



The Ahoooga News

April 2021



This is David Kratochvil with his 1930 Fordor.
Turn to page 8 to read his story.

The official newsletter of Beaver Chapter Model A Ford Club of America, Portland, Oregon
Volume 59, Issue 4

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/>

| | |
|-------------------|------------------|
| Anne Humble | 3 rd |
| Dan Higgins | 3 rd |
| Jim Swartz | 4 th |
| Mike Popiel | 5 th |
| Joyce Murk | 6 th |
| Peppi McDonald | 10 th |
| Mary Proffitt | 11 th |
| Tom Winterrowd | 17 th |
| Glen Robinson | 18 th |
| Chuck Lawrence | 21 st |
| Eileen Ross | 23 rd |
| Jan Jones | 26 th |
| Roger Brown | 27 th |
| Tanya Johns | 28 th |
| Barbara Whitworth | 28 th |
| Larry Peters | 30 th |
| Fred Kroon | 30 th |

Articles and contributions for the newsletter are 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*.

PLEASE LIMIT GATHERINGS. YOU'RE WELCOME, INTROVERTS.

PRACTICE SAFE SOCIALIZING.

Beaver Chapter club sanctioned events are still canceled. Lets all hope we will be able to gather together again soon.....

You can still call a club member and go for a drive, your Model A will love you for it!
April membership meeting cancelled.

**DO YOU LOVE
YOUR FAMILY
ENOUGH
TO WEAR ONE?**

MASKS SAVE LIVES.



President's Column April 2021

Usually, this month I would be talking about the Portland Swap Meet and thanking the membership for their hard work at the swap meet. Thanks to Covid-19 this is the second year that it has been cancelled. Your Board had a meeting in February to work on a budget for the 2021 year without the revenue from the swap meet. When we meet in person you as members will have input and a vote on the budget.

I have three shouts out this month. The first goes to Tom Irwin who pens our Chapter News in The Restorer Magazine. (Hay Tom where was April?) In each issue of The Restorer, he places a short statement about what our club has been doing.

He has been doing this task for about four years. Read the articles and then give Tom some praise for his work. Tom and I know Richard who lives in Virginia half of the year and in Florida the other half of the year. Richard found a 1930 deluxe roadster in McMinnville that was for sale. Tom really stepped up for Richard by taking the Model A for a test drive and letting Richard know the quality of the car. Now that really deserves a big shout out! My second shout out goes to Jeanie Adair who had last month's best comment on "You Caption It". This is part of MAFCA email version of The Restore. It is titled, "The Flying Quail", they show a Model A photo and you submit the caption for the photo. Good job Jeanie! My third shout out goes to Tom & Chris Irwin for having the featured photo in The Restore section titled, "Out & About in our Model A's". The colors and setting were outstanding. Being a member of MAFCA is a good deal and there are many opportunities to participate. I have also been told they have great fashion and technical articles, along with articles about the Model A. Did you know that Jeanie Adair has had many fashion articles published? Also here is a list of members who have published articles in The Restorer: David Adair, Tim Brost, Pat Brost no longer with us), Lloyd Dilbeck, Gordon Fischer (no longer with us), Bill Henderson, Ray Horton, Robert Jones, Steve Pargeter, and Lynn Sondenaa. Did you know that the Beaver chapter had a MAFCA national President, Mr. Robert Jones! Did you also know that the Beaver chapter had the national MAFCA fashion editor for several years, Jeanie Adair. Congratulations to the above member who also contribute on the National level.

If my math is correct this is The Beaver Chapters 60th anniversary. Let's celebrate by getting 60 Model A's together for a photo. More to come on this project.

There will not be an April general meeting. Hang in there we are getting closer each month.

Lynn Sondenaa, President

April Beaver Breakfast - Wednesday, April 7th, 9AM at Pappy's Greasy Spoon 243 NW 2nd Avenue in Canby, Or 97013. This is a place with character and a good breakfast. Also need ideas from members for where to have breakfast in May and June.

RSVP Tom Winterrowd 503.263.2696 so he knows how many are coming.



What Will Meetings Be Like In 2021?

We're not sure who, what, where, when and how at the moment. What we do know is not 100% certain, and even if it were, we're not able to share that with you right now. For now, we can say that with certainty but it might likely probably definitely change soon.

Given this information, please devise a detailed plan to start back up full time in person, but also hybrid with some virtual aspects, and a plan to transition to full time virtually in the unlikely but probable worst case scenario.

**DON'T
PASS COVID
ACROSS THE
DINNER TABLE.**

MASKS SAVE LIVES.

Model A Vibrations Part 1 By Lynn Sondenaa

The inherent design of the Model A engine creates torsional vibration. The explosive forces placed upon the pistons and the inertia forces of the rods vary in intensity as the pistons move up and down in the cylinders. This variation in force (or torque) causes the crankshaft to twist. This torsional vibration is more noticeable at certain speeds.

When the #1 cylinder fires (front) it tends to turn the front end of the crankshaft instantly. This force is driven to the flywheel end. At this point the crankshaft is twisted lengthwise, thus creating vibration. This is why you do not want a Model A crankshaft ground over .030. The torsional vibration will eventually break the crankshaft by the center main bearing. This is also why the top engine rebuilders will magna-flux the crankshaft before using it in a rebuilt engine. Modern engines have large vibration dampers to control crankshaft twist; Model A's do not have these. Their purpose is to add mass to the front of the crankshaft thus reducing crankshaft twist.

The lightened flywheel has 7 to 24 pounds of metal removed. This is supposed to improve performance and reduce vibrations, but in reality these engines were designed with mathematics. If you remove the weight it must be added back somewhere or vibration will occur. To reduce the vibration it needs to be added to the crankshaft. This is known as a counterbalanced or counter weighted crankshaft.

How much weight to remove depends on who you talk to? Mac's Antique Auto will only remove 7 pounds. Snyder's Antique Auto will only remove 14 pounds. Taylor Engines in Whittier, CA. removes 24 pounds. It should also be noted that a Model A pressure plate should not be used with a lightened flywheel. The early Ford V-8, 9 inch pressure plate is used as the weight is correct for the lightened flywheel. The flywheel and pressure plate should be balanced together. The experts will tell you to balance the crankshaft, flywheel and pressure plate as one unit.

Flywheel mounting is critical. It is a source of centrifugal vibration. The flywheel should be checked for runout (wobble) with a dial indicator. The tolerance is .002; if more runout is measured it will produce bad vibration. Dirt, grease, burrs, incorrect torque and bent spacers can also cause runout.

Who should machine a Model A flywheel? If you walk into an automotive machine shop and they do not recognize your flywheel, turn around and walk out! You need a machinist who has lightened Model A flywheels many times. I would recommend Bert's Model A center in Denver, Co. or Snyder's Antique Auto parts in OH.



Model A For Sale

Former club member Terry Rutis has his 1931 Deluxe Coupe for sale (with rumble seat). 150 miles on body-off restoration. Runs great. \$17,500 OBO
Lots of extra parts, books and vintage Restorer Magazines.
Call 503.997.,7325
or email:
terryrutis@gmail.com





1930 Collars & Cuffs

I thought this was a lovely example of two different designs of Model A era collars and cuff sets. These are just two of many that could be purchased separately and attached to a dress.

Example A has a nice embroidery work design on it. B has a pretty scallop effect with some kind of lace inserts. Or they both could be some kind of drawn work, it's hard to tell without text.

A simple dress could be transformed into a fancier frock with a few stitches of the needle.

~Jeanie Adair

**FRIENDSHIPS
LAST LONGER
WHEN YOU
WEAR MASKS.**

MASKS SAVE LIVES.

1931 French Fashions

Ladies - I just had Richard put a 30 page collection of '31 fashions on the club website: beaverchapterford.org Check it out. ~ Jeanie Adair

The buttons on my jeans have started social distancing from each other.

I would never have believed that a few weeks of uncut hair would weigh 20 pounds but that's what the scale says

"Looking One's Loveliest in 1929" is the latest MAFCA Fashion Article on the MAFCA website. You'll want to check it out, and its not just for the ladies, it also has men's era fashion in it too.



When the latest issue of *The Restorer* arrives in our mail box my husband is usually the first to grab it and read through it - unless I get the mail in!!

Ladies, there are several pages you should look at in the latest March/April issue. On pages 38 & 39 is a fashion article by new Fashion Editor Sherry Winkinhofer titled "Trot-About in Style". Then on page 40 is the MAFCA Era Fashion Committee Update. Finally, on page 24 & 25 is "Wanted: Women Drivers - Women and Model A Fords". We have several women drivers in our car club, and we have promoted just that with the MAFCA "This Lady Drives A Model A" program. If you are interested in learning more about driving the family Model A, let the board know and we can do the program again. You even receive a patch upon completion!



Open House at Tom Winterrowd's Garage

If you want an incentive to get your garage cleaned up invite some club members over!

Tom provided coffee, orange juice, sweet rolls and fruit.

I think the real reason was for Tom to show off his recently purchased 1926 Model T Touring!! He wants to get it running well enough to go camping with it this summer.



"Charge Your Cellphone on 6 Volts"

MAFCA Technical Videos under Member Videos has a new one by Paul Shinn on how you can charge your cellphone on a stock 6 volt electrical system.



Send me your **"gots & wants"** for the newsletter.

New Member - Add to your club roster:

Frank Colton
24421 S Skylane Dr.
Canby Or 97013
503.266.8727 or 503.804.5019
piperracer@wavecable.com

A Sunny Winter Day Tour To Mt Angel.

The Sausage Company was the destination for a drive in our Model A's. Those social distancing were: Bobbie & Bruce Barnett, Tom & Chris Irwin, Kirk & Rene Metteer, Jeanie & David Adair, Carla & Steve Ferschweiler, Dan & Tani Brentano, and Bruce Ernest.

The next stop was on to the Benedictine Brewery... nice day!



Even the Model A's were careful to keep their social distancing.



WANTED: 1931 Model A Fordor in excellent condition.

Bob Moore wants to purchase a Fordor Model A. He would like it to have two spare wheel wells, nice upholstery, nice paint and in good running condition.
503.708.3470 - Please leave a message. Thanks, Bob

The dumbest thing I've ever purchased was a 2020 planner.

And 2021 isn't much better yet...

This is my third year of being a member of the Beaver Model A Club. I was hoping for more involvement the last year but alas Covid 19. My wife and I did some duty during the last Swap Meet and actually had some fun guarding the entrance door to make sure the carpet was protected. I have volunteered a couple times to work on the planning and marketing of the next swap event but apparently there were enough people so settled for volunteering for the next swap guard duty. Again Covid 19 ended that. I have enjoyed the club meetings and hearing about the activities and road trips but especially the occasional Model A clinics. Obviously not much happening the last year. I look forward to the vaccine and things returning to normal in the future.



I bought my first Model A at the same time I joined the club. I always loved the car, its history and memories. My Ford Model A dream was to find a way to instill the same fascination for the car, that I had, with a younger generation. While I have an auto romance with older cars I find my grandchildren fascinated with the high performance cars of the 50s, 60s and 70s. They don't have a reverence for the older classics. My desire to buy a Model A was to nurture an interest and excitement with that younger generation. I have even done some research on Ford Model A and Model T museums to see how they were started, why they were successful and if our area would be a logical place. Looking at some of the museums got me even more interested in having a place for visitors to view these fantastic cars and generate excitement and interest in new generations to come. While this is just a curious interest at this point I would like to buy another Model A and having a museum would be a great place to park the car since I have no space now and would be a good place to volunteer with something I love.

Thank you Beaver Model A Club members for keeping the spirit alive. ~ David and Carol Kratochvil

DID YOU KNOW . . .

... that 17,115 1930 Model A's were built in 1929?

... the last Model A built in the U.S. was a DeLuxe Roadster built at the Edgewater, N.J. plant in April of 1932?

... the last Model As built outside the U.S. were a group of 160 Standard Phaetons built in Santiago, Chile in 1934?

... the Model A was assembled in 32 plants across the U.S. and 19 other plants around the world?

... all the engines for the Model A were built in the Rouge plant except for England, which were cast at the Ford foundry in Cork, Ireland and assembled at the assembly plant in Manchester, England?

These are just a few of the facts from Steve Plucker's book "The 1928-1931 Ford Assembly Plants and Their Production of the Model A Ford Passenger Cars...Part 1."

PLEASE KEEP WEARING A MASK. PERFECT TIME TO GET BRACES.



PRACTICE SAFE SOCIALIZING.

- from the Diablo A's newsletter



YOU TITLE IT -

This was kind of an interesting photo I found on the internet.

What would you title this photo?

You send me an email, or give me a call with what YOU would title it.

I'll pick the best or most creative title I receive. Please submit your suggestion by the 15th.

There will be a prize for the one who picks the best title.

Jeanie at jadadaja@msn.com
or call 503.655.3189

Update from Tom Winterrowd - V.P. Touring

Our challenge is to use the next eight months to celebrate the return to "normal".

Two Member Actions Requested:

1. Prep your rigs for Spring Touring.
2. Set a personal goal to lead a tour in 2021.

What's Up!!!!!!

April Safety Check Tour to Northwest Vintage Car and Motorcycle Museum at Brooks.

April 24, Saturday, 10:00 am—Leader: Tom Irwin

Provide a safety check on brakes and solve other mechanical issues. We will have access to Museum Shop and Collection. Lunch provided at 12:00 noon.

9:00 am-- Group Tour leaving Oregon City Shopping- Center
Doug Inglis-Tour Leader

9:00 am-- Group Tour leaving Newberg
Tom and Chris Irwin-Tour Leader

Future Events:

April First Wednesday Breakfast- (noted elsewhere)

May 16: Day Tour to Tygh Valley

This Summer: Old Car Mountain Camping Trip

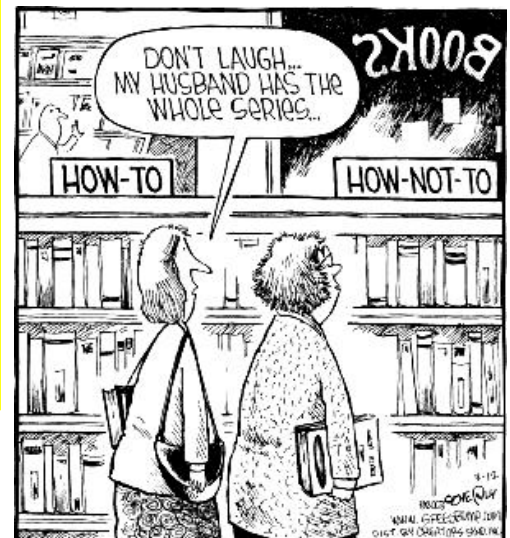
November: Famous Member's Garage Tour

As member Gary Dexter said "Just keep tinkering with it"

Gilmore Museum Video

If you haven't been to see this museum, you need to put it on your bucket list. We went about three years ago. I would rate it one of the best car museums. It is in Michigan, and has an entire building devoted to the Model A Ford. Displays change regularly.

There is a new video on the MAFCA website that takes you on a virtual tour of the Model A Ford building. It currently has the first Model A Ford made on display, plus so much more. Check out "Iron Trap Garage Visits The Gilmore" on the MAFCA webpage.



When you can't control what's happening, challenge yourself to control the way you are responding to what's happening. That's where the power is.



My Two Cents By Mike Worthington

Last month I went on about those pesky safety items; brakes, steering, and tires. This month's topic is the fuel system and that gas you left in the tank over the winter. My Model A specialty is the Zenith carburetor but for this discussion I will keep things very general covering fuel type, indented/non-indented fire wall plumbing, and Model A compatible carburetors. If you drained the fuel when you winterized your car, you are pretty much in the clear, but if you are like the rest of us, read on.

Assuming that you are using pump gas, you have two choices of unleaded fuel: non-ethanol, referred to as "Pure Gas," and a seasonally adjusted ethanol blend. Several of our club members use only pure gas in their older vehicles. This allows them to skip the concern about the negative effects of alcohol on rubber gaskets, or fuel gauge floats. The down side of pure gas is its availability, and additional cost. My informal survey indicates that most of us use regular pump gas, at least the majority of the time. Apart from the previously mentioned alcohol effects on rubber, and shellac, ethanol fuel (10-15%) performs well in the Model A during the season. Problems arise when the fuel sits in the tank, fuel line, filters, and carburetor bowls for an extended time. Both fuel options suffer from phase separation, which over time leading to a disagreeable (skunky gas) smell, and a gummy property with a negative impact on filters, float valves, and carburetor jets. Left long enough the fuel will dry up leaving hard shell-like coating on metal surfaces. You can delay this process by adding a fuel stabilizer product to your fuel when you winterize your car. There are several vendors selling an additive, but be sure that any product you select matches the fuel type you are treating. If you use ethanol blended fuel ensure that your additive specifically states that it is intended for ethanol fuel. The effective time of an additive will be stated on the product, but is generally good for about six months.

Depending on the year of your Model A, post production modifications, and your carburetor type, there are between one, and three fuel filters between the fuel in the tank, and the fuel in the carburetor float bowl. Each of these filters is a fine mesh susceptible to becoming obstructed by gummy fuel. Obstructed filters result in reduced fuel flow, and potentially reduced engine performance. I have a coupe examples of completely obstructed filters, but these are the extreme. Most obstructed filters can be restored with a carburetor cleaner. Some members combat this potential problem by turning off the fuel supply valve and running the carburetor dry. This is a pretty good plan if the fuel valve functions correctly, but it does not help the filter that is inside the tank. The surest way to avoid this problem is to drive your car during the winter, drain the tank, or stabilizing the fuel.

The next topic is the effect of gummy fuel on the internal components of the carburetor. The two affected areas are the float valve and the jets. Gummy fuel can result in two failure modes of a float valve. Seat type valves are more likely to be affected, but all three valve types are susceptible to failure. Both failure modes are pretty easy to detect. If the valve will not fully close, fuel will be visible at the throat, or seep hole. The second failure mode is that the valve will not open, meaning that the engine will not run. Cleaning, or replacing, the float valve will fix both problems. Jets are also affected by gummy fuel, but to a lesser extent. While I have found fully blocked jets, the general cause has been rust debris, or the unwise use of a crimping tool. The most common impact on jets is to reduce the fuel flow, potentially reducing engine performance.

I can fix, or replace, your carburetor for you, but my preferred approach is to have you come over and I will help you rebuild, repair or document your Zenith carburetor.

Thanks for reading.

OIL SPILL REVISITED ~David Adair

In February I wrote that spreading kitty litter over an oil spill was good to soak up the oil and help clean up. It has been brought to my attention and you should also know, kitty litter and oil can spontaneously combust and start a fire, it's just as dangerous as an oil soaked rag or paint thinner on a rag. So if you use kitty litter be aware that it can catch on fire.