

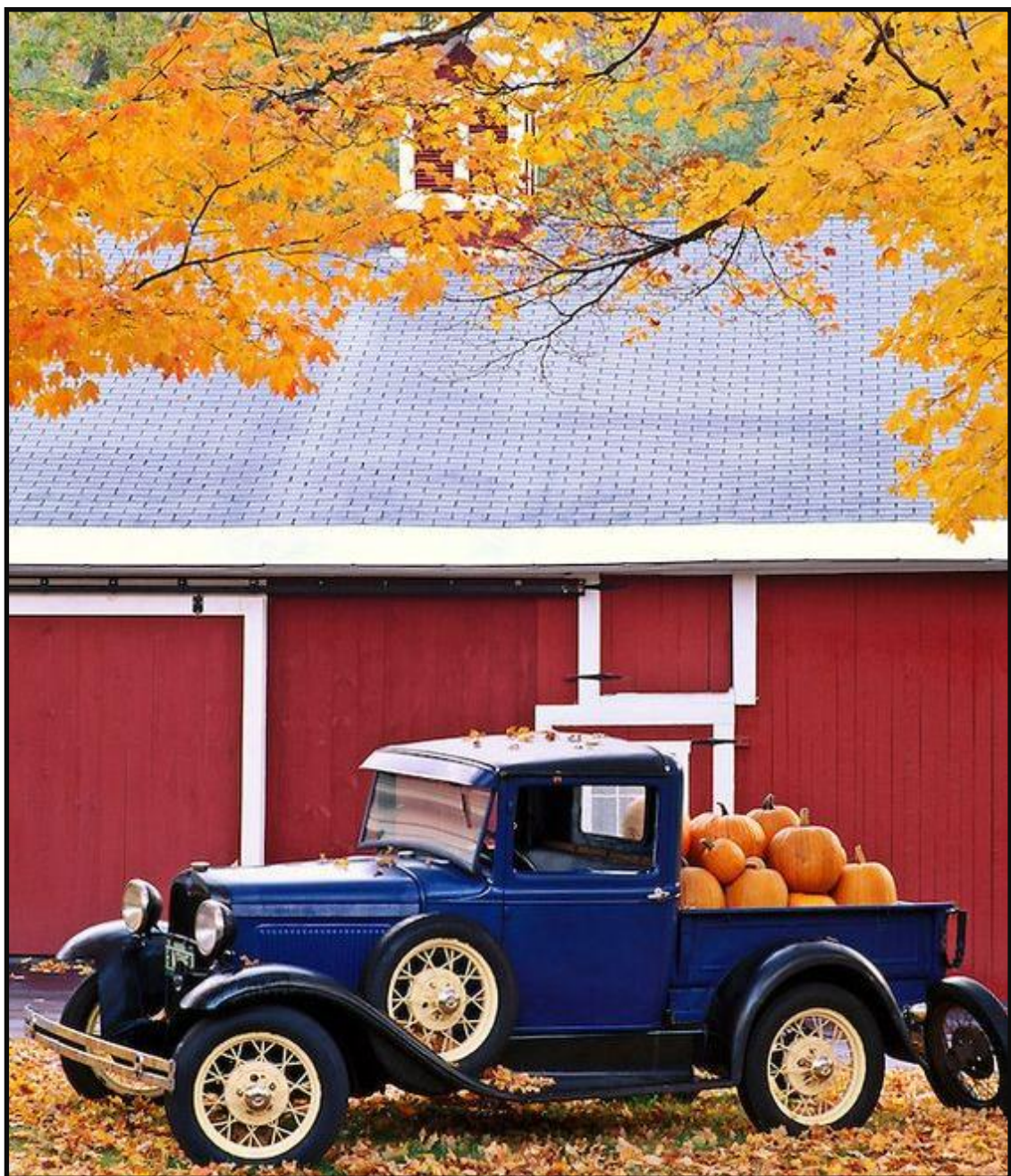


The Ahoooga News



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2020



The official newsletter of Beaver Chapter Model A Ford Club of America, Portland Oregon
Volume 58, Issue 10

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 2020

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 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; 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. **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 Ahooga News*.



Ed Schroeder	1 st
David Adair	6 th
Isaac Mitchell	8 th
Jeanette Kroon	8 th
Dewain Winters	10 th
Jennie Ryan	21 st
David Phillips	21 st
David Caseday	21 st
Paula Benham	23 rd
Thomas Spence	24 th

Do you miss your Model A friends?

Why not give someone a call, or send them an email just to say "Hi". It will not only brighten their day, but yours also.





President's Column October

BOO and Happy Halloween! September will be a month to remember with the windstorm and then the forest fires that wiped out entire towns. Our club had several members in level 3 get out now evacuations. You cannot imagine the traumatic effect of having to evacuate until it happens to you. Just ask our members that live in Eagle Creek, Estacada, and Firwood. Bill Jabs had fires on both sides of his property. Steven Bee, Arnold Jeffords, John Nieder, and Rayburn Mitchell were also evacuated. We hope all is well now.

Your Board has decided to use the 2020 Membership Directory for the 2021 year. It will save time and money. The updated addresses and new members have been printed all along in the newsletter and updated on the website.

Dues are due!!! Please remember that they need to be paid by the end of December. If you wish to have the newsletter mailed via the Post Office please include an additional \$25. You can use the application in the newsletter or download it from the website. Fill out the application remembering to include your check and mail it to:

Rayburn Mitchell
c/o Beaver Club
23101 SE Firwood Road
Sandy, Oregon 97055

My shout outs this month go to our Beaver members that received the MAFCA longevity awards. Richard & Nita Sadler 45 years, Ray & Lynn Calkins 40 years, Dale & Mary Corah 40 years, Gene & Nurry Scott 30 years.

2020 will be in the record books in many ways. Does this mean that we are going to get a major ice storm? Lynn Sondenaa, President

Speaking of shout outs - Here's to our president Lynn Sondenaa! He has another article in *The Restorer* magazine titled "Removing Damaged Screws" ~ Editor

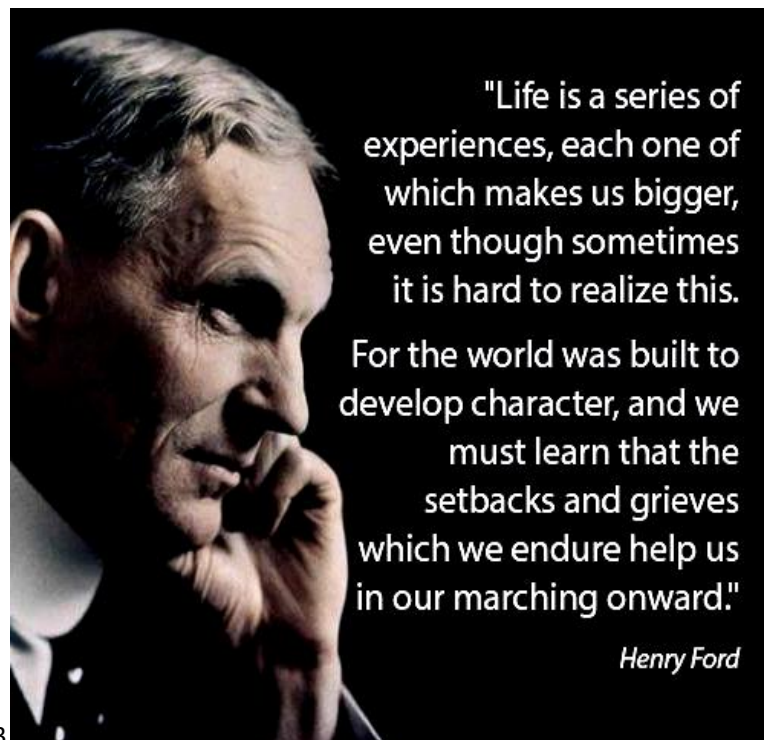
Think on these things...

I literally have to remind myself all the time that being afraid of things going wrong isn't the way to make things go right.

Enjoy the little things in life, because one day you will look back and realize they were the big things.

Whatever the problem, be part of the solution. Don't just sit around raising questions and pointing out obstacles.

No one ever injured their eyesight by looking on the bright side.



"Life is a series of experiences, each one of which makes us bigger, even though sometimes it is hard to realize this.

For the world was built to develop character, and we must learn that the setbacks and grieves which we endure help us in our marching onward."

Henry Ford



Jim's Tech Tip by Jim Cannon

Starter Ground

I've had several people ask me why their starter seems to crank the engine over rather slowly. For the most part, this is because that's what our starters do, they did not spin as fast as on a modern car. So there is nothing wrong.

However, I will mention that you need to make sure that the starter has a really good ground when you mount it to the flywheel housing. Fresh paint on the engine combined with fresh paint on a newly rebuilt starter can result in you not having a very good ground connection between starter and engine. Over time you can also get a buildup of rust on the mounting surfaces, or a film of oil and dirt accumulation that interferes with the ground.

So if you think your starter is cranking a bit slowly, it would not hurt to pull it off, clean up the mounting surfaces with degreaser followed by some fine sandpaper, and reinstall it. See if that gets it turning at a better speed again.

Have a Model A Day!

1929 Sport Coupe For Sale

Club member Cathy Blunt is selling her Model A. She is asking \$12,500
Phone: 503.319.3626 or email
miatama516@gmail.com

Wanted: Rebuildable Model B water pumps. Gene Scott, 503.367.9676



New Members Please add them to your club roster.

Cody & Connie Watts on the right, with their grandkids, bought Joe McCann's '30 Deluxe Coupe.
West Linn, OR
503.722.3888
503.260.6603
503.260.6607
dez9racer@yahoo.com

The thing about being brave is it doesn't come with the absence of fear and hurt.
Bravery is the ability to look fear and hurt in the face
and say move aside, you are in the way.



Two Versions of the Same Dress

This 1931 dress pattern shows how different a dress can look.

Different fabric choice, from a plain brown tone to a russet floral print.

Different sleeves - one has long sleeves and the other short fluttery sleeves.

Different belts - the brown one coordinates with the fabric while the second one is a contrast.

Of course the accessories make a difference too, dressing it up or down for the occasion - gloves, shoes, hats and jewelry.

Notice how much different the hats look compared to the cloche hats from the early Model A years. These 1931 hats are smaller and tilted to one side of the head. Also notice the veil on the one on the right.

~ Jeanie Adair

Is
anyone
tired
of masks
besides
me?



ADORNING BEAUTY

Ever stop to think of the number of mirrors in the world reflecting feminine beauty, or the number of hours spent in front of them, or the amount of paint and powder used in giving milady a pretty face? Well the figures would probably make the national debt look like pin money. From Cleopatra's time women have employed unguents and perfumes to enhance her charm.

Quote from *The Denver Post, Sunday Morning, November 8, 1931*



It's Pumpkin Patch Season!

Out & About Last Summer



My wife and I were camping at Cove Palisades and drove over to the John Day fossil beds and painted hills for the day. Unfortunately it was closed due to the pandemic, but across the road is the historic Cant Ranch now owned by the National Park Service. Out behind the sheep barn I found an old AA truck. The interesting thing is it was converted to drive backwards! I think they must have used it as a homemade forklift.

~ Dan Higgins

"Sleeve-y"

Kirk Metteer has a way to prevent sunburning your arm when driving your Model A. He cut off a sleeve from an old favorite shirt and just slips it on his arm while driving, tucking it up the sleeve of whatever shirt you are wearing. Presto! No sunburn, and its easy to slip on and off.



My First Model A - Part 2 ~ Jim Van Lente

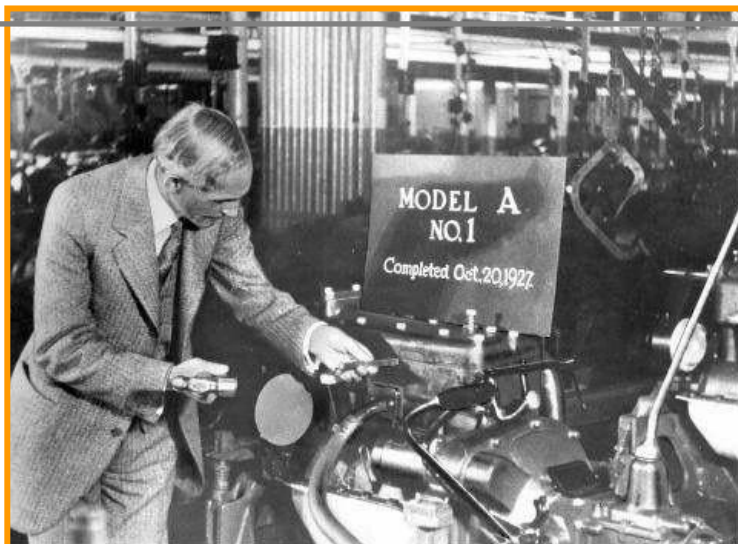
First Trip - My first venture was a date with my steady girlfriend, Joanne. (Who dumped me years later for a guy with a pink Caddy convertible. The only thing black on it was the leather seats.) Poor old Betsy never had a chance. We took the Model A to a drive-in movie about desert survival which seemed fitting. All through the movie we heard a buzzing sound which turned out to be hornets living in the seat.

More problematic was the headlights, which at night produced two small spots on the ground. I decided wisely, I thought, to take back roads home, to swap with my dad's Merk Wagon. This way I would get Joanne safely home. But I only made it a couple of miles before the sheriff pulled me over. He was amused, but not Joanne, when I had to crawl over her to get out because my door had frozen shut. I received a "conditional" ticket to fix the lights and pass an inspection in one week. The inspection would take place at the Sheriff's office which was located at the bottom of a hill, making it easier to jump start the car. Unfortunately, the engine froze when I got home, and I had to spend the entire week getting Betsy to run with no time to fix the light problem. But remembering that the lights looked ok in the daytime, I showed up with reinforcements, my brother, who was my parents second born, and we proceeded to the Sheriff's office on a hill, but unfortunately with a STOP sign at the bottom.

Inspection - The inspector deputy checked the lights, then stomped on the brakes, which were as hard as rocks. Inside the sheriff's office, we could hear the deputy making a remark that caught the attention of a number of other deputies. About five of them came out to see the pink and black wonder... I jump started the car with everyone watching, placed both feet on the brake pedal and with all my might, gripped the steering wheel for leverage and giving them all a big painful smile as we passed the office, barely bring Betsy to a stop at the bottom of the hill. It was definitely a bonding experience for my brother and me. (Later he became a priest and I often wondered if my car had anything to do with establishing his faith?)

Family - Our home in Norton Shores, Michigan, was located on the edge of a subdivision of unsold lots. It was basically unpaved roads and woods. The subdivision gave us the best of both worlds, empty unpaved streets for tow skiing in the winter and woods for jungle rides in the summer. Unknown to unsuspecting passengers, and that included my mom, the front seat was not connected to the floor. So when we jumped logs the seat flipped into the back of the car. The first time it happened, people laughed, sometimes even wetting their pants (Mom included). The second time was not so funny.

The following week after the inspection, I piled my siblings into the Model A for a fishing trip on Lake Michigan. We loaded Betsy up and off we went with fishing poles, live bait, sinkers, and everything needed to catch white perch. As we were driving up a steep hill the motor revved and the A rolled down the other side of the hill, proceeded by the left rear wheel careening down the hill before us. After fixing the wheel back in place with a borrowed cotter pin, we made it to Lake Michigan. But on the return home the right front wheel spun off and this time the axel ploughed through a yard of hot, soft asphalt. Somehow, we borrowed or bought another cotter pin, making it home without a tow from Dad's wagon. (The last segment continues next month...)





**Impromptu tour to
Ridgefield WA.**



On Sunday, August 30th four Beaver Chapter Model A's and seven members visited the care center where Sue Perry resides. Sue has been a club member since 1981 - not many members can top that! Besides being very active in the club she also was part of the ukulele group that formed under Stan Blinco's leadership.

Members present were Tom Winterrowd, Terry & Pam McFindlin, David & Jeanie Adair, Doug Ingles and Tim Brost. Thanks for brightening some shut in's day and sharing your cars!



Sue played several songs on David's ukulele proving that she could still sing and play.

Anyone out there who would be interested in forming another ukulele group?

Reasons to Drive Your Model A's

Your feet stay warm in the summer.
All your worries go away when driving an A.
You can honk the horn all you want without receiving sign language.
No wiper blades are needed even in the heaviest rain.
When you speed through town a police officer will probably stop you just to look at your car.
U-turns are permitted anytime, anyplace, anywhere.
You can cook while you drive.
You make friends wherever you drive you're A.

