



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



1930 Cabriolet Modified for Snow

Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

Next General Meeting, Willamette Heritage Center (Mission Mill) 3rd Floor Card Room, Salem, OR

Thursday, February 6th, 2020 at 7:00 pm

President	Bob Myers	Historian	
Vice President		Sunshine	Ginny Giesbrecht
Secretary		N.W.R.G.	
Treasurer	Gary LeMaster	Newsletter	Gary LeMaster
Past President	Bob Myers	Raffle Chair	
Board Members	John Martin	Tour Chair	Tim Fleming
	Fred Kroon	Programs	
	Lee Hardy		
	Fred Lissner		
	Bob Burton		

Swap Meet Committee Lew Garrison, Ron Whitworth, Gary LeMaster

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

A Note from Bob

President's Luncheon Election Results for Officers and Board Members: President-Bob Myers, Vice President-Open, Secretary-Open, Treasurer-Gary LeMaster, 20-21 Term Board Members-Fred Lissner, Lee Hardy and Bob Burton.

Bring your families for the Annual Banquet on Sunday, January 12th, at West Salem Roth's Founder's Room, Social Hour begins at 5:00pm. Entertainment: Jeff McMahon, Magical Entertainer, AKA Jeff McMagic. He performs for a large range clients. ("**That was incredible! Thank you for making our event so much fun.**" **Suzy Elmore, Nike**) Send registration and check to Gary LeMaster. To be received no later than **January 8th, 2020.**

Happy New Year to All, Bob Myers, President

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 Bob Myers 541-740-8117

Willamette Valley Model A Club Annual Banquet

West Salem Roth's, Founder's Room

Sunday, January 12, 2020

***THE BOARD OF THE WILLAMETTE VALLEY MODEL A CLUB WISHES TO INVITE YOU TO
THIS YEAR'S ANNUAL BANQUET.***

5:00 pm Social Hour

6:00 pm Dinner

**7:00 pm Magic Show by Jeff McMahon, award winning Magician with audience participation. Jeff is
someone you do not want to miss.**

Club Business to follow

MENU

Classic Chicken Cordon Bleu (Ham & Swiss cheese inside a tender chicken breast, then breaded with an herb butter panko. Topped with a Chardonnay cheese sauce)

Lemon-Dill Roasted Salmon (NW Salmon baked with a delicate lemon-dill infused white wine)

Dinner comes with Roth's Signature Parmesan Roll, Vegetable, Twice Baked Potato and Spinach & Bacon Salad
Sheet Cake with Model A club logo

Toll Fare for this event, to include a slight fee to cover the cost of the magician, is **\$15.00 per
person**

RSVP your intent to attend with **meal choice**, and check to the Willamette Valley Model A Club
to Gary LeMaster either through the PO Box 3031, Salem, OR 97302, or my home address
1845 Lockhaven Drive NE, Keizer, OR 97303-2070, not later than January 8, 2020.

NOTE: I have to give the final count to Roth's on Thursday, January 9th so I **must** have your
intent to attend by the 8th. ALSO, I will not be attending the Banquet as I am leaving town on
the 11th. So, since I will not be at the Banquet, I will not be able to collect monies then. Please
remit your monies by the 8th. Thank you

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.

HENRY FORD SAYINGS

- History is more or less bunk. It's tradition. We don't want tradition. We want to live in the present and the only history that is worth a tinkers damn is the history we made today.
- I'm looking for a lot of men who have an infinite capacity to not know what can't be done.
- If you think you can do a thing or think you can not, you're right.
- Nothing is particularly hard if you divide it into small jobs.
- You can't build a reputation on what you are going to do.

COUPES

Coupes are what a lot of people think of when they picture a Model A in their minds. This probably stems from seeing a lot of them on the road when they were younger or on television shows and in movies.

Coupes actually came in several different varieties. In 1927, when the Model A was first introduced, it came in the Sport Coupe and Standard Coupe varieties. In 1928 and 1929, it was available as the Sport Coupe, the Special Coupe, the Standard Coupe and the Business Coupe. The Standard was just that, standard. It had nothing unique about it. The Special Coupe replaced the Standard Coupe for a short period of time (October 1928 – May 1929) while Ford redesigned their coupe body molds. It had a leather top that extended all the way down the back to the beltline. This

was only produced for about 8 months and then the back material was discontinued and the metal top was standard.



The 1928 Special Coupe. Note leather trim on back of top down to beltline

The Sport Coupe had the comfort of a coupe but appeared to be a Roadster. The landau irons on each side of the canvas top did not function.



1930 Sport Coupe

The 1928 Business Coupe top was the same as a Sport Coupe but did not have the landau irons. The 1929 had oval windows in the location of the landau irons. Rumble seats were not available from the factory in the Business Coupe since they were produced for the business man who needed a trunk to carry supplies.



1929 Business Coupe showing the oval windows. In 1930, the design of all coupes was changed. The Business Coupe was no longer available and the roofline was lowered several inches to look sportier. The Deluxe Coupe was added to the lineup. The Deluxe models had nicer interiors, cowl lights, an additional pinstripe around the dash panel on the fuel tank, wood grain garnish moldings and a standard dome light. In June, 1931, a roll-down window was standard on the deluxe model and optional on the standards.

There were many uses for coupes. Some advertisements sold kits to convert the trunk into a pickup bed. Police and fire agencies used them for the higher echelon personnel. They looked sporty and were lighter than a lot of the sedans. They could be configured in many ways from the factory. Coupes accounted for about 40 percent of overall production for all the different types of Model A's produced.

Ford Motor Company

ENGINE LUBRICATION

The engine lubrication system is an exclusive Ford development and is a combination of pump, gravity feed and splash system with oil reservoir in the valve chamber.

The pump is located in the bottom of the oil pan and is run off a gear on the camshaft on the same shaft which operates the distributor. It is enclosed in a fine mesh wire screen through which the oil filters before it is pumped up into the valve chamber. The screen is

surrounded by a shield so that the oil is pulled through it. The oil flows into the valve chamber in a continuous stream whenever the engine is running, but it is in no sense a "forced feed".

The oil in the valve chamber provides direct gravity feed lubrication to the main bearings of the crankshaft and the front end of the camshaft bearing. Small pipelines lead down from the valves to these bearings. The bottom of the valve chamber is so designed, through the use of small inbuilt dams, to provide reservoirs of oil for each bearing. As the engine rests in the chassis, on a three-degree angle sloping to the rear, the oil arriving in the valve chamber flows back, filling each reservoir, the overflow oil being carried by an external pipe down to the front end of the oil pan, where it flows back into the pan, filling the troughs through which the connecting rods are lubricated and from which all other moving parts are sprayed by the splash system. From the pan the oil flows to the bottom of the case to be pumped back again.

Ford Motor Company
1928

FRIEND WHO CLAIMS OIL CHANGES ARE UNNECESSARY IS FLAT-OUT WRONG

A friend of mine has claimed that there's no reason to change oil. He basically changes the oil filter, and adds a bit of oil if needed. He claims that the oil doesn't break down, and just needs to have a new oil filter periodically. Your thoughts? -- Mel

Well, the Mechanic's Children's College Fund wholeheartedly endorses your friend's advice, Mel. Because an engine rebuild a month can put a kid through Harvard.

Oil does break down over time. Is motor oil better now than it's ever been? Yes. Is synthetic oil even better? It is. You might be able to go 10,000-15,000 miles (that's a year, for most people) between changes now with synthetic oil, whereas 30 years ago, we

recommended changing your oil every 3,000 miles.

But eventually, the molecular structure of the oil does change. Oil is made up of long-chain hydrocarbons that, miraculously, cushion the metal parts of your engine that rub against each other thousands of times a minute. And when those chains break apart, the oil doesn't do nearly as good a job of providing that cushion.

Plus, heat and oxygen combine with the oil to increase acidity and, if left long enough, it forms varnishes and sludge in the engine. And adding an occasional quart of new oil doesn't do anything to improve the old, broken-down, acidic oil that's still swimming around in there. Your buddy may have a quart of oil in his car that's been circulating since the Nixon administration.

And while the filter will trap any large particles (or rocks or small children) that the oil picks up in its circulation, the filter won't do anything to prevent the oil's molecular breakdown.

So if you have a car that you want to keep for a long time, you absolutely should change the oil at the recommended interval.

The other reason your friend's approach is silly, in my opinion, is that it's a messy pain in the neck to remove and change the oil filter. Once you're set up to do that with your ramps, your drain bucket and your wrench, and you've already got oil running down your sleeve, why not take the extra three minutes and drain the oil, too? It's like taking the time to sit on the toilet but refusing to pee. It doesn't make sense, Mel.

Ray Magliozzi
Cars.com

GREAT TRUTHS THAT LITTLE CHILDREN HAVE LEARNED

- 1) No matter how hard you try you can't baptize cats.
- 2) When your Mom is mad at your Dad, don't let her brush your hair
- 3) If your sister hits you, don't hit her back. They always catch the second person.

4) Never ask your three-year old brother to hold a tomato.

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



CAR FOR SALE

I've got a 31 Model-A Coupe with rumble seat that I need to sell. I've recently had to bring it back to the Coast where I live with no place to cover it for protection. My Dad and I did a frame up restoration on it about 20 Years ago, I'd sure appreciate any ideas, don't really want to sell it online unless I have to, it has a clear title and registration and road legal. Hoping to get around \$10,000, it's a driver. Shane Kent shanelori@frontier.com 541-290-1233

THE EVOLUTION OF AUTO REPAIR

1900s - The first automobile owners hired "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 - Modulated components replace individual part replacement for many repair operations.

The Cabrioletter

WHEEL MAINTENANCE

INSTALLING TIRES

Question: I am getting ready to install a new set of tires on my 30 coupe. Depending on

who I talk to, I am told to apply either corn starch, talc or nothing at all to the inner tubes. Which is best and how much does one apply?

Answer: The choice is really yours and all are correct. The powder if used is placed in the "tire" just a couple of shakes, it makes the inside of the tire slick and reduces friction and rubbing of the tire and tube. -- Lyle Meek, MAFCA Technical Director

PAINTING RIMS

Question: I have been restoring a 1929 Closed Cab Pickup for about eight years. It's just like Grandpa's used to be. I'm having my 21" wheels sand blasted and powder coated. I wanted Straw color for the wheels and stripe (I know it was not original on the wheels). My powder coat firm cannot match the straw or DAR 3113 -Saxon Yellow, an AMC color. I'm forced to guess which of their five yellows is the closest. Have any suggestions? --Wayne Dunham, Redding, California

Answer: The best way to check your paint colors is to order a "Paint and Finish Guide" from Model A Club Headquarters by calling toll free at 1-888-266-3352. This paint guide has sample color paint chips for all Model A colors. It will help you match the colors you want.

SPOKE STRAIGHTENING

Question: I have a 1929 Model A. One of the rims/wheels has a slight wobble (looks like one of the spokes may have been bent). Is there any way to repair or straighten this type of rim? If I buy a used rim how would I be able to tell if they are straight? - Ken Krejci

Answer: Spokes on the Model A wheel should always be straightened. They bend fairly easy. I straighten them by using a 2X4 block for support and pry up on the bent spoke using the long end of a crow bar. Other backyard tools have been devised and other methods used to straighten the spokes. Straightening the spokes will not always take all of the wobble out. If the rim has been bent, straightening the spoke will not solve the problem. You can usually detect the wobble by rolling the rim on a smooth sidewalk or driveway, looking for

wobble as it rolls. The sure way is to put it on a hub and spin it to check wobble. -- Les Andrews, MAFCA Technical Director

Question: I have two 1930 Model A's. Before I put new tires on my old rims I would like to make sure that the rims are not bent or warped. Is there a Company that can straighten wire wheels and can also powder coat. Is there a company that specializes in this? -- Kenneth Calhoun

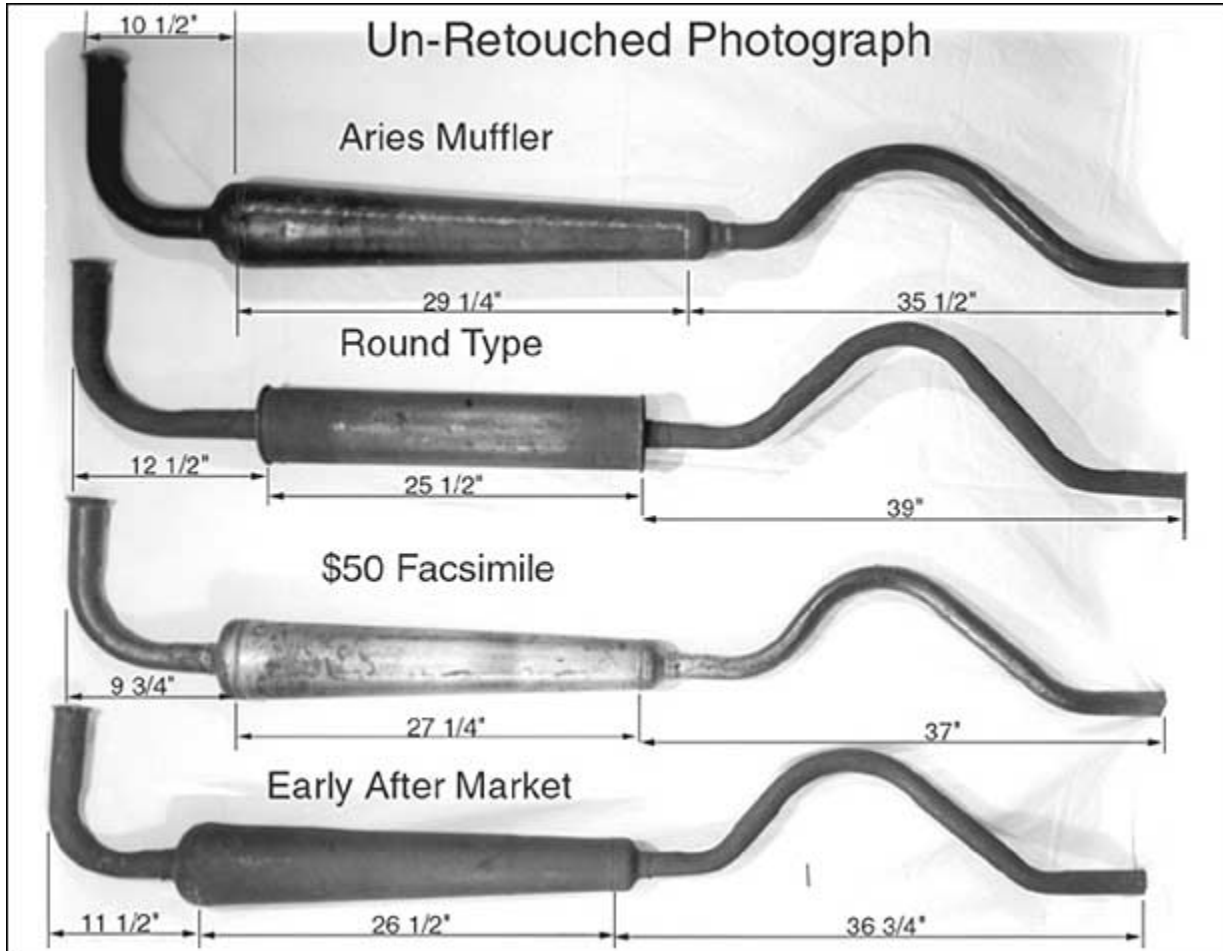
Answer: A tire and wheel shop in my town advertises that they will straighten modern wheels, so you might check with one in your

area. A few Model A Chapters have their own spoke wheel straighteners and provide this service to others.

Another article; "How to Straighten Model A Wheels" can be found in "How to Restore Your Model A" Volume 8 pages 53-58. This book is available in the MAFCS store. Several companies also manufacture wheel straightener machines priced from \$7 to \$22,000 but they are primarily for modern aluminum alloy wheels but might also work on our spoke wheels. –

Dr Dave, MAFCA Technical Director

DO YOU KNOW YOUR MUFFLERS?



Columbia Basin Model A Club

Did you know -- Aries mufflers are made in Medford, Oregon? LH

LADIES OF DAYS GONE BY

Ladies of days gone by:

If a lady accidentally over-salts a dish while it's still cooking, she drops in a peeled potato and it absorbs the excess salt for an instant "fix-me-up".

Women of today:

If you over-salt a dish while you are cooking, that's too damn bad.

Please recite with me, The Real Women's motto: "I made it and you will eat it and I don't care how bad it tastes."

Ladies of days gone by:

Cure for headaches: Take a lime, cut it in half and rub it on your forehead. The throbbing will go away.

Women of today:

Take a lime, mix it with tequila, chill and drink. You might still have the headache, but who cares?

Ladies of days gone by:

Stuff a miniature marshmallow in the bottom of a sugar cone to prevent ice cream drips.

Women of today:

Just suck the ice cream out of the bottom of the cone, for Pete's sake. You are probably lying on the couch, with your feet up, eating it anyway.

Ladies of days gone by:

To keep potatoes from budding, place an apple in the bag with the potatoes.

Women of today:

Buy boxed mashed potato mix and keep it in the pantry for up to a year.

Ladies of days gone by:

When a cake recipe calls for flouring the baking pan, use a bit of the dry cake mix instead and there won't be any white mess on the outside of the cake.

Women of today:

Go to the bakery - they'll even decorate it for you.

Ladies of days gone by:

Brush some beaten egg white over pie crust before baking to yield a beautiful glossy finish.

Women of today:

Sara Lee frozen pie directions do not include brushing egg whites over the crust, so I just don't do it.

And finally the most important tip....

Ladies of days gone by:

Don't throw out all that leftover wine. Freeze into ice cubes for future use in casseroles and sauces.

Women of today:

Leftover wine??

Model A "One Liners"

1. During what calendar years was the "Model A" produced? 1927 through 1931
2. How many quarts of oil does the crankcase require? 5
3. What sequence (firing order) do the pistons fire? 1-2-4-3
4. Number of radiator hoses? 2
5. Gallons of water in the engine and radiator? 3
6. Number of service brake rods? 4
7. Total number of brake shoes? 8
8. Number of spokes in a "Model A" wheel? 30
9. Year the first "new Model A" was manufactured? 1927
10. Wheel size on a 1929 "Model A" Tudor? 21"

Dale Stites

ALTERNATORS and VOLTMETERS

A popular modification to the Model A electrical system is the replacement of the generator in favor of a modern alternator.

Alternators produce AC current, which is converted to DC by internal diodes. An alternator produces only the amount of current necessary for operations and battery charge. Don't be alarmed if the amp meter indicates zero amps during normal operations. This indicates the battery has fully charged and the alternator is working as it should, producing just enough current for operations. Alternators will not over charge the battery.

Alternators are available from Model A vendors and are supplied with a bracket and a small pulley specific to the Model A. They are available in 6-volt positive ground, or 12-volt negative ground. If you anticipate halogen lights, an alternator is necessary. A 30-amp 6-volt positive ground is acceptable for 6 volt quartz halogen lights if you wish to keep the 6 volt system. It is also wise to upgrade to a 30-amp meter.

To test your alternator, set your voltmeter to DC scale and measure voltage across battery terminals, red lead on the negative terminal and the black lead on positive, opposite for 12-volt negative ground. Voltage should read 14-volts with engine at higher rpm. Voltage should remain the same with headlights on. If voltage is less than 12 volts, perhaps you may have some failed diodes which are repairable. In lieu of an amp meter, or in addition to one, you can also install a voltmeter, which provides the exact voltage output. An amp meter only provides the conditions of the charging system, i.e. charging or discharging.

From: Shop Talk by Archie Beyl,
Tech Adviser, Cowlitz Valley A's

HOW MANY KEYS ARE TOO MANY?

How many keys on your key chain are too many? We all know that automotive key lock assemblies have a weight limit as to how much weight the inserted key is supposed to support while in the key lock assembly. It is true too

many keys (weight) will damage the lock mechanism as well as scratching the car dashboard. Key lock assemblies are a switch and as such, do not have heavy bearings designed to support external loads. Excessive key chain weight can indeed cause damage to the key-shaft assembly, causing the switch to wear out prematurely.

If you have seven or eight keys on your key ring you're probably not going to do any damage. We know 20 keys are a fair amount of weight, so the answer most likely lies somewhere in between. Logic says if you have more than 10 keys, you may want to consider two key rings where one ring snaps onto the other with a quick disconnect. Or, use a separate set of keys when operating your vehicle.

Edited from Tom and Ray - Talk Cars,
Statesman Journal.

A SMART BLONDE

Some years ago, a blonde lady went into a bank and requested a \$5,000 loan so she could take a month long vacation in Europe. She appeared to be a lady of means, so the bank employee did not hesitate to assist her in completing the necessary paper work. When nearly finished, he informed her that the bank requires collateral to secure all loans. Without hesitation she agreed to leave her nearly new (probably worth over \$200,000) Royals Royce automobile.

She made the trip and upon her return she repaid the \$5000 note plus \$50.00 interest.

The employ, puzzled by her obvious ability to pay, asked her why she expended the effort to obtain a loan.

She answered that she did not need the money. She then stated, "Where else can I store my automobile in a secure location for \$50.00 per month?"

FRIENDS: A good friend will come and bail you out of jail...but, a true friend will be sitting next to you saying, "Damn...that was fun!"

MODEL A FORD MANIFOLD / EXHAUST LEAKS

Chances for a carbon monoxide leak from the exhaust system on a Model A Ford are several times greater than that of a modern car. However, exhaust leaks should not be a problem when the "Henry Ford designed exhaust system" is installed and properly maintained. Carbon monoxide is an invisible, odorless and tasteless gas with nearly the same density as the air we breathe. Symptoms caused by the presence of carbon monoxide are nausea, dizziness, light headedness and a weird feeling in the throat.

Potential problem sources for the Model A Ford exhaust system are:

1. The muffler clamp used to join the cast iron exhaust manifold and the tail-pipe assembly is less than fool-proof and can be very easily installed improperly.
2. As the Model A cast iron exhaust manifold ages, the outlet end may sag due to repeated over-heating and the weight of the tail pipe. The manifold to tail-pipe fit can be restored by heating the tailpipe and increasing the bend.
3. The cast iron exhaust manifold may be cracked due to over-heating, less than uniform block to manifold port contact, improper positioning of the concave manifold washers and non-uniform tightening of the manifold nuts.
4. Tail pipe corrosion, physical damage or a shortened reproduction muffler/tailpipe are common conditions causing exhaust gases to enter the passenger compartment.

Suggestions to help minimize the chance for an exhaust system leak are:

- A. Before installing the muffler clamp check that the tail-pipe flange is shaped and

fitted properly and there is sufficient tail pipe flange width to assure complete tail-pipe to manifold contact. While still loose, fit each side of the clamp to the manifold and to the tail pipe to help ensure the clamp will not be installed upside down. The clamp has a tight fit when installed properly.

A floor jack can be used to hold the tail-pipe in position when checking the above and installing the muffler clamp. Care should be taken to only fit the joint, do not lift the car by the manifold.

- B. Using heat-resistant cement (that hardens when heated) can be placed in the cast iron muffler clamp before assembly. There are several heat resistant cements sold in auto parts stores. After-market metal and heat-resistant fabric washers are also available, but use at your own risk. Henry did not approve of their use.
- C. Make sure the exhaust tailpipe extends beyond the car body. Use a standard dimension Model A Ford muffler and tailpipe. A clamp-on (usually chrome) tailpipe extender helps resist exhaust acid corrosion on the tail pipe end.

A battery powered, household carbon monoxide detector (available for ~\$20 at your local hardware store) can be used to check for the presence of carbon monoxide in the car; when finished install the detector near the furnace in your home or shop.

Leland Hardy



Tours & Upcoming Events!

No General Meeting at Mission Mill in January

- | | | | |
|-----|----|------|--|
| Jan | 12 | Sun | Annual Banquet, Roth's West Salem
1130 Wallace Road NW. Enter rear
entrance, 5-6 pm Social, 6 PM Dinner
7 pm Program and Officer Installation |
| Jan | 13 | Mon | Breakfast at Sybils, 2373 State Street
8:30 AM |
| Jan | 20 | Mon | Board Meeting, Gold Dragon Chinese
Restaurant, 4645 Commercial SE, 2:00 pm |
| Feb | 6 | Thur | General Meeting 7:00 PM Willamette
Heritage Center Mission Mill Card Room
3 rd Floor |
| Feb | 10 | Mon | Breakfast at Sybils, 2373 State Street
8:30 AM |
| Feb | 17 | Mon | Board Meeting, Gold Dragon Chinese
Restaurant, 4645 Commercial SE, 2:00 pm |
| Mar | 5 | Thur | General Meeting 7:00 PM Willamette
Heritage Center Mission Mill Card Room
3 rd Floor |
| Mar | 9 | Mon | Breakfast at Sybils, 2373 State Street
8:30 AM |

The Connecting Rod
P.O. Box 3031
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