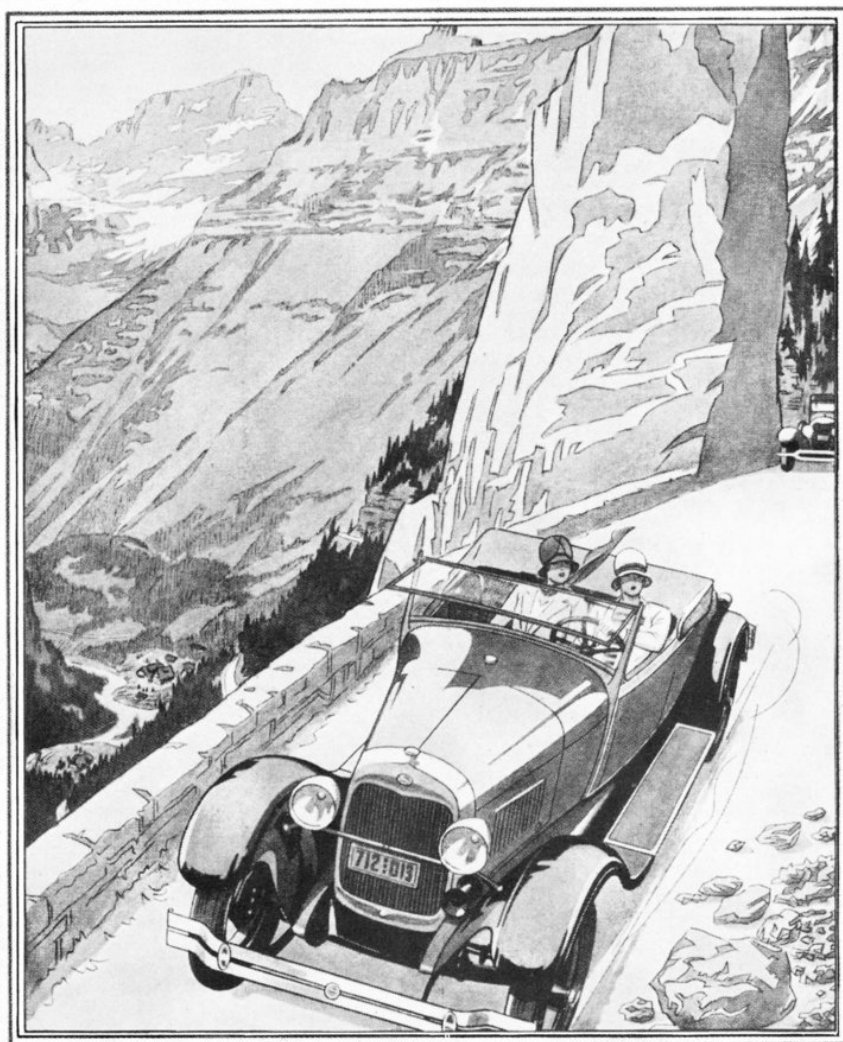
Now, let's get ready for more sunny days. It's time to get our Model A's ready for touring. At our April 4<sup>th</sup> General Meeting we'll spend some time on Spring Tune-Ups. So, write down your Spring Tune-up lists. Following you'll find Spring Safety and Preventative Maintenance Checklists. Maybe you'll find something we can help you with.

And we're trying something new - we'll have some time for a Show and Tell so bring something to show us or tell us about (or both).

Ladies are with your show and tell items and especially your ideas for the future.

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**



### *Springtime is Tourtime!*

If you belong to a chapter of the Model A Ford Club of America then the approaching warm weather has special meaning to you — it means a period of fun and goodfellowship is close at hand — meets, rallies, swap sessions and tours in that fine old car, the Model A. It's great! . . . If you do *not* belong to a chapter club then waste no more time — inquire about membership in the club nearest you, or if you would like to start a club in your town you can get help by writing to: **Chapter Coordinator, Model A Ford Club of America, 77 West Las Flores, Arcadia, California.**



## 2019 Dues are Still Due

**\$10.00 Dues per family will be collected for 2019 during the April 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.**

## 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)

## Mounting Right Side Tail light on 1928 Tudor

**Question:** I'm looking to install a right hand tail light (and turn signal) for safety reasons on my 1928 Tudor. Since it's a 1928, it has the drum tail light with the cast bracket attached to the rear body subframe. I'm looking for the location dimensions for the 3 holes on the right hand side to mount the new RH bracket? (Bratton's #19340) Also any information on the clinch nuts to install in the subframe rail would be appreciated. I've found nothing on this topic at all; been a real challenge. **Ken Dust**

**Answer:** I can find no source for mounting instructions for a RH tail light. I did find that the mounting positions for the LH tail light vary significantly from body to body and year to year of the Model A. I have mounted several RH tail lights on my cars and have taken careful measurements for the mounting position for the tail light on the left rear of the car and replicated that position to right rear of the car. Since the holes are covered with the mounting brackets, I suggest that you remove the brackets prior to taking measurements so that you can find exact distances to the center of the holes. Measure twice and drill once.

Clinch Nuts: The body Clinch-Nuts are found throughout the body and are used to join and mount various components. There is an excellent illustrated article titled: "Body Clinch-Nuts" in Volume 4 page 82 of the series of books "How to Restore Your Model A". If you do not have this series of books, they can be found and ordered from the MAFCA Store on the MAFCA Website at: [mafca.com](http://mafca.com)



# Chapter Chatter

In keeping with the "how to" idea we will discuss possibly the most important "how to" we could incorporate into our Model A hobby. It is a subject that we all know about but occasionally relegate to a lesser priority. The subject is the safety of our vehicles and safety practices on our tours. Once we get through our local Christmas parades most of us will garage our cars for a few months and stop our driving programs while awaiting the Spring activity schedule. This down time is perfect for taking care of those mechanical things that we have put off from last season.

A chapter program to help your members during this down period can be a "Spring Safety Check." Ideally get two or three mechanically savvy members, a garage or workspace that will hold a car and a few observers and use a checkoff list of items that will keep our cars as safe as possible on the road. The inspection team can check out each car, providing the owner with the checkoff list, recommending fixes as needed. Most chapters have members that are willing to help the less mechanically inclined in their group to make the corrections. The check list that my chapter uses is shown below.

When these items are checked and corrected your members' cars should be ready for the road and in as safe a condition as possible.

Now the second half of this equation - how we handle our cars safely on the road. We must remember that we are not driving our modern irons. Our A's don't respond the way our new family car does and our automatic driving reflexes can get us in trouble. I'm aware I'm preaching to the choir . . . you're saying, yeah, yeah this is not new! We know that! What I'd like you to do is just make a point

of reviewing this fact in your mind each time you climb into your A. When traveling with a group, follow a set of touring rules made up by your chapter tour director. Making this information available to your new members is a must.

Familiarize yourself with the state laws on impeding traffic (some states vary). Normally, stay right, stay well spaced and let modern cars come in between you. Pull off when a safe place is available, one car at a time or all cars to let modern cars pass. Use C.B.'s to communicate traffic situations or mechanical problems.

We all know how the folks in the oncoming cars smile, honk and wave at us—make sure those following us feel the same way. Some chapters use a sign on the last car that says, "(Chapter name) A's on tour. Please drive safely." I believe this does elicit a modicum of understanding from the following vehicles and asks them to be a little patient. We must realize that those other drivers out there don't know how slow we go, how limited our acceleration is, what our braking distance is and what our general mechanical capabilities are. It's up to us to make their lack of knowledge inconsequential.

As states become tougher on their environmental and junker car laws, we need all the support we can get from the general driving public. Given the opportunity, most people like to see the "old cars" on the road. We all have experienced that. Let us make sure we continue to keep ourselves and others safe on the road and keep up the reputation enjoyed by your chapter, your club and our hobby.

Charlie Scott  
Chapter Coordinator '98

## Spring Safety Checklist

ENGINE COMPARTMENT			UNDERCARRIAGE, WHEELS AND TIRES		
OK	NOT OK		OK	NOT OK	
		GAS LEAK AROUND ALL FITTINGS & CARB.			LOOSE KINGPINS
		LOOSE STEERING BOX AS WHEEL IS TURNED			ALL COTTER PINS
		LOOSE DISTRIBUTOR			BENT TIE ROD AND DRAG LINK
		CHECK FAN BELT TENSION, CHECK FOR CRACKS			CORRECT STEERING BOX BOLTS, NUTS & PINS
		CRACKED FAN AT HUB			BROKEN LEAF SPRINGS
		RADIATOR LEAKS			LOOSE SHOCK ARMS
		CRACKED RADIATOR HOSES			CRACKED WHEELS
		HEAD GASKET LEAKS			LOOSE LUG NUTS
		FRAYED WIRES AND LOOSE CONNECTIONS			WORN TIRES AND CUTS IN TIRES
		OIL LEVEL AND REAR MAIN LEAKS			TRANSMISSION LEAKS
		BENT OR STUCK ACCELERATOR RODS			BATTERY SECURE
<b>GENERAL CONDITION OF "A"</b>					LOOSE WHEEL BEARINGS
		STOP LIGHT WORKS			SPIN WHEELS FOR WOBBLE
		HEAD AND TAIL LIGHTS WORK			BENT BRAKE RODS
		WINDSHIELD CRACKS			INSPECT FOR EXHAUST LEAKS
		WINDSHIELD WIPER OPERATION			INSPECT BALL CAP FOR PROPER FIT, NUTS & PINS
		WIPER BLADE CONDITION			CHECK LOOSE BODY BOLTS (VERY COMMON!)
		CLUTCH PEDAL TRAVEL			TOO MUCH PLAY IN STEERING - 2 INCH MAX.
		BRAKE PEDAL TRAVEL			
		EMERGENCY BRAKE TRAVEL, 3 CLICKS TO STOP			
		SOUND HORN			
		GAS LEAK, GASOLINE SHUT-OFF VALVE			
		GASOLINE VAPOR SCREEN IN TANK			
		GASOLINE LEAK AROUND STEERING COLUMN			

## PREVENTIVE MAINTENANCE CHECK LIST

## EVERY FUEL STOP

- Check crankcase oil level
- Check radiator water level
- Check water pump packing
- Visual inspection of engine

## MONTHLY

- Check water pump for leaks and end play
- Check carburetor and fuel lines for leaks
- Inspect fan for cracks
- Check battery water level
- Check tire air pressure -34 lbs.
- Check tires for breaks, cracks, and abnormal wear
- Check radiator water level
- Check water pump packing
- Visual inspection of engine

## EACH 500 MILES

- Lubricate in accordance with 500 mile Lubrication Chart
- Change crankcase oil
- Tighten accessory mountings (windwings)
- Inspect radiator hoses
- Check fan belt adjustment (See Service Adjustments)
- Check wiper blade rubber
- Check generator charging rate, adjust as required (See Service Adjustments)
- Check carburetor and fuel lines for leaks

## EACH 1,000 MILES

- Do all 500 mile checks
- Test front wheel bearings for looseness (See Service Adjustments)
- Oil generator bushings at each end of generator
- Tighten spring U-bolts, front and rear.
- Tighten all wheel lug nuts (64 ft. lbs torque)
- Test all lights (head, tail, stop, dash, dome)
- Inspect all cotter pins (See cotter pin list)
- Wipe out light switch (End of steering column)
- Lubricate door hinges, striker plate, dovetails
- Inspect entire fuel system for leaks
- Inspect exhaust system for leaks
- Check steering wheel free play (2" max, See Service Adjustments)
- Check specific gravity of battery, charge if needed (See service and repair, Battery)
- Check for tight electrical connections at all harness connections.
- Check for tight coil connections
- Check for tight connections at ammeter and terminal box
- Check distributor point gap (.016 - .018) See Service Adjustments
- Clean battery posts and clamps, tighten battery ground connection

- Clean horn commutator
- Drain fuel sediment bowl
- Check clutch pedal for 1" free play. See Service Adjustments
- Check tail light lens mounting screws

## EACH 2,000 MILES

- Do all 1,000 mile items
- Lubricate in accordance with 2,000 mile Lubrication Chart
- Inspect starter commutator and brushes
- Examine tires for wear, cracks and damage
- Adjust Service Brakes (See Service Adjustments)
- Inspect front leaf spring for sagging and cracks
- Repack top end of shock links
- Tighten differential banjo bolts

## EACH 5,000 MILES

- Do all 2,000 mile items
- Test engine compression
- Tighten rear wheel axle nut
- Rotate tires
- Lubricate in accordance with 5000 mile Lubrication Chart
- Flush cooling system
- Lubricate speedometer cable

## EACH 10,000 MILES

- Do all 5,000 mile items
- Pull all brake drums, inspect brake linings, drums, and springs
- Polish headlight reflectors

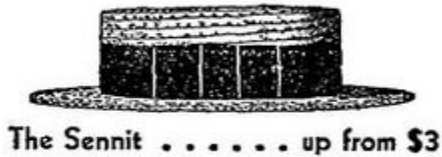
**APPENDIX**

**MODEL A SAFETY CHECK LIST**

		Yes	No			Yes	No
<b>Body</b>				<b>STEERING</b>			
1.	Doors close and latch securely.			1.	Tie-Rod correctly installed and tightened. No excessive wear and properly lubricated.		
2.	Safety glass installed in all windows.			2.	Drag link correctly installed and tightened. No excessive wear and properly lubricated.		
3.	Rear view mirror state approved.			3.	No excessive play in steering wheel (2" maximum).		
<b>Engine</b>				<b>BRAKES</b>			
1.	Carburetor free of leaks.			1.	Properly adjusted on all four wheels.		
2.	All gas lines free of leaks.			2.	Emergency brake properly adjusted (Locks at 3rd notch).		
3.	Gas gauge free of leaks.			3.	Brake pedal travel properly adjusted (See Service Adjustments)		
4.	Approved type gas lines installed.			4.	Brake rods and clevis pins correct with cotter pins.		
5.	Wiring free of bare areas and properly routed.			<b>MISCELLANEOUS</b>			
6.	Fuse installed between starter connection and terminal box connection.			1.	Registration and insurance papers in vehicle.		
7.	Fan hub and blades free of defects.			2.	Safety flares and first aid kit in vehicle.		
8.	General condition of engine compartment neat and orderly.			3.	Horn and windshield wiper operational.		
9.	Air filter / spark arrestor installed on carburetor.			4.	Tool kit and flashlight in vehicle.		
10.	Throttle linkage - no bends and returns freely.			5.	Seat belts installed and functional.		
11.	Exhaust system - no leaks.			_____			
<b>WHEELS</b>				CAR OWNER			
1.	All lug nuts properly tightened - 64 ft. lbs.			_____			
2.	Tire pressure - 34 lbs.			CHIEF INSPECTOR			
3.	Tire condition - acceptable tread, no breaks.			Date Inspected _____			
4.	All four (4) shocks installed and working.						
5.	No front wheel shimmy						
<b>LIGHTS</b>							
1.	High beam and low beam operational						
2.	Taillights and stoplights operational (no burned out bulbs)						
3.	Directional indicators operational (if installed)						



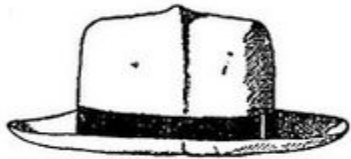
# L'ÉCHO DE PARIS



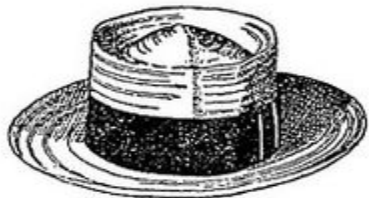
The Sennit . . . . . up from \$3



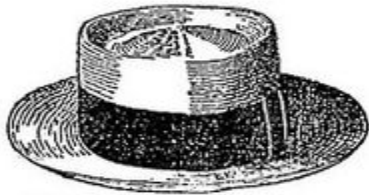
The Split Straw . . . up from \$10



The Panama . . . . . up from \$10



The Leghorn . . . . . up from \$10



The Milan, in colors, up from \$10



## GIRDLED HIPLINES MUCH IN EVIDENCE

WHEN Visconti designed the draped skirts she changed the contour of our clothes. The tight slim bodies are caused to exist except for what is known as "ruffles in style." Slim skirts with pleated collars, hips lightly padded, and a loose blouse that drapes over the girdle are the leading features of a variable mode. Sleeves loose at the wrist are favored. Sometimes the sleeves and yoke are cut in one like the frock at the right. Wide bands is used to define the hipline and outline the front pleats. The V and round necklines are equally smart.

ANNE HITTENBROUCK



No. 4756. Ladies' and Misses' Two-Piece Dress. Two-piece skirt with inverted pleat at front, set-in sleeves gathered at wrist. Skirt 27 to 28 yards, 26 to 27 inch. Size 22 requires 2 yards of 40-inch material. Width, about 2 1/2 yards.

No. 4758. Ladies' and Misses' Two-Piece Dress. Skirt 27 to 28 yards, 26 to 27 inch. Size 22 requires 2 1/2 yards of 40-inch material. Width, about 2 yards. Skirt 27 to 28 yards, 26 to 27 inch. Size 22 requires 2 yards of 40-inch material. Width, about 2 1/2 yards.

4758  
MRS. 205, 1541

Blanche Bonheur

PATTERNS MAY BE OBTAINED FROM ALL McCALL DEALERS OR BY MAIL. McCALL'S MAGAZINE, FROM THE McCALL CO., 120 WEST 37TH ST., NEW YORK CITY.

## Models that Emphasize the Strong Points of the Mode



1446—The Drop-shoulder Yoke So Charming and Youthful  
1446—Introduces the New Tiered Effect in Its Panels  
1446—Employs a Trousseau Fabric Idea and a Messenger

1446—Ladies' Dress. Designed for 34 to 36 inch. Width at bust 22 inch. Length 52 inch. Skirt 27 to 28 yards. Size 22 requires 2 1/2 yards of 40-inch material. Width, about 2 1/2 yards.

## 76 Pictorial Review for July, 1925



## Lace Frocks Over Colored Slips—New Sleeveless Jackets

2710—Ladies' and Misses' Dress. Designed for 34 to 36 inch. Width at bust 22 inch. Length 52 inch. Skirt 27 to 28 yards. Size 22 requires 2 1/2 yards of 40-inch material. Width, about 2 1/2 yards.



## Le Baron Bonney Closed for Business

Le Baron Bonney has filed for Chapter 7 Bankruptcy. See the link below.

<https://www.hemmings.com/blog/2019/03/22/upholstery-supplier-lebaron-bonney-files-for-chapter-7-bankruptcy/>

### Seat Belts

**Question:** Are there any articles or information on adding seat belts to a 1930 Deluxe Roadster?? -- Justin Cuffe

**Answer:** Your seat belt question is very similar to one I just received from a '28 coupe owner also wanting to add seat belts. My answer to him is copied below. The article I listed as a reference applies to both a Coupe and a Tudor. In either car, try to use an automatic retractor to prevent the seat belt from falling to the running board each time the door is opened. I have installed seatbelts in my Victoria which has seats similar to your Tudor. It has a "stiff arm" on the receiver end and is mounted on the left of the driver seat. The retractable belts are mounted between the seats high enough to be reached easily. I can supply pictures of this installation if you would like to see how they are mounted. **David Bockman**, 2016 Technical Director posted 05/10/16

**Previous Answer:** Thank you for recognizing that installing seat belts is the best thing you can do to make your car safer for both you and your passenger. The article written by William Henry titled: "*A Bear on Safety*" printed in the How to Restore Your Model A Volume 6 and can be found in the MAFCA Store. The same article was also printed in the Restorer in the May - June issue of 1993. This article will take you through the seat belt installation process step by step **David Bockman**, 2016 Technical Director posted 05/10/16

### Brake Problem

**Question:** I have a 1930 Tudor sedan. Older restoration and had all new brake drums, linings, floater kit and also modern shocks installed recently. Since have had two incidences of the front brakes locking up when pedal is just tapped. Have had Model A owners check all of brake system and we can find no cause. The first incident actually broke both spring perches at the axle! Any ideas on what could cause such an issue? Do you know of any good brake shops in my area that are knowledgeable and will work on mechanical Model A brakes? -- Eugene Berges

**Answer:** The short answer is to take the floater kit off your car if it is not working properly and re-adjust the brakes and the "locking" problem will usually go away. I have had this problem in my shop with several car owners who had a floater kit installed and had either a left front, right front or both tending to lock when light pressure was applied to the brake pedal. It usually evens out with a hard brake pedal, but it is still disconcerting and often scary. The floater kits can be very effective most of the time but the brakes must be in perfect condition, adjusted frequently, kept clean, and adjusted VERY carefully. You could have another problem with the many parts in the mechanical service brake system but the "locking" situation is probably a combination of both. **David Bockman**, 2016 Technical Director posted 05/10/16

## Upcoming Events!

- |        |      |  |
|--------|------|--|
| Apr 4  | Thur | General Meeting 7:00 PM Mission Mill<br>Card room 3 <sup>rd</sup> Floor  |
| Apr 6  | Sat  | Yamhill Heritage Center plowing contest<br>with horses and mules. Leave West Salem<br>Roth's 9:00 AM. Chris and Cookie Feskins   |
| Apr 9  | Mon  | Breakfast at Sybils, 2373 State Street<br>8:30 AM  |
| Apr 13 | Sat  | Yamhill, Beverly Cleary 103 <sup>rd</sup> Birthday<br>Celebration, No tour, Meet at Yamhill's<br>Rooted Pizza, 108 S Maple St, Yamhill, 12-5<br>Ron Whitworth 503-351-0634 |
| Apr 27 | Sat  | Deluxe Tune-up, Bill Cote, No Tour, 33253<br>SE White Oak Road, Corvallis, 10-2, RSVP,<br>541-752-0924 by April 13th   |
| Apr 27 | Sat  | Antiquing & Lunch, Carole Cote, No Tour,<br>33253 SE White Oak Road, Corvallis, 10-2<br>RSVP, 541-752-0924 by April 13 <sup>th</sup>                                       |
| May 11 | Sat  | Sheep to Shawl, Willamette Heritage<br>Center, 10-4, RSVP, Bob Myers, 541-740-<br>8117   |

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