

The Ahoooga News

March

2021



The official newsletter of Beaver Chapter Model A Ford Club of America, Portland, Oregon
Volume 59, Issue 3

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.

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. Make check out to Model A Ford Club of America.

Mail to: MAFCA, 250 S. Cypress Ave., La Habra, CA 90631.

CLUB OFFICERS FOR 2021

President: Lynn Sondenaa 503.781.9741

Vice President: Tom Winterrowd 503.263.2696

Secretary: Kirk Metteer 503.910.4900

Treasurer: Mike Worthington 503.788.5965

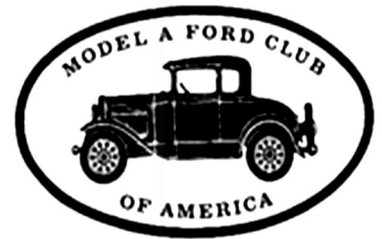
Member at Large: Debbie Dutton 503.706.4843

Editor: Jeanie Adair 503.655.3189

Membership Coordinator: Rayburn Mitchell 503.668.0872

Sargent at Arms: Rene Metteer 503.910.6805

Past President: Chris Irwin 503.538.5227



CLUB REPRESENTATIVES FOR 2021

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; Beaver Chapter Webmaster: Richard Starkweather; Web Site: <http://beaverchapterford.org/>

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

Correspondence should be sent directly to the Editor:

jadadaja@msn.com or mailed to 895 Hazelwood Dr. Oregon City, OR 97045.



Gail Gombos	1st
Rina Uthe	1st
Randy Dailey	3rd
Norma Reece	6th
Judy Dyck	7th
Dale Corah	10th
Shannon Orlando	13th
Greg Edwards	19th
Gayna Flake	23rd
Patrick LaPointe	26th



"The 6 feet of safe distance makes things tougher for all of us."



President's Column March

Well, here it is mid-February and I am writing my President's column. I look outside to a good two feet of snow. The year 2020 was a bummer and now 2021 with Covid-19 and its new strains still here and the snow and ice it is starting to be a downer. I will keep my head high and keep my positive spirit, because it will only get better.

Your Board has voted to cancel the March general meeting. Please check our website as it gets updated on a regular basis. I have received telephone calls from members that can not get to the website. What I have found is that you need to use

the search engine Goggle Chrome or Micro-Soft Edge. They seem to be the best search engines to use. MAFCA has over 100 chapters and thanks to Richard Starkweather and his hard work the Beavers chapter is the second-best website on MAFCA. **Again, Richard won the Website of Distinction Award.** MAFCA only gives out one of these awards a year. Richard has done an excellent job of compiling the website so take time to look at it. If you have technical articles, tiny tips, fashion articles, or Model A photos please email them to Richard and when he finds time, he will add them to the website.

Last week I had two doctor appointments. On Tuesday I hopped into my modern iron and it had a dead battery. It would not take a charge, so I used my Victoria on a wet day. I came home and went to replace the battery, but I could not find it. I had to use Goggle to find the location. In Jeeps wisdom they placed it under the passenger seat. From the factory the battery was installed before the seats were installed. It was a good thing I had plenty of patience that day. The Jeep now runs fine. Thursday, I had my second doctor's appointment and as luck would have it the new battery was dead. Again, the Victoria saved the day. It was a very wet and cold day. The Model A vacuum wiper is best described as decoration. Fortunately, I use Rain-X on the windshield and Patty with a rag for the defroster!

Turns out that this Jeep has two batteries. It also has a small 14 ½ volt battery that controls the starting system and on-board computer. These are only available at the Jeep dealership for \$138 dollars.

This ordeal really made me appreciate my Model A's. Sure, they need minor maintenance a lot, but they are reliable. Remember they are in their 90's. So, I recommend that you go out to the garage and give your Model A some love! ~Lynn Sondenaa

Make sure your kilt is short enough to do a Jig But long enough to hide your Lucky Charms! Happy St. Patrick's Day everyone!



Why is a best friend like a 4-leaf clover?



Because they are hard to find and lucky to have.



Colorized assembly line photo

Model A Tire Inflation Pressure By Lynn Sondenaa

First, what is the purpose of a tire? They provide traction for moving the Model A down the road, and they also assist the brakes in stopping by grabbing the ground. Why should the inflation pressure of tires be checked on a regular basis? There are five main reasons, they are as follows:

- Better fuel milage.
- Less wear on the tire tread so the tire last longer.
- Promotes better steering.
- Helps to eliminate Model A swaying. (This is the feeling of the body rocking back and forth on curves)
- Better braking by keeping the Model A moving straight ahead and not pulling to one side or the other.

If you are using stock Model A rims and tires (19 or 21 inch) the correct tire pressure is **34 or 35 psi**. If you are using radial tires or early V-8 Ford rims the recommended tire inflation pressure is embossed on the sidewall of the tire. The tire pressure should be checked at least once a month on a minimum. This is true even if you are not driving the Model A. The body weight of the Model A can deteriorates the sidewalls of the tire if they are under inflated.

Also, for safety check the lug nut torque when you check the tire pressure. Lug nuts should be **torqued to 65-foot pounds**. The right rear lug nuts have a tendency to loosen. Be sure to obverse the 65-foot pound torque. Excessive torque can cause the lug nut stud to be sheared off, and it can also promote lug nut hole enlargement.

Be smart and pro-active by checking tire inflation pressure and lug nut torque.

Beaver Chapter club meetings and sanctioned tours and events continue to be cancelled.

I know, its not much fun in the Model A world right now! But three of our members have suggestions in this newsletter about what you can be doing to get ready for touring when we can gather... In the meantime, call a couple members just to chat - how about someone you have sat next to at a club meeting or just open the cub roster and call someone on that page! Send me your favorite photo of your car. Send me a story or joke. How about a Tiny Tip? I know each and everyone of you have something to contribute!! I'm just waiting to hear from you... Editor, Jeanie jadadaja@msn.com

If your car could travel at the speed of light, would your headlights work?



Frocks That Ingeniously Trim Themselves

These Elite Patterns are from a 1929 February magazine.

The simple green afternoon frock could be worn on dozens of occasions. It has a contrasting collar, button lapped front closure and the skirt has three pleats on each side of center.

The dress in the center is feminine yet tailored. Note the diagonal lines that continue to wrap around to the back (see inset). Suggested fabric is silk crepe or satin.

A smart flare of the skirt on this third model and a clever use of scallops gives a special charm to this velvet afternoon dress.

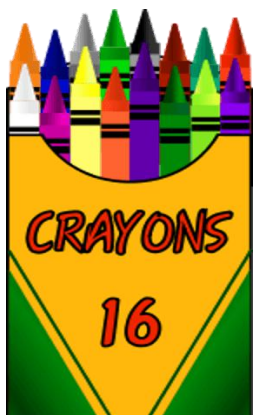
~ Jeanie Adair

Do You Have an Interest in Model A Fashions?

Have You Ever Thought About Being an Entrant in a MAFCA Fashion Event?

The MAFCA website has added a video titled "What to Expect as a Fashion Entrant" An entrant shares her experience as a participant in MAFCA Era Fashion Judging. She literally walks you through the whole process from entry form, to judging room and finally the fashion show and receiving your award.

Check out this video - era fashions are another aspect of the Model A hobby!



You could learn a lot from crayons. Some are sharp, some are pretty and some are dull. Some have weird names and all are different colors, but they all have to live in the same box.



May your troubles be less.
And your blessings be more.
And nothing but happiness
come through your door.

Irish Blessing



My Two Cents By Mike Worthington

Well folks it is that time of year. And what time is that you ask, well it is time to put aside those consuming concerns about COVID, politics, and hopefully your snow shovel, because it is time to get the Model A ready to leave the garage.

Most of us had the one little thing we were going to fix over the winter that we did not quite get to. Add that to the normal spring preparations and the list becomes slightly longer. What ever the length of your list, the two things that should be near the top are BRAKES and tires. It does not matter that you can travel as fast as David Adair, unless you can also safely stop, and turn. Beaver Chapter members have taught me a good deal about my car, but I am still challenged by the brakes. Oh. I understand how they work, and I know the procedures to adjust them. No matter how much I fiddle with them many times they are not quite right. The point here is that each of us have skills, and experiences, that allow us to keep our cars on the road. Some of our members have a complete skill set like Greg Edwards, and Lynn Sondenaa. Most of us are less well equipped. The goods news is that help is available, but you have to ask.

After you check, and adjust your brakes it is time for some of those important, but less critical items. Change the engine oil, lubricate the chassis, check and top off the remining fluids, and do not forget to check the oil (not grease, as Greg reminds me) in the steering box. Next on the list should be a bumper to bumper visual inspection to include hoses, fan belt, cotter pins, battery, electrical cables, and any new floor puddles. Grab each radiator hose and give it a squeeze – mushy hoses should be replaced in your garage saving you from that dreaded road side seminar. The fan belt should have about an inch is slack and should not show signs of wear such as cracks or rub marks. Tires have a special place on your list, they should be full of air, free of side wall cracks, have adequate tread, and not have grease on the side walls from leaky wheel bearings or grease seals.

OK, you are almost ready to go. Next month we will cover that skunky fuel left over from last year, and its effect on your carburetor.

Vacuum Windshield Wiper Maintenance By David Adair

Instructions to add oil to a Model A vacuum wiper motor.

1. Leave the vacuum wiper motor on the car and disconnect the vacuum hose. Switch the motor to the "on" position. Hold your finger over the nipple on the motor and cycle the motor back and forth. Note that in one direction the motor sucks in air and in the opposite direction, the motor expels air. Place the wiper blade in the position where the motor will begin to suck in air at the nipple.
2. Attach a short length of clear tubing (12" is sufficient) and hold the open end up. Using a squeeze bottle, force about one teaspoon of oil into the motor. The article that I read recommended 10-30 weight oil. It will be a good idea to place a rag or old towel below the motor. Hold another rag over the end of the clear tubing.
3. Cycle the wiper blade back and forth several times. Repeat this process adding another teaspoon of oil to the motor.
4. Reconnect the vacuum hose to the wiper motor. Start the engine and run the accelerating motor. It should run well, and it is normal for the wiper to slow down when accelerating but it should not stop altogether.
5. If it does not run, the wiper motor should be disassembled, cleaned, inspected and rebuilt.



With a little help from some friends...

Tom and Jennie Ryan got the body lifted onto their 1930 Coupe chassis after having Amanda Utthe do the painting.

As many of you know Amanda is no longer ordering car parts - another Covid causality! She is now painting cars under the Rusty Lugs name, same phone number.

Sarah stuck her nose into everyone's business in town. She made a mistake, however, when she accused George of being an alcoholic after spotting his pickup parked in front of a bar one afternoon.

"George, everyone who sees it there will know what you're doing," she told him in front of their church group.

George ignored her and walked away. Later that evening, he parked his pickup in front of Sarah's house and left it there all night.



Check out Facebook for "Model A Era Fashions - MAFCA"

REMEMBER-

The best way to keep peace in the family is to wear car clothes to work on your Model A!

Two cheese trucks ran into each other.
De brie was everywhere.



Jim's Tech Tip

by Jim Cannon

Towing Your Model A on a Trailer



There will be times when you need to transport your Model A on a trailer. Here's a tip on trailer loading to help you tow safely.

When the car is loaded on the trailer, the tongue weight of the trailer on the trailer hitch (on the back of your car or truck) should be between 10-15% of the total weight of the combined "trailer+Model A". If you load the trailer with less than 10% of the weight on the hitch, the trailer will sway as the speed increases, which is very dangerous. Over 15% can put too much unnecessary load on the back of your tow vehicle, which can take weight off of your front wheels (needed for steering and braking) – which is also not good.

How do you know the weight of your "trailer+Model A"? I took my car on the trailer to my local feed store where they have a scale. Many truck stops also have scales. I parked the loaded trailer on the scale, disconnected my truck, and moved the truck off the scale. They charge a small fee to give you the weight. Once I had that total weight, it was easy to calculate 10% and 15% of that. For example, if your "trailer+Model A" is 4,200 pounds, your Target Tongue Weight is 420 to 630 pounds, call it 525.

Once you know the Target Tongue Weight that you are shooting for, how do you know what the actual tongue weight is when you put the Model A on the trailer? You can figure it out with a ruler or tape measure. Go to a building supply store (like Home Depot) with your tow vehicle and no trailer. Measure and record the distance between the bottom of the trailer hitch and the ground. Now start loading 80# bags of dry concrete mix into your car trunk or truck bed until you have loaded your Target Tongue Weight. (I had a helpful young guy at HD load them in for me.) The exact load is not critical, but it must be above your 10% number. Now measure and record the distance between the bottom of the trailer hitch and the ground again. Once you have those 2 numbers, you can ask the helpful lad at the store to unload all those bags and put them back! Thankfully, you only have to do this exercise one time.

With these 2 measurements, before and after the load was added, you can quickly figure out the change in height above the ground when you have your Target Tongue Weight on the back of your tow vehicle. This CHANGE in the height of your trailer hitch is the HITCH DROP that you need to get when you load your Model A on the trailer. Before attaching the trailer to your tow vehicle in the future, measure the height of the trailer hitch above the ground. Now attach the trailer and load your Model A on it. Pull the Model A forward on the trailer until your trailer hitch has dropped by your Target Hitch Drop. You can roll the Model A forward and backward a bit on the trailer to get the amount of drop that you are shooting for. Now tie the Model A down in this position on the trailer and be confident that you have enough, but not too much, tongue weight on your trailer hitch.

I have marked on my trailer the best spot to load a Model A to get the target tongue weight and hitch drop. When I put them on the mark, the tongue weight is correct.

For more tips on safe towing, check out the following web site: <https://www.curtmfg.com/towing-safety>

From the Sullivan Trail A's newsletter, *Sullivan Trail A's News* —

Here's an interesting old black and white silent film circa 1928 entitled "*Selling Ford Service*" produced and directed by **Ford Motion Picture Laboratories** featuring the sale of a brand new Tudor.

Paste the following to your computer and watch the 11 minute video —

<https://d3hg138m6n7vnh.cloudfront.net/lz/mopix/fc-fc/fc-fc-4030.mp4>

Beaver Chapter Board Meeting Minutes of February 24, 2021

Call to Order: 1:15 P.M. by President Lynn Sondenaar

Board Members Present: Lynn Sondenaar, Tom Winterrowd, Kirk Metteer, Rene' Metteer, Jeanie Adair, Chris Irwin, Rayburn Mitchell, Debbie Dutton and Mike Worthington. Guest: David Adair

Old Business - None

New Business/Reports:

1. Editor, Jeanie Adair reported that Mike Worthington is now printing the very nice quality newsletter. She reminded us that newsletter items are due by the weekend following the third Wednesday of the month.

2. Vice President, Tom Winterrowd hopes to resume tours this summer and has several tours planned. He will post tour information and activities in the monthly newsletter. Tom has no projected tour costs at this time due to Coronavirus uncertainty. David Adair volunteered to lead the Shop Tour in November. For non-official get-togethers, Tom has planned two breakfast outings: A). Tom invites those wishing to get out of the house to come to his place on Wednesday, March 3rd at 9:00 AM. B). On April 7th, those who wish can meet at The Greasy Spoon in Canby at 9:00 AM. Tom plans to list, in the newsletter, events that club members may wish to participate in.

3. Past President, Chris Irwin will include an item in the newsletter to determine participation interest in a possible 2021 Past President Tour this fall.

4. Member-at-Large, Debbie Dutton reported that there will be no 2021 Swap Meet, but plans are being made for the 2022 Swap Meet.

5. Membership, Rayburn Mitchell reported 197 individual members have renewed their memberships to date. This represents 106 families that have renewed, down from 140 last year.

Rayburn has been researching the possibility of online membership renewal and possible credit card or online payment. Rayburn reported that some members are hesitant to renew their membership due to the requirement that they must also be a MAFCA member. After discussion, Rayburn moved and Debbie seconded a proposed **Bylaw change to no longer require MAFCA membership** to be a Beaver Chapter member, however MAFCA membership is strongly recommended. This was voted on and passed by a majority.

6. Treasurer, Mike Worthington reported final 2020 budget results. Beaver Chapter was somewhat in the red for the 2020 year. Next, Mike presented the 2021 budget. With no Swap Meet income, and careful management of expenditures, the Board approved a 2021 budget projecting even less loss for 2021. The 2021 budget needs to be voted on by the general membership.

7. President, Lynn Sondenaar reviewed a letter from David Adair proposing suggestions to reduce club expenditures, especially during times of reduced revenue. Lynn presented the following items for Board consideration:

A). Lynn moved and Jeanie seconded to **not change the Name Tag Drawing** during meetings. Voted on and passed by majority vote.

B). Lynn moved and Kirk seconded to **continue the \$25.00 Membership Drawing** at each meeting with the change that it not accumulate to following meetings when the drawn member is not present. Voted on and passed by majority vote.

C). Mike moved and Kirk seconded to keep the Tire Ticket Drawing, but reduce the prizes to \$150.00, \$100.00, and \$50.00. Voted on and failed by majority vote. Tire Ticket Drawing will remain unchanged with the next drawing to be held during the January 2022 meeting.

(Minutes continue on next page)

D). Raffle expenditure reduction. No raffle expense is incurred while we are having no meetings, therefore no action was taken.

E). **Past President Tour** costs were discussed. Tom moved and Jeanie seconded to change this expenditure so that members who attend this tour do not receive Club reimbursement for tour costs during years when no Swap Meet occurs. Voted on and passed by majority vote.

F). Raising Membership Dues was brought up and tabled until the July meeting.

G). **Honorary Memberships** were discussed. Rayburn moved and Kirk seconded that the **Bylaws be changed** to discontinue awarding further Honorary Memberships. After discussion, this was approved by majority vote.

H). Debbie moved and Tom Seconded that the Club award **no Scholarship or Donations for the 2021 year** because we have no Swap Meet revenue. Voted on and passed by majority.

Other items Lynn Presented for Board consideration: A). Discussion was held regarding **paid advertisements** in the newsletter. Chris moved and Lynn seconded that there will continue to be no paid advertising in the newsletter. Voted on and passed by majority vote.

B). Tom moved and Jeanie seconded to pay \$252 for two years of **WIX service** for the club's website, saving the Club \$60.00. Voted on and passed by majority vote.

C). Lynn noted that the website is intended to provide information about the Beaver Chapter and is not intended to be a chat room.

D). Due to Covid concerns and no Swap Meet revenue, there is **no annual Banquet scheduled for 2021.**

E). Because tours for 2021 are uncertain due to Covid restrictions, there will be **no Mileage Award for 2021.** Mileage awards will resume beginning in 2022.

F). Due to Covid restrictions and reduced Club activity there will be **no Photo Contest for 2021.** G). Because the Club cannot meet as a large group due to Covid restrictions, the Board discussed the **possibility of meeting by Zoom.** This will be further researched for feasibility and to try to determine if it would be acceptable and therefore attended by the membership, if offered.

H). Whether or not to have a **December meeting**, and, if so, what it will include was brought up. This will be further explored in a later meeting.

Meeting Adjourned at 4:40 P.M.

Respectfully submitted, Kirk Metteer, Secretary



IF

you **still** haven't renewed your Beaver Chapter **membership** this will be the last newsletter you will be receiving....

Please send renewal to Rayburn Mitchel - info is on page 2.