



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



1930 Closed Cab Pickup 82-B

Model A Ford



Club of America



SALEM, OREGON

Model A



Restorers Club

**Next General Meeting, Willamette Heritage Center (Mission Mill) 3<sup>rd</sup> Floor Card Room, Salem, OR**

**Thursday, February 6<sup>th</sup>, 2020 at 7:00 pm**

<b>President</b>	Bob Myers	<b>Historian</b>	Lee Hardy
<b>Vice President</b>	Fred Koon	<b>Sunshine</b>	Ginny Giesbrecht
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	Lee Hardy 21		
	Fred Lissner 21		
	Bob Burton 21		

Swap Meet Committee Lew Garrison, Ron Whitworth, Gary LeMaster

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<b>Newsletter Editors</b>	<b>Monday Breakfast</b>	<b>General Meetings</b>	<b>Board Meetings</b>
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
		June 21	
July	Jul 13	July 4	Jul 20
August	Aug 10	August 6	Aug 17
September	Sep 14	September 3	Sep 21
October	Oct 12	October 1	Oct 19
November	Nov 9	November 5	Nov 16
December	Dec 14	December 5	President's Luncheon

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**A Note from Bob:**

We're starting February with the **Super Bowl Breakfast at The Half Penny Public House** at 3743 Commercial Street SE, Salem. TV's are available to add to the day's NFL theme. The menu offers a range of meals from oatmeal to omelets and a good selection in between. Join us at **9:00 AM on Sunday February 2nd at 3743 Commercial St SE, Salem, 97302**. We'll have room for 15-20 souls.

Other events coming up include car displays to help boost our membership. We're still working on logistics; more info to come.

It's also time to be thinking about spring tune-ups. We'll have signup sheets at the **General Meeting on Thursday February 6th in the Card Room at the Willamette Heritage Center**.

Thank you to Lee Hardy and Gary LeMaster for this month's Connecting Rod.

See you at the Super Bowl Breakfast and the General Meeting, 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**

### **2019 Dues are Due**

\$10.00 Dues per family will be collected for 2020 during the February and March General Meetings. 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.

### **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](mailto:lewscars@gmail.com)



### **COOLANTS FOR THE MODEL A FORD**

The Model A was designed to run using plain water as a coolant. Most era drivers either drained their car's radiator before winter storage, or added some type of antifreeze for cold weather operation. Alcohol was common as an antifreeze and worked reasonably well but boiled away at about 170 degrees F. Kerosene was also used but it attacked rubber parts and boiled as such a high temperature that the engine could be damaged before overheating was detected.

Today's modern automotive coolants contain ethylene glycol and are designed to remain in the cooling system at all times. The boiling point of the coolant is higher than water and the solution contains a built-in rust inhibitor and

water pump lubricant. When mixed 50/50 with water, ethylene glycol will protect your Model A to about 34 degrees below zero F.

There are some disadvantages to using ethylene glycol in your Model A. The coolant may attack some types of paint and the Model A's water pump can whip the solution into a green frothy foam, impairing the cooling action. One final consideration – some automotive experts believe that ethylene glycol does not work as well as water in a non-pressurized cooling system. In actual tests, some Model A overheating problems disappeared after switching back to plain water.

Headliner                      Newsletter                      CENLA  
Old Car Club

### **MODEL T TO MODEL A**

To change manufacturing assembly lines from the Model T to the Model A cost Ford over ¼ billion dollars. To cease production of the most successful—most profitable automobile in American history was also emotionally draining for Henry Ford. The Model A went on to set new production records.

The happiest people don't necessarily have the best of everything, they just make the best of everything they have.

## **MICHIGAN FORD TOURS AND HERSHEY SWAP MEET TOURING FALL 2021**

**Preliminary plans** are in progress for a multi-day trip to Michigan and Hershey Pennsylvania in the fall of 2021. All are welcome! Various other events will be planned based on the preferences of those participating. Because of the size of the event, The Hershey Swap Meet will require our travel arrangements to be made by about March 31, 2020.

For information call **Jim Rowen at 503-364-8516**

## Possible stops would be the following:

Hershey Swap Meet, Hershey Pennsylvania

MAFFI Model A Day, MAFFI Museum, Hickory Corners, Michigan

Greenfield Village & Ford Truck Assembly Plant, Dearborn, Michigan

## FROM THE BLUE SCILLA TO THE BLUE FORD EMBLEM

*The kiss of the sun for pardon,  
The song of the birds for mirth,  
One is nearer God's heart in a garden,  
Than anywhere else on earth.*

By Dorothy Frances Blomfield (Clara Ford's favorite poem)

As the wife of auto pioneer Henry Ford, Clara Ford was so wrapped up in her home and gardens that the plain-spoken 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

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 scilla 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 scilla. Whenever you see the little blue scilla 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

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](mailto:shanelori@frontier.com) 541-290-1233



Approximately 30 Club members enjoyed the Model A banquet held in West Salem on Sunday January 12<sup>th</sup>. Following the salmon or chicken plus all the fixings, Magic was in the air.

True love is neither physical, nor romantic. True love is an acceptance of all that is, has been, and will be.

### **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,



## Salem kids first to get an earful of Mickey Mouse

Disney confirms Elsinore Theatre was first to host club in 1929. Whenever I visit the Elsinore Theatre, my imagination wanders to 1929. The palatial playhouse was still shiny and new, and a whistlin', toe-tappin' mouse had taken the entertainment world by the ears.

One became synonymous with the other, introducing thousands of Salem-area children to motion pictures and live entertainment.

The Mickey Mouse Club, if you haven't heard, started at the Elsinore.

Not the one with Christina Aguilera, Britney Spears and Justin Timberlake. Not even the one with Annette Funicello, Cubby O'Brien and the rest of the gang. This one was popular in the 1930s and '40s.

Local lore has been passed down for generations and published for years in the Statesman Journal never with proof or documentation.

Now we have it straight from the mouse's mouth.

The Walt Disney Archives confirmed to this columnist that the inaugural Mickey Mouse Club meeting held December 21, 1929, at the Elsinore is the earliest on record.



Former Oregon Supreme Court Justice Wallace P. Carson Jr. still carries his Mickey Mouse Club membership card in his wallet. He remembers going to the Elsinore on Saturday mornings to watch the entertainment. STATESMAN JOURNAL FILE

Many residents who experienced the magic first hand on Saturday afternoons are gone. For those still with us, like Wallace Carson and Stuart Compton, the memories have faded, but

the club remains a touchstone of their childhood.

"It was the only thing to do in town," Compton said.

Capi Lynn

Salem Statesman journal

USA TODAY NETWORK

## POTHOLE MANAGEMENT

If you spot a pothole in the roadway surface in perfect alignment and unavoidable, brake before the pothole and, if necessary, after passing over the hole. Applying the brake as the car goes over a pothole shifts the car's weight forward onto the front wheels. This increases the impact force that could damage the car's suspension or brakes and may alter wheel alignment.

Leland Hardy

## •PICKUPS



1928 Closed Cab Pickup 82-A

When Ford was producing the Model T, one of the big sellers was pickups. Almost every segment of society could use a pickup. Farmers, businesses, and city people had some application for them. It was natural that when the assembly line switched to the Model A, the pickup continued.

They were used by people who needed a quick, reliable vehicle to transport material around town or the countryside.

The pickup used the same chassis as the New Ford. Most of the parts could be interchanged with a standard car chassis. The major

differences were that pickups had painted radiator shells and headlights and all steel running boards. They also had a unique taillight bracket. As new design improvements were made for the Model A cars, the left over parts were often used in pickups and trucks so that there was little waste in the old stock of parts. The pickup box was a carryover from the Model T and stayed the same until 1931, when the wide box pickup was introduced.

In 1928 and 1929, the pickup was offered in several body styles. The first was an open or roadster style. The doors were the same as a Model T and had no exterior handles on the 1928 models. The other style was the closed cab style.

The 1928 models came from the factory in 2 colors, black and Rock Moss Green. Customers could order the pickups in any color that matched their company colors. The interior was: available only in brown. In 1929, the interior became available in black only. The boards of the bed were painted body color.

In 1929, 5 colors were offered from the factory. Pickups could be ordered in different colors. The door had exterior handles. About 105,000 pickups were produced in 1928 and 1929. Another 20,700 were produced in 1930.

In 1930, the pickup didn't change body style until May. This new style followed the change that passenger vehicles had seen earlier. The interior was black. There were 38 standard colors for the new style. Two-tone combinations were available also. Companies could still order colors of their choice. The box continued to be the same carryover from the Model T. The box was changed to an all steel construction in May 1931. In August 1931, the top of the closed cab pickup was changed to all steel. This was the first all steel body ever produced. The wooden roof ribs were replaced with steel and there was no headliner. Budd was the sole manufacturer of these pickups.

In March of 1931, a canopy was offered for the bed. It was made of the same material as the top of the pickup and has side curtains.

A total of about 6,000 open cab pickups were produced in 1930-1931. A total of about 178,000 closed cab pickups were produced.

There is a record of Deluxe pickups being produced. These were special in that they were a small version of the Service Car. The

bed had side panels that extended past the rear of the cab up to the rear of the doors. The bed was lined with wood and had chrome rails on the top of both sides. The radiator shell and the headlights were stainless steel. The Deluxe Pickup came standard with cowl lights.

The target customer for the Deluxe Pickup was electrical dealers, hardware merchants, garages, service stations and others.

The bodies were all manufactured by Briggs and shipped to Ford for painting. In addition to all the available colors, Ford also added white. The interior for these vehicles was black artificial leather. There were only 239 Deluxe Pickups produced.

Ford Motor Company

## **DOES IT MATTER WHAT BRAND OF GAS I BUY?**

Oil companies pump barrels of money into the effort to convince you their product is better than the competition's. Chevron's Techron-fortified fuel comes recommended by a fleet of gleeful autos; Conoco Phillips touts Proclean. Besides the price and fancy marketing, though, there's little difference between brand-name gas and what you get at the mom-and-pop pump up the block. "They're basically the same fuel," says Marcia Goggans, a chemist for the Motor Fuel Testing Laboratory in Maryland. In 2007, the lab compared discount and brand-name gasoline's and came to the conclusion that the two were nearly identical.

That's not surprising, because by EPA mandate, every gallon of unleaded must be bolstered with detergents to keep emissions and engines clean. Then consider that most gas comes from the same sources. Suppliers share pipelines, and what you put in your tank at Texaco may have been refined by Exxon Mobil, or vice versa.

To top it off, dealers can buy their fuel on the open market. That means the generic station could be selling you one of the house blends, and for less. So go on, fill up and save a buck.

Grab a pack of gum while you're at it-if you don't mind blowing some of the money you just saved.

Nino Padova

California State Automobile Association,

In the mid to late 1960's I worked with a person who in his former employment was an engineer for Pacific Inland Navigation and Tidewater Shaver, two prominent tug boat and barge transportation companies on the Columbia River. He said barges carrying gasoline were filled from the same spigot in Portland. On their way upriver they dumped several 55-gallon barrels of "additive" into the tanks to make the gasoline "Standard", "Union 76", "Shell", "Richfield", "Texaco", "etc." Down river barges carried mostly aviation fuel and wheat or barley. Water contaminated fuel, mostly due to storage tank condensation, was also carried to Portland for refining.

Lee Hardy

Texaco first introduced 'Fire Chief' gasoline in 1933. It was advertised as so powerful it can be used in fire engines.

Modern Marvels

## CABRIOLETS



Did you know that Cabriolets were not made every year of production for the Model A? They were brought out during the 1929 production year. They were one of the first Model A's to have the smooth cowl, along with the Town Sedan.

No doubt the Cabriolet was an attempt by Ford to have the feel of the Roadster along with the comfort of a Coupe during rainy weather or in cold climates.

The Cabriolet and the Sport Coupe are hard to tell apart at a glance. The Sport Coupe uses the same doors as a regular Coupe.

Brian Martin

The Connecting Rod

## CRAFTSMANSHIP IN VOLUME PRODUCTION

*From a two page advertisement from The Literary Digest of December 13, 1930:*

One of the outstanding features of the new Ford is the precise care with which each part is made and assembled. Many measurements are accurate to within one one-thousandth of an inch. Some to three ten-thousandth of an inch.

This craftsmanship in volume production is particularly apparent in the pistons, valves and crankshaft-the most important moving parts of an automobile engine. To ensure perfect fit in the cylinders, the aluminum pistons of the new Ford are held true to within one one-thousandth of an inch of the specified diameter of  $3 \frac{7}{8}$  inches. In weight they are not permitted to vary more than two grams ( $\frac{1}{14}$  of an ounce). The wrist-pin holes are diamond bored within a variation of three ten-thousandths of an inch.

The Ford valves are made of chrome silicon alloy, selected because of its durability and resistance to the oxidizing effect of hot gases. The valve stems are held exact in diameter to within one one-thousandth of an inch along their entire length. There is never a variation of more than two one-thousandths of an inch from the seat to the mushroom end.

Each half of the hole in the guide through which the valve stem passes is made to limits of five ten-thousandths of an inch. This ensures accurate centering of the valve and minimizes the possibility of gas leakage and loss of compression. It also reduces carbon deposits, which cause sticking

The Ford crankshaft is made of carbon manganese steel and is ground, machined and polished to measurements as fine as five ten-thousandths of an inch. Ford crankshafts receive more than 150 gage tests for accuracy. The main and connecting rod bearings are polished to mirror-like smoothness within a tolerance of one one-thousandth of an inch. End clearances between the connecting rod bearing faces and those of the crankshaft are held to the unusually close limit of five one-thousandth of an inch. Great care is taken to insure the proper static and dynamic balance of the crankshaft. The machines used for the



dynamic balance tests are set upon foundations of gum rubber and are so delicately adjusted that the very air which surrounds them is first cleansed and then held at 68° by thermostatic control.

Though weighing many pounds, the Ford crankshaft is so carefully balanced that it will remain motionless in any position when placed upon two perfectly leveled parallel bars, yet will turn if but two grams weight is placed on any connecting rod bearing.

In addition to the many check-ups and inspections in manufacture, every Ford crankshaft is set in the motor block and given a run-in test approximating actual service. Only then does it receive the final O.K.

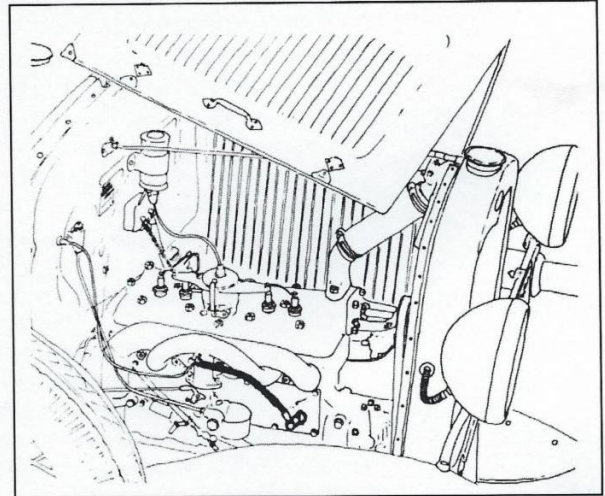
This accuracy in manufacturing, combined with simplicity of design and the high quality of materials, has a definite bearing on the good performance of the Ford and its economy of operation and up-keep. Throughout, it has been made to give you many months and years of satisfactory motoring.

**Tiny Tips For Your Model A**  
Book Available at MAFCA.com

## CRANKCASE VENTILATOR

I have eliminated my Model A blowby problem and have cleaner oil too! Several years ago, another Model A enthusiast suggested using a tube from the valve side cover plate to the intake manifold to route the fumes from the crankcase. This was good. What I have done is to embellish upon it.

Inside the oil filler cap, I have added a stainless steel pot and pan scrubber (like real coarse steel wool), available at any market. To this I have added a PCV valve (Lee #LV-61) for a 225 C.L.D. Slant Six Valiant engine, which is of fiberglass composition with stainless steel parts.



Submitted by George-Chris Sprotte, Simi Valley, CA

Source: The Ahooga News, 2020

## OIL LEAK

**Question:** I am getting oil on my engine on the left side. It comes from the Oil fill tube. How can I stop this from messing up the engine compartment?

**Answer:** Make sure the oil filler tube has three baffles pointing down. This helps stop any oil from being slung out the filler pipe. Your problem is usually caused by too much blow by around the rings. You may need new rings or an engine overhaul. -- **Les Andrews**, Technical Director

## The Restorer

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**MODEL A FORD CLUB OF AMERICA, Inc.**, is a non-profit corporation of California and a national historical organization established for the restoration and preservation of the Model A Ford automobile of 1928-1931 vintage.

**MEMBERSHIP** dues are \$5 per calendar year, of which \$4 is for a calendar year subscription to the club's official magazine, *THE RESTORER*. Membership is non-refundable and commences on January 1 of each year and ends December 31. Dues paid on or between November 1 and December 31 are valid for the remainder of year in which paid plus the entire following year.

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**MEMBERSHIP DUES, inquiries, club accessory purchases, chapter petitions, and other correspondence related to the club should be sent to:**  
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### THE RESTORER

Box 4207—Anaheim, California 92803

## behind the scenes

By THE EDITORS



**BOLD AND DARING**, that's what it was. The history of the Model A Ford Club of America is loaded with examples of boldness and daring. Time and again it did new and different things in a new and different way. That's how it got to be Number One among car clubs.

But there is a danger in being Number One. It is too easy to become Number Two—or even Number Zero—if you allow contentment and complacency to take over. Inevitably the policy of boldness and daring is replaced with a new motto: "Don't rock the boat, man—keep that status quo!"

There has been some evidence in recent years that MAFCA was adopting a motto of status quo. Too many ideas have been shot down lately without getting a fair trial or even a cursory investigation. But there is hope. Youth is beginning to rock the boat.

During the recent election, young Allen Kelman, age 22, put on a vigorous campaign and won election to the Board of Directors hands down. And another 22 year old, John Tremble, became the club's youngest president. Already there are some encouraging signs.

Prior to the February 7 board meeting, the new president sent a message to all directors suggesting new proposals. Included was one about forming a "National Policy Study Committee." It is a masterpiece of forward thinking that we would like to quote:

"Frequently, we on the board come upon an idea or vision which could be of benefit to the club. All too often these ideas have been dropped without sufficient investigation. I would like to see a committee formed whose job it would be to study and report on these questions. Such a committee could be staffed by board members as well as persons not on the board, therefore, helping to increase membership participation in club administration."

At the February meeting the board unanimously accepted the proposal, and the committee is being formed. With such a committee we can now be assured that all valid suggestions will be given proper study, and some new progressive ideas will no doubt be developed.

We do not want change just for the sake of change, but we need a continuing program of carefully calculated change—if we are to remain Number One. John's committee idea should do just that.

Editors of this magazine have always taken pride in their efforts to experiment and to change, if necessary, in order to improve *The Restorer*. But in keeping with the president's plan, we hereby pledge a new vigor in making additional improvements. This fat issue with its varied contents is the beginning.

We hope all club administrators and all club members will likewise support John's efforts to shake off the attitude of complacency. C'mon, let's make a few waves!

## LeBaron Bonney files for Bankruptcy

After closing its doors late last week [as of March 22, 2019], the LeBaron Bonney Company, a longtime supplier of reproduction interior and upholstery kits for Ford and GM collector cars, has filed for bankruptcy.

According to Josh Burnett of Kitaeff and Associates, the law firm representing the company, on Tuesday LeBaron Bonney filed for Chapter 7 bankruptcy, "which means that the company's assets will be assigned to a trustee and the assets will be sold" to satisfy any outstanding debts.

Burnett did not elaborate on what led up to the company's bankruptcy. Calls to the company went straight to voice mail and were not returned.

When brothers Lee and Jack Atherton founded LeBaron Bonney in 1938, the furniture company scions did so to provide rental bicycles to tourists from their summer home on Cape Cod. They later tried a number of direct-mail business models selling historic maps, replica sailing vessels, and handmade goods before they settled on the old-car upholstery reproduction business in 1959.

According to company lore, Lee Atherton had bought a Ford Model A to restore with his son Barry but found nobody local willing to reupholster the interior or restore the convertible top. The trimmers at his family's furniture business took a look, decided they could duplicate the interior and top, and their results went on to win praise at old-car shows. Atherton decided this was the business opportunity he'd been looking for and started packaging interior restoration kits that he could sell worldwide using the mail-order business model he and his brother had tried decades earlier.

By the mid-1960s, with business booming thanks to ads placed in *Hemmings Motor News*, Atherton moved the company from Haverhill, Massachusetts, into a 14,000-square-foot building in Amesbury, then later expanded into a 29,000-square-foot building formerly occupied by Biddle and Smart also in Amesbury. A carriage-building concern that dated back to the 1860s, Biddle and Smart's business switched to supplying coachbuilt bodies to automobile manufacturers in the early 1900s. According to Michael Lamm, writing in *Special Interest Autos*, the company reached its zenith in the 1920s and ended up becoming the de facto coachbuilder for Hudson for much of that decade. In a move to save costs, however, Hudson switched to other coachbuilders and, by 1931, Biddle and Smart had gone out of business.

While the company expanded with the purchases of Hampton Coach, ABC Auto Interiors, and EZ Boy Auto Interiors — all intended to expand the company's reach to owners and restorers of cars beyond its core Ford Model A business — the company also passed out of the Atherton family's hands, a move that some enthusiasts noted as detrimental to the company's customer service in recent years. Still, Scott Holbrook, owner and president of the company, had made plans for expanding the company into an existing building in Wilton, Maine, as late as last summer.

According to the bankruptcy filing, LeBaron Bonney had assets of \$500,000 to \$1 million against liabilities in the same range.

Burnett said the bankruptcy process "can take a few months, or significantly longer." A meeting for the company's creditors is scheduled for April 25 in Boston.



### Classtique Upholstery



6961 W Shadow Lake Dr  
Lino Lakes, MN 55014

Shop: (651) 484-9022

Mike: (612) 743-1609

Toll Free: 1-800-208-9032

[www.ClasstiqueUpholstery.com](http://www.ClasstiqueUpholstery.com)  
[Mike@ClasstiqueUpholstery.com](mailto:Mike@ClasstiqueUpholstery.com)

Classtique Upholstery has been recommended for your Model A upholstery needs in the wake of the LeBaron Bonney bankruptcy. I spoke with Mike, the owner, and he is planning on obtaining the GT (green tint) Cabriolet top material just as soon as the LeBaron Bonney bankruptcy has completed, as they had special rights to the fabric.

As you could guess, the backlog at Classtique is long, as Mike is trying to expand the shop to accommodate the needs of the Model A hobby with the loss of a major upholstery supplier. *Tom*

## ***Upcoming Events!***

2020`

- |               |              |   |
|---------------|--------------|---|
| <b>Feb 2</b>  | <b>Sun</b>   | <b>Super Bowl Breakfast 9:00 AM</b><br>Half Penny Public House<br>3743 Commercial St SE, Salem, OR 97302<br>Seating for 15-20 |
| <b>Feb 6</b>  | <b>Thur</b>  | <b>General Meeting 7:00 PM</b><br>Mission Mill, Card room 3 <sup>rd</sup> Floor   |
| <b>Feb 10</b> | <b>Mon</b>   | <b>Breakfast at Sybil's on State Street,<br/>8:30 AM</b>  |
| <b>Feb 17</b> | <b>Mon</b>   | <b>Board Meeting 2:00 PM</b><br>Gold Dragon Restaurant<br>4645 Commercial St SE #1901, Salem, OR 97302                        |
| <b>Mar 5</b>  | <b>Thurs</b> | <b>General Meeting 7:00 PM</b><br>Mission Mill, Card room 3 <sup>rd</sup> Floor   |
| <b>Mar 9</b>  | <b>Mon</b>   | <b>Breakfast at Sybil's on State Street,<br/>8:30 AM</b>  |
| <b>Mar 16</b> | <b>Mon</b>   | <b>Board Meeting 2:00 PM</b><br>Gold Dragon Restaurant<br>4645 Commercial St SE #1901, Salem, OR 97302                        |

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