

At The Hooga News

JUNE
2019



Randy Selvester owns "Slow Tow", a 1930 AA tow truck. This photo was taken in Gladstone, Or. at this restored service station. If you'd like to take a picture of your Model A there it's location is on the corner of Dartmouth and Portland Ave. (See another photo at the same location on page 12.)

The official newsletter of Beaver Chapter Model A Ford Club of America, Portland, Oregon
Volume 57, Issue 6

BEAVER CHAPTER MAFCA PORTLAND, OREGON

The Beaver Chapter is a non-profit organization dedicated to the restoration and preservation of the Model A Ford automobile. Membership is open to all people with a sincere interest. Members will be asked to volunteer a minimum of three hours annually to fill the club duty roster of the Portland Swap Meet.

The Beaver Chapter memberships commence on January 1st or on the date paid and expires on December 31st. A \$5.00 late fee charged after January 1st for renewals.



New memberships received after July 1st are valid for the following year. Beaver Chapter dues are \$10.00 for a member plus \$1.00 for a spouse member.

Make check payable to Beaver Chapter, submit signed membership application to the Membership Coordinator at the meetings or send them to:

Rayburn Mitchell at 23101 SE Firwood Rd. Sandy, OR 97055.

By-laws Article III, Section 2 states: "Membership in the national club (MAFCA) shall be a prerequisite for all active members of the Beaver Chapter."

MAFCA dues are \$50.00. Mail to: MAFCA, 250 S. Cypress Ave., La Habra, CA 90631.

CLUB OFFICERS FOR 2019

President: Chris Irwin 503.538.5227

Vice President: Barbara Henderson 503.657.1890

Secretary: Michael Haight 503.663.3263

Treasurer: Ron Forehand 971.207.1516

Member at Large: Tom Popelka 503.656.4758

Editor: Jeanie Adair 503.655.3189

Membership Coordinator: Rayburn Mitchell 503.668.0872

Sergeant at Arms: Mike Worthington 503.788.5965

Past President: Richard Starkweather 503.327.1252



CLUB REPRESENTATIVES FOR 2019

NW Regional Group Reps: David Adair and Tom Winterrowd; Portland Swap Meet: Mike Worthington and Debbie Dutton; Historian: Lloyd Dilbeck; Sunshine: Brenda Caseday; Raffle Prizes: Lori Symank; Refreshments: Mary McConnell; MAFCA Chapter News: Tom Irwin.

Articles and contributions for the newsletter is encouraged and will be used as space and time permits.

The deadline is the weekend following the meeting unless announced otherwise.

Correspondence should be sent directly to the Editor: jadadaja@msn.com or mailed to 895 Hazelwood Dr. Oregon City, OR 97045. Other newsletters may reprint article as long as credit is given to the author and *The Ahooqa News*.

Beaver Chapter Web Site: <http://beaverchapter.shutterfly.com>

Refreshment Hosts for June: Dixie Wyllie

July: Tom & Jennie Ryan

August: Tom Winterrowd

September: Terry & Pam

October: Glenn & Shirley Slack



PRESIDENTS COLUMN

Our May tour was another great one for the books. It was good to see so many cars on this tour, seventeen I believe. After east and west side gatherings, we met up at the Northwest Vintage Car & Motorcycle Museum located just off I-5 in Brooks. Our tour was led by Tom Winterrowd and Kirk Metteer, fairly new members to the Beaver Chapter. Even though the museum is not quite ready to be open to the public for the season, there were still many unique cars to look at. A museum member was on hand to give us information on many of the displays.



One of the treasures was a 1919 unrestored school bus, the oldest unrestored school bus in the nation, quite different from our school buses of today. Safety features were almost nonexistent back in those days. It was also good to see the work that the museum is doing with the youth, building vintage cars from the ground up. What a great activity for these kids that may have otherwise ended up going down the wrong path in life. We now have a group of new members from St. Paul and they were able to join us on this tour. They are Bruce Ernst, Richard & Julie Kirk, and Dan Brentano. As is the Beaver Chapter custom we christened four first tour cars that were on this tour with a little champagne.

After leaving the museum, we had a beautiful drive through woods and farmlands on our way to the Marquam Inn for lunch. I think many of us have found a new out-of-the-way restaurant. They had something on the menu that could satisfy anyone's tastes. And they use all natural ingredients in their recipes. After lunch we had a scheduled trip to a local dairy. Unfortunately, Tom and I were unable to make this leg of the trip as I had a tennis match later that afternoon and had to head back home. I did hear that it was a good stop even though they did end up getting caught in the rain storm that breezed through the area.

With our year getting close to being half over it is time to look ahead a little. Elections for next year's board members will be coming up this fall and I know we have so many capable members in our club that would do a fantastic job filling one of these positions. If you have an interest or just would like some information, please see Richard Starkweather or one of our other past club presidents. This is your club so let's all get involved.

Chris Irwin, President

1929 CAR PRICES - In 1929 the new car buyer had a very wide choice of prices when he purchased a new car. A Ford Roadster could be purchased for \$450, while the highest priced Ford, a Town Car, was priced at \$1400.

A person wanting a slightly more expensive car could choose a Whippet, Chevrolet, Durant, Plymouth, or an Essex. Other popular priced cars, at under \$2000 included some models of the Graham Paige, Marquette, Erskino, Willys Knight, Hupmobile, Auburn, Elcar, Roosevelt, Windsor, Oakland, Gardner, Peerless, Marmon, Moon, Reo, Kissel, Viking or Jordan, to name those not now being made.

Cars priced under \$3000 included the Sterns-Knight, LaSalle, Franklin, Blackhawk or a Pierce Arrow. Packard prices started at \$2085 up to \$5785 for a seven passenger sedan.

The highest price car, at \$7750 was a Locomobile Semi-Collapsible Cabriolet. Someone not wanting to spend that much could buy the best Lincoln at \$7200, or the best Stutz at only \$6895.

So Are You Thinking of Radial Tires on Your Model A?

By Lynn Sondena

Model A's were factory equipped with bias ply tires. Bias means that the cord material is laid in a crisscross fashion from bead to bead at a 35 degree angle. The material is usually rayon, nylon, or polyester being applied in 2 to 4 layers. Radial tires have carcass piles of polyester that are laid across from bead to bead, with steel belts that circle the tire. This construction gives flexibility to the sidewall and greater strength to the tread. Radial tires may give longer tread life, better handling, and a safer ride at medium speeds than bias tires. However radial tires are more likely to give a firm, almost hard ride at slower speeds.

Wheel Considerations

The stock Model A wheels are over ninety years old. These wheels need to be checked for radial runout (circumference). If using radial tires the radial runout should not exceed .035. The lateral runout (side) should not exceed .045. Radial ply tires place forces and stresses on the rim assembly and spokes that are different from the forces placed by bias ply tires. These forces with excess wobble from radial or lateral runout can cause vibrations. Do not use thin or rust pitted rims and rims with loose spokes.

Radial tires placing the additional stress can cause fatigue, cracking or broken welds during normal use. This could happen because of common flexing, cyclic loading and cornering. Make sure to closely inspect your rims at regular intervals.

If you are thinking about purchasing new Model A wheels do not purchase the ones that are made in Brazil. They have a track record of the weld cracking. Roadster Wire Wheels in the USA also makes Model A wheels. Their advantage is they are made to DOT standards and they have adjustable spokes. These wheels can be trued so there is no radial or lateral runout of the rim. They are also the same price of the foreign made rims.

Safety Notes on Radial Tires

- Rim strips should be used.
- Radial tubes must be used with radial tires.
- Your spare tire must be a radial tire.
- Do not mix radial & bias ply tires.
- Tire rotation is same side front to back.
- Tire pressure is critical to safety & tread wear.
- Puncture holes in radial tires are repairable only in the tread area.
- Radial tires must be spin balanced.
- Make sure the wheel bearings are in excellent condition due to the extra stress that will be placed upon them.

Unfortunately for some individuals it is far easier to imagine failure than it is to imagine success.

Be careful where you allow your imagination to focus.



1929 Coat and Dress

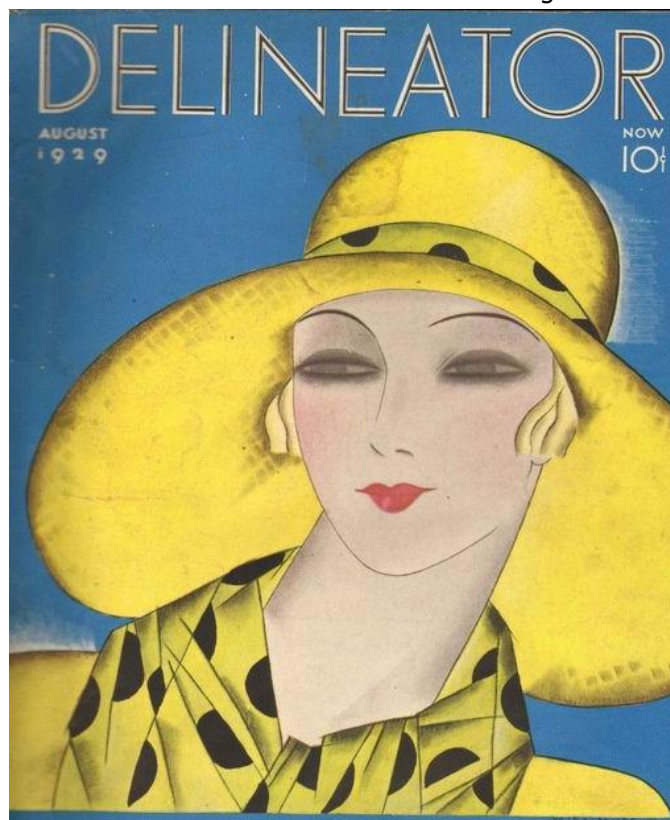
A simple wrap around coat with a standup collar is paired with a dress of the same color.

The dress has nice scalloped details around the neck edge and down the front button closure. The scallops repeat again diagonally across the pleated skirt front.

Of course the asymmetrical cloche hat matches the outfit perfectly. We don't have the advantage today of going shopping and purchasing a complete Model A era outfit. Usually we find pieces here and there and it may even take years to find all the articles. If you can sew, it would be easier to put together a complete era looking outfit! ~Jeanie Adair



These are two front covers from 1929 magazines



"The purpose of life is to live it, to taste experience to the utmost, to reach out eagerly and without fear for newer and richer experience."
~ Eleanor Roosevelt

Beaver Chapter Board Meeting May 15, 2019

Call to order: 6:05 pm. The April board meeting minutes were approved.

Reports:

Past President: Richard Starkweather – Has no new information on the President's tour.

Vice President: Barbara Henderson - Announced the May 18th tour to be led by Tom Winterrowd.

Mike Worthington is to lead the Lavender Festival tour in June, he will provide more details later.

We have several options for July which were left open for the next board meeting. Michael Haight is changing the August picnic to August 24th or 25th from the originally planned August 11th date.

Treasurer: Ron Forehand gave the monthly treasure's report.

Secretary: Michael Haight- had no reports.

Editor: Jeanie Adair (absent)

Sgt.-at- Arms/Swap Meet: Mike Worthington - Reported that the Swap Meet committee is still working on an overall plan for next year's swap meet in light of the issues of finding adequate parking nearby and the reduction in attendance this year. Also, this year the contract for the reservation clerk expires. The volunteer, John Juan, who has been running the reservation department has been paid \$15K under a three-year contract and would like to have a substantial increase in his salary given the nearly 1,500 hours he is putting into the job. The board discussed this and authorized Mike to vote for a raise based on Mike's recommendation of the man's quality of work and the amount of time and effort he is willing to put into this aspect of running the swap meet.

Membership: Rayburn Mitchell - Proposed a change in the directory of the club. He suggested the possibility of increasing the size and adding a picture of each person. Also, proposed was the possibility of making the cover in color. He said the directory with pictures and color would cost more. Mike Worthington and Michael Haight had some experience in other clubs with these kinds of features. Mike Worthington is going to meet with Rayburn to formalize the idea and then the board can discuss it more at a later date.

Member at Large: Tom Popelka was not present.

Old Business:

Finish review of Guidelines, and Policies - The board found a number of punctuation mistakes and some grammatical errors. The board voted to make those corrections. Chris Irwin will put the corrections in the Newsletter before they take effect. We decided to delete the entire paragraph "Date of Dues" on page 37 as it is a duplication of the Article III Section 4 "Dues" on page 26 of the 2019 By Laws. Final review will be completed at the next board meeting.

Annual Club Donations were discussed, and the board is going to have Tom Popelka coordinate suggestions for our annual donations. One definite we have agreed on is to keep the donation auto related. Possibly a onetime scholarship for one of the community college auto programs.

New Business:

The club received the first check from the Portland Swap Meet and it will be presented at the general meeting by Debbie Dutton.

Adjourn at 7:14 PM

Respectfully submitted, Michael Haight, Secretary

Quality means doing it right when no one is looking.

~ Henry Ford



May 2019 Beaver Chapter General Meeting Agenda

Call to order: 7:30PM Pledge of Allegiance - Led by President Chris Irwin

Welcome: President Chris Irwin welcomes us to the May Meeting of the Beaver Chapter of MAFCA
Approval: The minutes, as printed in the newsletter, were accepted and approved unanimously by a verbal vote.

Welcome New Members, Guests, and Visitors -We have one new member. Ben Banyard from Newberg, Oregon. He has a 1929 Roadster Pick Up complete and a complete chassis.

Refreshments: Thanks to Rene Metteer for bringing the refreshments and Ted Downs for bringing the drinks.

Name Tag Drawing: Mike Worthington won this drawing.

Gots and Wants: Circulated – return to Ted Downs

Treasurer: Ron Forehand gave the treasury report.

Vice President: Barbara Henderson announced the May 19th all pick up tour and allowed Tom Winterrowd to give the details. Future tours will be the Lavender Festival tour on June 22nd which will be led by Chad & Mike Worthington.

Membership: Rayburn Mitchell

Editor: Jeanie Adair, absent. Newsletter articles due 5/20.

Swap Meet: Mike Worthington and Debbie Dutton presented the club with the first Portland Swap Meet check.

Member @Large: Tom Popelka not present.

Past President: Richard Starkweather no new information on the Past President's tour.

Sunshine: Brenda Caseday was not present. A card was sent to Ed Schroeder's wife as she recently took a bad fall.

Historian: Lloyd Dilbeck, absent

Raffle: Lori had several baskets of flowers and a gift certificate for \$25 from Rusty Lugs. She also, had a small selection of Swap Meet T-shirts for sale for \$2.00 each.

Membership Drawing: Rayburn Mitchell: Don Knudsen won the membership drawing but was not present so another \$25 will be added to the pot for the June meeting.

New Business:

1st Notification of By-Law changes printed in April Newsletter

Terry Findley announced he has the club's "car teeter totter" and was open to suggestions for giving it away or finding a permanent place to store it. The club voted and approved donating it to another club.

Ron Wentworth announced the annual "Fathers day Swap Meet" held at Chemeketa Community College on Father's Day.

Break: 5-minute break to purchase raffle tickets

Raffle: Held by Lori

Motion to Adjourn Meeting? Meeting adjourned at 8:24PM

Respectfully submitted by Michael Haight, Secretary

Cast Iron Brake Drum Info By Lynn Sondena

This information is about reproduction cast iron brake drums. Gray cast iron is what most manufactures use to produce cast iron parts. It has been in use since the Model T's & Model A's came into existence. Even the reproduction cast iron drums made in China are gray cast iron. Some cast iron drums are advertised as nodular iron. Nodular iron is gray cast iron which has small amounts of magnesium added to form a premium cast iron. Nodular iron is also known as spheroidal or ductile iron. It has excellent ductility, higher tensile strength, and better corrosion resistance than gray cast iron.

Ductility refers to the ability of metal to stretch, bend, or twist without breaking or cracking. Tensile strength is the property in metal which resists forces acting to pull the metal apart. Corrosion is the wasting away of metals by slow gradual combination with other elements and chemical compounds.

You may use this information to make an informed decision before purchasing your new reproduction cast iron brake drums!

SERVICING THE WINDSHIELD WIPER

The vacuum type windshield wiper is used on all models of the new Ford cars and trucks; because of its construction, practically no wear takes place on any of the moving parts of this type of windshield wiper, and it is seldom necessary to service the unit. In the event a wiper fails to function properly, however, the procedure listed below should be followed.

1. Inspect the suction line and fittings for leaking.
2. If there is no leakage in suction line or fittings, remove the two small screws which hold the cover on the front of the wiper motor and examine the tripper spring for breakage. If broken, replace it.
3. In some cases the failure of the wiper to operate may be due to need of oil in the motor, which can be done without removing it from the car.

Secure an old piece of suction hose approximately 6" in length and slip one end over the outlet of the wiper. Move the wiper bar by hand to either side and just before the valve mechanism "clicks," insert the hose into a small can of good light machine oil. Then pull the wiper bar quickly in the opposite direction, thus sucking the oil into the motor.

Next, move the wiper bar back and forth in a normal manner so as to allow the surplus oil to be blown back into the can. This operation will fully lubricate one side of the wiper motor. The other side should then be lubricated by repeating the process but by starting the blade on the opposite side of the shield. (Do not permit oil to touch the wiper blade as it might cause the rubber to curl.)



Shop Hack

If you need to screw in a screw really, really tightly, a wrench can help with that!

Just slide the wrench over the screwdriver handle and now you'll be able to tighten the screw much tighter than you would have been able to do with your hands.

BEAVER CHAPTER BY-LAW PROPOSED REVISIONS

Article III – Membership

Delete are in red, changes are in blue.

Section 1.

D. Family Members: Shall be the immediate family members of an active member not otherwise covered by membership in The Club. They shall not receive a membership card, a roster of members, a copy of the Bylaws nor The Club's monthly newsletter and other mailings. They shall not hold office nor have the right to vote, but they shall be entitled to all other benefits of The Club and MAFCA.

Explanation for deletion: This section not needed due to spouses and youth members already covered in B. and C.

Section 4. Dues

A. *Family members and* Honorary members shall not be required to pay dues.

Explanation for deletion: No longer need mention of Family Members

C. If received after that date a \$5.00 late fee will be charged *on Club dues.*

Explanation: To clarify that the late fee is charged only on Club dues and not MAFCA dues.

Section 6. Resignation

Any member may resign by filing a written resignation with the *Secretary Membership Coordinator*

Section 7. Reinstatement of Expelled Members

Upon written request signed by the former member and filed with the *Secretary Membership Coordinator.*

Explanation: Membership Coordinator has charge of membership activities rather than the Secretary.

Article VI – Officers

Section 9. Membership Coordinator

She/he will be responsible for publication of the club roster for distribution to all members of the club *by the January meeting*

Explanation: Depending on dues payments and completion of roster it most likely will not be available by the January meeting.

Article VII – Finances

Section 3. Checks, Drafts, Etc.:

The checking account shall not exceed \$2,000 unless approved by the Board of directors.

Explanation: This dollar amount is now outdated due to changes in club expenditures. Treasurer shall determine checking account amount based upon upcoming expenses.

By-Law revisions will be voted on at the June meeting.



Two more pictures from the May Tour





**May
Pickup
Tour**

Doug Inglis (right) and Julie and Richard Kirk, Dan Brentano and Bruce Ernst (below) all on their first Beaver Chapter Tour to the NW Vintage Car Museum. They had just celebrated with some christening beverage.



Is this a new Beaver Chapter member?



Kirk and I took our 20 years of living in southern Clackamas County and combined knowledge of the neighborhood to pick a route we called "Good Model A Roads".

As new members of the Beaver Chapter we needed to layout a good tour as it could effect our "tour leader" future. Fortunately our combined thirty years of leading tours for the Rose City Model T Club gave us a heads up.

Thanks to the 20 Model A's that came out for this tour. That's a lot of folks checking tires, oil, water, gas. Polishing, tightening this and that, washing, checking tool boxes, fixing the unfixed.

A highlight was folks having a good time. Bill and Barbara Henderson brought a bottle of bubbly to christen four new "A's" to the club in an ecclesiastical manner. More watched alfalfa becoming cheddar cheese at the TMK Creamery.

No modern iron. No breakdowns. No rain. 10 Pickups!!! Good job all...

~ Tom Winterrowd & Kirk Metteer





For Sale:

4 very good 19" tires, \$300 (I'm going to radials) David Adair 503.655.3189 or dc31a@live.com
 6 red powder-coated 19" wheels. Would like to sell as a set, \$360 for all. Rayburn Mitchell 503.668.0872
 Wanting to sell a hit & miss engine, McCormick & Deering, was running 3 years ago. Eileen Ross 503.913.5036



New Member

Ben Banyard with his 1929 pickup that was used as a chase car at Bonnaville Salt Flats.
 8435 NE St. Paul Hwy. Newberg, OR 97132
 503.502.7954
 cbanyard@msn.com

More New Members:

Michael & Gail Gombos
 281 Ashdown Circle
 West Linn, OR 97068
 503.939.4174
 mikegombos@gmail.com
 1929 Coupe

Tony & Toni Moore
 PO Box 2110
 Fairview, OR 97024
 503.804.0915
 tonymoorellc@frontier.com
 1931 Coupe

Please add new members to you club roster - and welcome them when you see them!



Never let someone with the significance of a speed bump become a roadblock in your life.



Mystery Model A Part

Submit your guess at the club meeting, one guess per member, first correct answer drawn will win a gift card.

June

CALENDAR OF EVENTS:

Beaver Chapter's Board Meeting is Wednesday, June 19th, 6PM at Clackamas Community Center, 15711 SE 90th, Clackamas, OR, 97015. On the same evening is the **Beaver Chapter's Membership Meeting**. Social and refreshments start at 7PM, followed by the meeting at 7:30PM.

June Tour: Come join us on a pleasant drive on June 22nd, to visit one the region's largest lavender farms. Not just any farm, but one that you know the owners, Bill and Mary Jabs.

Eagle Creek Lavender grows and processes 15 varieties of lavender. What began as a test garden in 2014 has grown to a remarkable facility producing an array of lavender products. Last year's festival was pretty impressive, and this year promises to be even better.



This year Bill is offering three seminars demonstrating what goes on behind the scenes. These informational seminars will focus on the three steps of production, growing, harvesting, and processing. The \$5 parking fee will be waived if you drive your Model A.

We will meet in the Oregon City Shopping Center Saturday, 22 June, at 9AM. Planned departure is 9:30. Chad Worthington is the tour leader and can be reached at 503.502.2769.

There are two ways to get enough: One is to continue to accumulate more and more. The other is to desire less.

**THE OLDER YOU GET
THE BETTER YOU GET
UNLESS YOU'RE A
BANANA**

BETTY WHITE

Lori Symank	4 th
Jeanie Adair	5 th
Yvonne Boring	5 th
Rich Murphy	6 th
Bonnie Starkweather	7 th
Marlin Binder	7 th
Amanda Uthe	7 th
David Kratochvil	7 th
Shirley Slack	10 th
Dale Witkowski	12 th
Cheryl Witkowski	12 th
Ed Saldana	13 th
Mary McConnell	13 th
Sharon Fancher	18 th
Glenn Slack	18 th
Tom Popelka	19 th
Lynn Sondanaa	20 th
Adeane Patrick	20 th
Richard Pargman	20 th
Mike Stevenson	21 st
Robert Jones	23 rd
Ray McNamee	23 rd
Lyn McDonald	25 th
Russ Smith	27 th
Park Woodworth	28 th



This is another photo of the gas station in Gladstone taken a few years ago, the pumps are a different color. This is the Adairs 1931 Sport Coupe.