

July   
2022

# The Ahoooga News



Thank goodness for old photos and memories!

**Gone but not forgotten...**



**At Banff National Park**



The Adairs had this 1929 Model A Pickup in the 1980-90's. David restored it, had a roll up canopy made for it, drove it lots, even to Calgary. It just wasn't as comfortable as the Sport Coupe so we sold it in 1995. "Rosie" sure was pretty though! The photo to the right was taken at a 4th of July club pancake breakfast and aptly called "Mustard, Ketchup & Relish".



The official newsletter of Beaver Chapter Model A Ford Club of America, Portland Oregon  
Volume 60, Issue 7

**Still celebrating our 60th year as a Model A Club!**

## BEAVER CHAPTER - MODEL A FORD CLUB - 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.

**Beaver Chapter Membership** commences on January 1<sup>st</sup> or the date paid and expires on December 31<sup>st</sup>. Dues are \$10 for a member plus \$1.00 for a spouse/partner. Late renewals are charged \$5.00. Make check payable to Beaver Chapter, submit signed membership application to the Membership Coordinator at the meetings or send directly to the Membership Coordinator Jennie Ryan at 2415 NE 110<sup>th</sup> Ave. Vancouver, WA 98684.

Bylaws Article III, Section 2 states: "Membership in the national club (Model A Ford Club of America) shall be a prerequisite for all active members of Beaver Chapter." MAFCA dues are \$50.00. Make check out to Model A Ford Club of America, mail directly to 250 S. Cypress St, La Habra, CA 90631-5515.

### CLUB OFFICERS FOR 2022

**President: Debbie Dutton 503.706.4843**  
**Vice President: Tom Winterrowd 503.263.2696**  
**Secretary: Penny Haight 503.663.3263**  
**Treasurer: Mike Worthington 503.788.5965**  
**Member at Large: Leonard Dutton 503.887.2067**  
**Editor: Jeanie Adair 503.655.3189**  
**Membership Coordinator: Jennie Ryan 360.896.5227**  
**Sergeant at Arms: Tom Ryan 360.936.6485**  
**Past President: Lynn Sondena 503.781.9741**

### CLUB REPRESENTATIVES FOR 2022

NW Regional Group Reps: David Adair and Tom Winterrowd;  
Portland Swap Meet: Mike Worthington and Debbie Dutton;  
Sunshine: Brenda Caseday; Refreshments: Mary McConnell;  
MAFCA Chapter News: Tom Irwin; Beaver Chapter Webmaster:  
Richard Starkweather. **Web Site: <http://beaverchapterford.org/>**

**The Ahooga News** is the club newsletter. Articles and contributions are encouraged and will be used as space and time permits. Send directly to the Editor at: jadadaja@msn.com or mail to 895 Hazelwood Dr. Oregon City, OR 97045. **The newsletter deadline** is the Sunday following the club meeting.

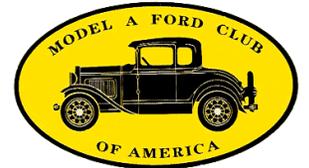
### MEETING REFRESHMENTS

**July:** Lynn Sondena  
**August:** Debbie Dutton  
**September:** Has anyone signed up? It was vacant...  
**October:** Tom & Jennie Ryan  
**November:** It's Pie Night - Everyone bring a pie.  
We all enjoy the goodies at the meetings!  
**Thanks to all our volunteers!**

### THANK YOU! THANK YOU!!

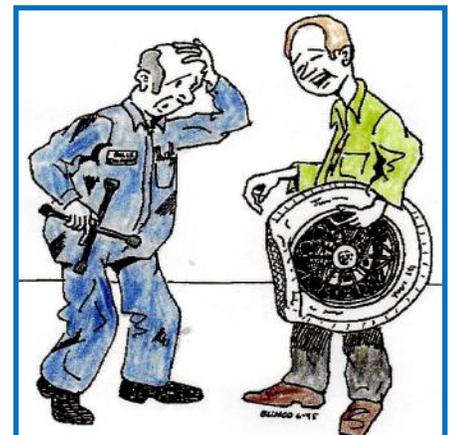
As Editor of this newsletter I want to express a big **THANK YOU** to all our own Beaver Chapter club members who contribute articles for this newsletter. (Still need picture & stories)

But I also want to say thanks to other Model A members and editors from many other Model A clubs who fill their pages, as we all "borrow" from each other to fill our pages. I figure, "Why reinvent the wheel!" ~ Jeanie

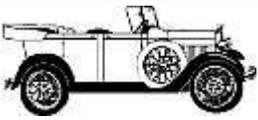


### JULY BIRTHDAYS

Richard Murk	6th
Jim VanLente	7th
Jordon Beller	13th
Jerry Dyck	14th
Diana Hudson	23rd
Rayburn Mitchell	23rd
Michael Gombos	25th
William Price	25th
Michael Haight	28th
Bruce Ernst	31st



Think you can repair it without losing what's left of the original Detroit air?



## PRESIDENTS COLUMN

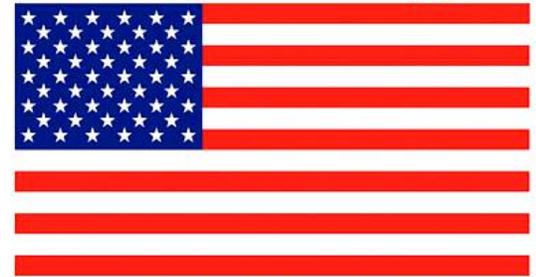
Well here we are, July and as of this writing I have seen no indication that summer has arrived. Looking ahead to this coming week the temperatures are supposed to be in the 70's. Woo Hoo! Weather like the past 3 months have made it very difficult to get the cars out and about. Especially for Leonard and me.

After speaking with Tom Winterrowd this morning to catch up on the meeting while I was gone. He said he had a segment that asked the club members to participate in putting out there suggestions or tips for your Model A's. I thought this was a great idea, so I would like to continue with this, so I will be allowing 10 minutes or so for Tom to continue on with this. So bring your ideas or suggestions or just share an experience that might help someone else in the future.

I also understand that the infamous 4th of July breakfast was brought up. I'm not going to beat a "dead horse" but if this is something that the club wants to continue on with please let me know. I need someone that will help find a facility that can handle us and have the ability to cook. This needs to happen ASAP because most places book 12-13 months out. If there is no interest in this I will let it go.

There is one more thing that I need to bring up again. Jeanie Adair is stepping down from being Editor of the Ahooga news at the end of the year. The end of the year is coming very soon and we are in dire need of an editor I'm not sure what the future looks like without a newsletter. The Ahooga News is our main source of information about the club events. Without a newsletter I don't know how we would communicate about tours, gatherings. It's our main source of information! Please dig deep and let me or anyone on the board know if you can help in anyway. Maybe 2 or 3 people can work together so it doesn't rest on 1 person's shoulders. I can't imagine what the club's future looks like without a means to get information out to the general membership.

Well that's all I have for now. Have a great week and please have a safe 4th if July.  
Respectfully, Debbie



WHAT SO PROUDLY WE HAIL'D AT THE



O'ER THE RAMPARTS WE WATCH'D WERE SO GALLANTLY STREAMING?  
AND THE ROCKET'S RED GLARE, THE BOMBS BURSTING IN AIR,  
GAVE PROOF THROUGH THE NIGHT THAT OUR FLAG WAS STILL THERE,

O SAY DOES THAT STAR-SPANGLED BANNER YET WAVE

O'ER THE LAND OF THE FREE  
AND THE HOME OF THE BRAVE?

### ADD TO YOUR DIRECTORY:

#### New Beaver Chapter Members:

David and Sherry Hawbecker  
2222 Matterhorn Ct West Linn 97068  
noe2912@comcast.net  
510-368-7678. 510-368-7498  
1931 Tudor sedan

Corey and Jessica Acosta  
7326 S Virginia Ave Portland 97219  
cacost@franklinclinic.com  
971-245-0224  
1930 Tudor



#### WELCOME-

Christopher & Emily Rogers came to their first club meeting.

#### Membership Directory Corrections:

Change the Rogers email addresses to:  
Loopy4u@gmail.com  
Riddick5g@gmail.com

To all Model A Owners:

I attended a wonderful carburetor seminar put on by a very intelligent man who knows his stuff when it comes to the mechanical side of the Model A. That man was Lynn Sondenaa - what he doesn't know probably is OK to not know. I have also, attended several of Mike Worthington's seminars at his home laboratory. I see his genius on par with Lynn's with a slightly different perspective. All should be good in the world of Model A carburetors, right? Especially if you have these two guys for friends and mentors. I sure wish I had known them before I ever bought this Model A.



However, I will tell you a story that caused me to go bald and

almost get a divorce over being stranded for hours on the side of some back road. I bought my little 1930 Model A off the internet site unseen except by some well photo shopped pictures. Believe it or not, they were perfect. The Exotic used car dealer in Palm Springs Ca. reassured me that this one owner car was well priced and ready for the road. So, sucker that I was, I had it shipped to me. All was well and fine until I drove it home from the pickup point 17 miles from my home. Of course, I did not make it home easily as the car kept backfiring and quitting. The story from then on until six years ago was ugly.

I consulted shop manuals that had technically good information that generally applies but did not resolve any drivability problems. I had multiple people give me advice that pretty much was wrong. My favorite one was the cliché "Oh it's just a Model A! That's how they all run. Live with it and keep your cell phone handy." I had the engine rebuilt and I ordered carburetor kits galore. Nothing helped. I even bought a used distributor & carburetor to carry in the trunk. I bought a special high flow muffler, but thousands of dollars later the car was running only somewhat better. Then I started having good and bad trips so I must have done something good, right? I even replaced the head gasket twice. Finally, I looked in the fuel tank and found it completely plugged with a few gallons of debris, rust, dirt, glass, pine needles, and assorted crud. Now being the highly educated genius I think I am I drained the fuel tank using a shop vacuum with a 1/2 inch plastic tube, sucked the fuel tank very clean and then put tank sealer in it as best as I could without removing the tank. Not very effective I discovered. Well, finally I was getting somewhere, because now the car could usually be driven a few miles with only intermittent drivability issues. Although it wouldn't idle reliably and constantly over heated (which is another story in itself).

So, I was at a dead end. I decided that I was going to take one last shot at a home repair. I began taking parts off the car's engine. The first couple items such as the water pump, the head, and the distributor did not reveal any problems. Since I was this far into dismantling the engine, I thought I would take every nut bolt off that engine if I had to. Therefore, I removed the manifold set with the carburetor attached. Low and behold there was a hairline crack not visible from any position while the manifold was installed. At the next swap meet I bought a used manifold for \$50.00, cleaned it up, painted it with special heat proof paint, and installed it with new gaskets. Wow! It looked good. The car ran perfect for about six months.

(Continued...)

Then as any 90-year-old, it began to exhibit all its nastiness again. I am sure you all have heard my screams. I went back to madly taking things off the engine and discarding them in a heap just outside the garage door! But this time I started with the exhaust manifold. That sneaky little manifold crack had reappeared. AGGGH! Yes, I was going crazy, but in one of my more lucid moments I had the fleeting idea I should call someone who was a real expert, at my favorite manifold parts store. \$1000 later the car was fixed! Now the car was drivable! All it took was a matched pair of manifolds assembled ready to install with a new carburetor. So, I have learned a thing or two about Henry's Lady.

That's my story and I am sticking it to it!

The Moral of this story is twofold.

One, always take your cars to those who really know a Model A.

Two, don't ever assume that any one part is the problem. Throwing parts at a problem is not the solution. And believe me it is almost never the condenser or the coil for that matter!

If I knew what I now know about finicky Model A's I probably would have used my money to invest in gold stocks or some other risky venture, that guaranteed me a high yield return on capital. ~ Michael Haight

**E**ach year garage fires not only destroy the building, they also destroy the cars stored inside.

The main cause of these fires is spontaneous combustion. This is a chemical reaction caused by oxidation of flammable material. It is described as the bacterial or atmospheric oxidation not dispersing heat.

All fires require three components; fuel, oxygen and heat. In this case the heat is generated by the chemical reaction rather than an external source such as an open flame.

Throwing oily rags into a pile with no means of dispersing the heat is the reason fires occur. Proper handling of soiled rags is to allow them to dry in an open area such as on a rack where the heat is allowed to cool in the surrounding air.

Spontaneous combustion can also occur when flammable chemicals such as gasoline or oils are left in open containers in a confined area that allows the build up of fumes that can start the oxidation process. Special storage cabinets are available to hold such items. Storing items on an open shelf could be an option as long as there is sufficient ventilation if a cabinet is not practical.

Other causes of fires include faulty electrical wiring and overloaded circuits.

### **HOW SAFE IS YOUR GARAGE?**

Where are your fire extinguishers?

Do you have smoke or fire alarms that can be heard in the house?

How do you dispose of dirty rags?

How do you store your chemicals?

Do you have Ground Fault protection on your electrical outlets?

Is there a barrier between your garage and a potential grass fire?

Stay safe and review how your garage is maintained.

Sid Gough, Stampede City A's



Way to start a marriage!  
The Model A comes first!



Terry hired a handyman and gave him a list of jobs to do.

Of the jobs on the list, he only completed numbers 1, 3, 5, and 7. It turns out the handyman only does odd jobs.

"A man only learns in two ways, one is by reading, and the other is by association with smarter people." ~ Will Rogers



**RED AND WHITE HAS ALWAYS BEEN A CLASSIC**

This pattern is from a 1930 Model A era Needlecraft magazine. The dress has short sleeves, a cowl neckline, a defined waistline, but the detail is about the hips. The seaming and two front pleats provide interest to the garment.

The simple red jacket is topped off with white trim on the pockets and cuffs.

Notice how small the hat is compared to some of the Model A era hats from 1928 and 1929. This simple cloche is entirely off the forehead. ~ Jeanie Adair

**Gardening Advice**

Spring brings gardening, but beware of advice from others...

A friend suggested I put manure on my strawberries.

I'll never do that again...

I'm going back to putting whipped cream on them!



*Shopman discussing bathing costume with customer: "Really, I can't understand it shrinking, unless you've actually been in the sea with it!" (Remember, many era swimsuits were made of wool!)*

Now compare this hat → from a 1929 Delineator magazine to the hat on the above left illustration. See how much of the face is covered and how deep the crown on this hat is! Fashion changes.



Ponder this - The meaning of opaque is unclear.





## Sarah Helmick State Park Celebration Tour

Two Beaver Chapter Model A's spent most of the day as this park noted its 100th anniversary. Along with Kirk Metteer's 1930 Pickup and David Adair's 1931 Sport Coupe and another Model A, four Model T's, there was this 1909 Maxwell. This old car had a two cylinder, 10 hp engine. It almost looks like an open buggy - definitely a "cool" ride for a rainy day

Club members who attended were Kirk and Rene Metteer, David Adair, Ted Downs and Vincent Dunn. They were treated to hot dogs, chips and cupcakes. Drivers received a nice picnic blanket and a commemorative pin.



The county sheriff pulled up next to the guy unloading garbage out of his Model A Pickup into a ditch. The sheriff asked, "Why are you dumping garbage in the ditch? Can't you see that sign right there?" "Yep," he replied. "That's why I'm dumping it here, cause it says, "Fine For Dumping Garbage."

"When I finished my coupe I didn't have much cash left for a garage."

## Starting Your Model A

While each Model A has its own starting sequence, none of them will start well by just yanking out the choke rod and holding it out for 5 or 10 seconds while the engine cranks. The Model A has a gravity fuel system on a low compression engine which means it is easily flooded by too much choke. Turn the key on and fully retard the spart (up). Turn the GAV out 1 turn, hold the clutch in and move the hand throttle until you see the gas pedal move. Then step on the starter button. Let the motor crank for at least 3 -4 seconds before you pull the choke rod. Then, don't hold it out for more than 2 or 3 seconds. If you find out it will not start without excessive choking, you have problems. As stated, all Model A's seem to have their own little quirks and unique starting sequence, but his is the standard procedure to start a typical, good running Model A Ford. ~ Bruce Haynes, Old Dominion Model A Ford Club

## Beaver Chapter Board Meeting – June 15, 2022

Call to Order: 6:00 PM by Vice President Tom Winterrowd. Board Members Present: Tom Winterrowd, Penny Haight, Mike Worthington, Jeanie Adair, Jennie Ryan, Tom Ryan and Lynn Sondena.

**Minutes Approval:** A motion to approve the May 18, 2022 meeting minutes as printed in the Ahooga Newsletter was made and seconded. The motion was voted on and passed unanimously.

**Treasures Report:** All bills are paid to date and our taxes are filed.

**Swap Meet Report:** June 30<sup>th</sup> is the end of the fiscal year for the Swap Meet.

**Editors Report:** To date, no one has stepped forward to take the job of producing the Ahooga Newsletter. The club newsletter will come out a few days after the 1<sup>st</sup> of the month because the editor will be on vacation.

**Membership Report:** Jennie Ryan had nothing to report.

**Tour Report:** Tom Winterrowd reviewed the tour schedule for June. Some money has been set aside to reimburse members for gas. Lynn Sondena shared his July tour plan to the Mosier Tunnels on July 9<sup>th</sup>. Fourteen Beaver Club cars are registered for the tour. The Past Presidents Tour will be held on Sept. 23-25.

**July 4<sup>th</sup>, 2023 Breakfast:** The board discussed finding a location for the event. It was determined that we will need a chairperson to handle the details. Our goal is to ask the general membership if someone is interested in taking the job. The board members will be doing the cooking and serving of those in attendance.

**Bylaws and Policies Review:** Tom has several suggestions. The rest of the board will review the current Bylaws and Policies and we will discuss them in July.

**Old Business:** Revising the club application form was discussed again. Our goal is to make it more streamlined. We viewed the current one and will revisit this at the July meeting.

**New Business:** Tom Winterrowd, as tour director sees no need for the emergency tour bags that the club owns. It was suggested that we raffle them off at one of our club meetings.

Meeting Adjourned at 7:00 PM.

Respectfully submitted, Penny Haight, Secretary

A man was walking down the street when he was accosted by a particularly dirty and shabby looking homeless man who asked him for a couple of dollars for dinner. The man took out his wallet, extracted ten dollars and asked, "If I give you this money, will you buy some beer with it instead of dinner?" "No, I had to stop drinking years ago" the homeless man replied. "Will you spend this on old car parts instead of food?" the man asked. "Are you nuts!" replied the homeless man. "I haven't had an old car in 20 years." "Well," said the man, "I'm not going to give you money. Instead, I'm going to take you home for a shower and a terrific dinner cooked by my wife." The homeless man was astounded. "Won't your wife be furious with you for doing that?" The man replied, "That's okay. It's important for her to see what a man looks like after he has given up drinking and restoring old cars."

## O-Ring to Protect Upholstery

By: Doug Zinn, Little Rock, AR  
Illustrated by John Pratt, Urbana, IL

I GOT THIS SIMPLE IDEA from a friend of mine – Bobby Roy, who lives in Ola, Arkansas. Behind a finish washer for upholstery, use a #78 O-ring under the washer as a backup to keep from cutting into the material. I have put this idea to use with good results.

#78 O-Ring/The Restorer May/June 2020—Volume 65, Issue 1



## **Beaver Chapter General Meeting Minutes for June 15, 2022**

**Call to Order:** Vice President Tom Winterrowd called the meeting to order at 7:31PM with 45 members in attendance. Tom Winterrowd led the flag salute.

**Tom Winterrowd** welcomed the members and asked if there were any guests or new members present. New Members Emily and Chris Rogers were present. They own a 1928 Model A Coupe. It came with a trunk which they have converted to a rumble seat. They have named the car "Harvey" after their grandfather. They come from a family of car enthusiasts.

**Minutes Approval:** A motion was made and seconded to accept the minutes as they were printed in the Ahooga Newsletter. The motion was voted on and passed.

**Treasurers Report:** Mike Worthington presented the treasurers report.

**2022 Swap Meet Report:** Mike Worthington presented the Swap Meet report.

**Tour Reports:** Anne Humble shared the details of the June 25<sup>th</sup> tour. She asked those going to sign up and reminded everyone that an I Phone app for historic cemeteries would make the trip more fun. Bring your camera for pictures at Cathedral Park.

Lynn Sondena reminded those wanting to go on the Mosier Tunnels Tour to fill out the application. If they are having a hard time with it, call him. The date is July 9<sup>th</sup>. See newsletter for details. The date for the Past Presidents Tour is September 23-25.

**Name Tag Drawing:** Penny Haight won the name tag drawing.

**Editors Report:** The newsletter will be late arriving in your email box in July. The ladies seminar tonight will be on Model A era hats and dresses.

**Gots and Wants** were passed around.

**Sunshine Report:** Sue Perry and Glen Slack have passed away. An email was sent out regarding details for Sue Perry's memorial on June 25<sup>th</sup>. Call Shirley Slack if interested in attending Glen's service.

**Model A hints and suggestions:** Tighten or torque your lug nuts every 100 miles and more often for some cars. Use washers if your lug nuts are not making good contact. Regularly check for the presences of cotter keys that hold parts in place. It was stated that the parking brake is not an emergency brake.

**Parts Trailer:** Ted Downs still has the parts trailer at his home. He hopes to move it to Leonard Dutton's home by the end of June.

**Membership Drawing:** Michael Haight won the membership drawing.

**Banquet Report:** Pam McClafin shared that the Banquet was well attended and very enjoyable.

**Website Report:** Richard Starkweather is revising the website to make it more user friendly. He has two categories for photos now. He reminded the membership that they may post to Facebook also.

**50/50 Drawing:** Jeanie Adair won the 50/50 drawing.

**New Business:** David Adair asked that the Board would review the 50/50 drawing.

Refreshments were provided by Rene and Kirk Metteer. Thank You!

Meeting adjourned at 8:13PM.

Respectfully submitted, Penny Haight, Secretary

**Tiny Tip** - Here's a tip about cork gaskets: many times if you buy old stock cork gaskets, you will find that they have shrunk to where they no longer fit. Soak them in warm water for a few minutes and they will be restored to their original size.

**Flywheel Installation Tip** - Sometimes it is very difficult to get the flywheel back in place, so to make it easier, take two spare long cylinder head studs and insert them into the crankshaft bolt holes. Slide the flywheel on over the studs and secure the flywheel with two flywheel bolts. Then remove the cylinder head studs and complete the job.



On Saturday, June 25, a beautiful sunny day, Lynn and Anne Humble led 15 Model A's from the St. John's Bridge through the Washington County countryside.

The first stop was Oregon's tallest, still functioning wooden train trestle at Holcomb Creek. We weren't lucky enough to have a train pass by, but impressive nonetheless.

Next stop was lunch at the Helvetia Tavern then on to the Harrison pioneer cemetery. Time was spent in this beautiful spot. Then on to the Old Scotch Church. This was our final stop before going our separate ways. The perfect day for us to enjoy our cars.

These were the attendees: Chad Worthington, Doug Ingles, the Corahs, Dexters, Sondenaas, Fanchers, Jackmans, Irwins, Barnetts, Symanks, Ernsts, Bill Jabs, the Metteers, and Simpsons.

Thank you to Lynn and Anne for being tour leaders!



## JUNE TOUR

## THAT ORNERY MODEL A

How do folks learn to fix cars in the country? In this case, one neighbor at a time.

When Dad bought a 1928 Model A Ford in 1935, I thought we were just about rich. Well at least for the first half mile into our first drive to town. That's when the car coughed and sputtered to a dead stop. Dad walked around the door and raised one side of the hood purposefully. He shook wires, lifted caps, tapped metal and kicked the tires.

"Maybe you need a new string," I said, pointing to a strip of flour sack tied to something. "That one looks really dirty." Dad gave me a funny look.

Amos Spradley came along in his wagon. "Got car trouble?" he offered. "I ain't never owned one, but I heard tell if the spark plugs are dirty, the thing won't crank."

"What's a spark plug?" Dad asked.

Amos climbed down and the men ducked their heads under the hood. "Don't rightly know," Amos said, "but I believe it's them things". He pointed to what looked like four little bottles lined up. Dad carefully unscrewed one, eyeballed it warily, then wiped it reasonably clean with a rag. He cleaned all four, then got in behind the steering wheel to start it. Nothing happened.

"Well, must be something else," Amos said before hollering at his horse to giddy up.

Dad sighed and looked over at me. I studied the closest tire and gave it a kick. Just then, Peanut Jenkins rode up on his mule. "Got car trouble?" he nodded. "Ben Simpkins had the same. Car wouldn't start for nothing. It was his carburetor stopped up."

Both men stuck their heads together over the fender. Peanut reached way in and touched something. "Yep, I think it's this thing right here."

Dad tried to remove the carburetor, but it stayed put. He wiped everything in reach, then jumped inside and tried starting it up. Still nothing.

Peanut slung a leg over his mule. "Looks like that wasn't it after all."

Dad walked a few paces off, wiping grease off his hands, staring at the car and muttering. Bubba Wilson pedaled up on his bicycle.

"Don't you ask me what's wrong with this car," Dad warned before Bubba could open his mouth.

Bubba shrugged, more interested in the car body than the motor. "Probably ain't got gas, anyways."

Dad stared at him a full minute, then cut a straight limb from a tree and stuck it in where he'd taken off the gas cap. It came out bone-dry.

Bubba went for gas, and after Dad poured it in, our Model A started right up. Dad laughed hard and winked at me.

"I guess if you wait long enough, the answers just come to you!"

Story by Edna Norrell, Montgomery, Alabama as printed in the March *The Connecting Rod* newsletter.

**THE FIRST STEP  
TOWARDS GETTING  
SOMEWHERE IS TO  
DECIDE THAT YOU ARE  
NOT GOING TO STAY  
WHERE YOU ARE.**

Save the excuses.  
It's not about  
"having" time.  
It's about  
making time.  
If it matters,  
you will make time.

### Cruisin' Sherwood

Our Panel Delivery was selected tops of the '48 or older category and a first-ever presentation of the Memorial Choice Award. Now on to the Forest Grove Concours d'Elegance, July 17<sup>th</sup> with other club members. ~ Leslie & Tom Atiyeh





**1st Wednesday Breakfast** will be July 6th, 9AM at Pappy's Greasy Spoon restaurant at 243 NW 2nd Street, Canby, OR 97013. Hope to see you there...

July 9th **Mosier Tunnel Tour** meet at Oregon City Shopping Center at 8:45 for a 9am departure. You had to preregister for this tour. Call Lynn Sondena tour leader.



Join us July 17th, 2022 for the Forest Grove Concours d'Elegance. It features more than 300 vintage, sports and collector cars presented on the tree-shaded campus of Pacific University. I hear three Beaver Chapter members are entering this year in the commercial category.

If you've never gone this would be a good year to go!

Wednesday, July 20th, **Beaver Chapter Board Meeting** is at 6PM, Social starts at 7PM, followed by the **Membership Meeting** at 7:30PM. Location is the Clackamas Community Center, 15711 SE 90th, Clackamas OR. A short seminar on the distributor follows the meeting, and the ladies will discuss Model A era fashions in the annex.

**WANTED:** Worn out 19" tire, tread not important, but decent sidewall, prefer whitewall. Contact John Nieder at 503.348.1743



**FOR SALE:** 1929 Model A Ford Woodie Wagon FOR SALE, disassembled, new radiator & lots of parts, \$3,000 Beaver Chapter member Mac, in Newport, 541-264-8310

3 each 21" BW BF Goodrich tires good shape, with tubes \$75 ea. (went to radials). Model B Diamond block complete engine; standard crank counter balanced, 0.020 rods; all new parts include water pump/fan; pressure tested; new babbit. Built by Tom Godish. Includes lightened flywheel, clutch/pressure plate. \$4800 Firm. (Over \$6000 invested) Tom Irwin 503.538.5227

Four 19" wheels with tires for sale, \$50 OBO. Non club member, Bill Starks 503.692.9440

### Beaver Website Update

In the last 30 days there have been 388 site sessions. Pages visited in order of frequency: Homepage, Newsletter, Calendar, Photos, Want Ads, Membership, Officers and the balance split amongst the remaining pages. This month we have had visits from: Arizona, California, Colorado, New Mexico, New Jersey, Texas, Maine, Michigan, and of course Oregon, & Washington. Outside of U.S., Canada and Brazil.

Traffic by device: Desktop 310, Mobile phone 63, Tablet 15.

Anne Humble pointed out that the Calendar is not available by mobile phone. Sure enough when you try to enter the site, only a title is listed and unreadable. If you take your finger and swipe up on the screen, the Calendar becomes visible. If you touch on an event the information becomes available, and then you touch on (map), it will guide you to the meeting place or event. I will try to sort this problem out.

Marlynne and Art Pugsley requested a page where Photos can be posted, that are not "Event" Photos. Our existing photos have been renamed "Event Photos", and a new page titled "Fun Photos" has been added. Check it out.

Photos for the website become a struggle. I will contact tour leaders for information about who took photos that can be shared with our Membership. If you take photos, please send them to: modelaford28-31@outlook.com, or my home email in the membership booklet.

Richard Starkweather - Webmaster