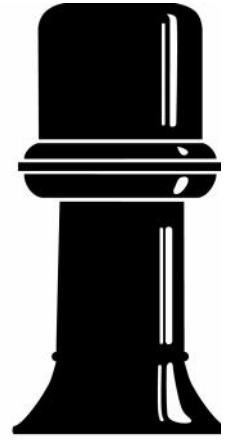


The Ahoooga News



FEBRUARY 2016



The official newsletter of the Beaver Chapter Model A Ford Club of America Portland, Oregon
Volume 54 Issue 2

BEAVER CHAPTER 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.

Meetings: The third Wednesday of each month except December, 7:30PM at the Clackamas Community Center, 15711 SE 90th, Clackamas, OR 97015

The Beaver Chapter memberships commence on January 1st



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

Dues are payable to the Beaver Chapter Membership Coordinator at the meetings or send them to Dale Fiedler, PO Box 428 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 \$40.00. Mail to: MAFCA, 250 S. Cypress Ave., La Habra, CA 90631.

CLUB OFFICERS FOR 2015

President: Richard Starkweather 503.327.1252

Vice President: Mike Worthington 503.788.5965

Secretary: John Poppino 503.653.1678

Treasurer: Amanda Uthe 360.907.2544

Member at Large: Ted Downs 503.657.7364

Editor: Jeanie Adair 503.655.3189

Membership Coordinator: Dale Fiedler 503.407.5628

Sergeant at Arms: Jim VanLente 503.638.5243

Past-President: Ray Horton 503.333.5766

NW Regional Group: Mike McLaughlin and David Adair; Portland Swap Meet: Mike Worthington and Dick Thornes; Historian: Patty Brost; Sunshine: Eileen Ross; Raffle Prizes: Lori Symank; Refreshments: Mary McConnell; MAFCA Chapter News: Bill Henderson.

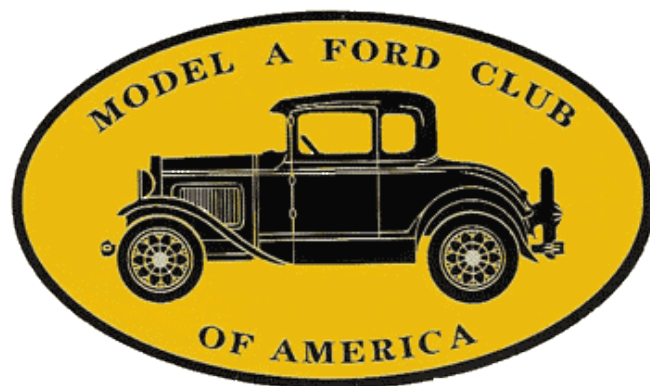
Articles and contributions for the newsletter is encouraged and will be used as space and time permits.

The deadline is the fourth Wednesday of each month 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 Ahoooga News*.

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

REFRESHMENTS: February - Adair's & Scheller; March - Mary Proffitt & Brenda Caseday





PRESIDENTS COLUMN

The Annual Banquet was a very nice event and attended by over 80 members and guests. I want to thank Una McLaughlin for taking the lead on this event. She put a lot of energy and time into it. Una had many people donate their time and talents to make this Annual Banquet a success, and we owe thanks to each one of them.

Breakdown

Most of us are too intimidated to write a technical article for our newsletter, at least I am.

I think if we share some of our more embarrassing moments with our Model A's perhaps others can learn from them. So, I challenge some of you other gear heads to share your stories.

Last summer on a tour to a retirement center, our car started acting up. The weather was warm, and we were on city streets going slow with many stop signs. As we were about to cross the Milwaukie expressway the car quit. I pushed the car out of the way, and Steve and Sharon Fancher were behind us in a modern iron. They stopped to help us. My initial thought was vapor lock due to the heat, although this car had never had that problem before, and I had switched to alcohol free gas. I raised the hood, checked the wires, looked in the fuel strainer, got my volt ohm meter out and started checking voltage. I couldn't find a problem. Sharon said "try it again". Well, OK, even though I was sure it wouldn't start. It started and ran, but I could tell there was something still amiss. (Thanks to Steve and Sharon for helping) Classic vapor lock symptoms?

After the event we started home. We got about 8 miles, were on highway 212, and it quit again. Typical breakdown situation, cars flying past at 50 mph. I cracked the fuel line at the carburetor to see if I had fuel going to the carburetor, sweating bullets that it didn't catch fire. No problem there. Got the volt ohm meter back out to discover I didn't have any voltage going to the distributor. I got a wrench out and tightened the ignition cable into the distributor. There was very little thread left to tighten. The car started and we went home. The next morning I removed the cable, and the end of the cable was perished. It was very old, the spring was useless, and it had no elasticity left. As the car would heat up and the old spring relax, the gap increased to the point that voltage would no longer flow.

Now the embarrassing part: I had actually noticed the poor condition previously, but hey it worked. It was false economy on my part; I should have spent the \$15 earlier and replaced it.

Now it is your turn, tell us your **Breakdown** story. ~Richard Starkweather, President

CHECKING THE ALTERATOR - WHAT'S RIGHT?

~by Richard Lusk

(This Tech question and answer is copied from the Okie A's newsletter)

The other day I saw a mechanic disconnect the battery lead on his Model A engine while running it at a fast idling speed. The engine was equipped with an alternator in place of a generator. When I asked the mechanic why he was doing it that way he explained: "If the engine is running while the battery is disconnected, the alternator is producing the current for the ignition circuit and is therefore working properly." Is this an accurate way to test an alternator?

No, that procedure does not prove that the alternator is in perfect shape. Most alternator starters have three sets of windings and three sets of rectifier diodes. If one of the windings or diodes has gone bad, the alternator would still produce enough current for the ignition circuit, but won't produce enough current to keep the battery fully charged. The most accurate way to test an alternator is with an ammeter, voltmeter and an ohmmeter.

There is more to this. Suppose the alternator is in good condition. Disconnecting the battery lead may damage it. Allowing an alternator to operate without a battery lead can cause a rise in voltage that can cause stress on the alternator windings. Also when the battery lead is disconnected a high voltage spike is induced in the electrical system. This spike, which can reach 150 volts, may damage the diodes as well as the regulator. When the battery lead is reconnected, another spike is produced. Therefore, disconnecting the battery lead with the engine running is not a good idea.

A MAN'S HELP LINE ~North Island Model A Club Newsletter, New Zealand

"Hello, you have reached the 'Men's Help Line.' my name is Bob. How can I help you?"

"Hi Bob. I really need your advice on a serious problem. I have suspected for some time now that my wife has been cheating on me. You know, just the usual signs: The phone rings when I answer, the caller hangs up. Plus, she goes out with 'the girls' a lot. I usually try to stay awake to look out for her when she comes home, but I always fall asleep."

"Anyway, last night about midnight, I woke up and she was not home. So I hid in the garage, behind my Model A and waited for her. When she came home, she got out of someone's car, buttoning her blouse, then she took her shoes out of her purse and slipped them on."

"It was at that moment, while crouched behind the Model A, that I noticed a hairline crack in the bumper mounting bracket."

"Is that something I can weld, or do I need to replace the whole bracket?"

Would you rather look back at your life and say "I can't believe I did that!"
instead of saying "I wish I did that!"

This red dress is typical of what you might have seen in 1928.

The drop waist has a narrow belt. The skirt has rows of applied bias cut flounces to give this rather plain dress some interest. The sleeves repeat the flare of the skirt at the cuff.

The scarf at the neckline appears to be fastened down the front on the one side while hanging loose on the other side.

Fashion Service Woman's Institute Magazine was a magazine that promoted fashion of the Model A era. They encouraged women to learn sewing skills to produce their own clothing as well as many kinds of craft and needlework projects.

~by Jeanie Adair

Fashion Service

WOMAN'S INSTITUTE MAGAZINE



SPRING FASHIONS

*Smart Designs--Hats--Beauty--Entertaining
How to Make Your New Spring Ensemble*

FEBRUARY

Woman's Institute of Domestic Arts & Sciences

1928

BEAVER BABES VALENTINE PARTY

All ladies are invited to lunch and a valentine card making party.

When: Saturday February 13th at 11:30AM

Where: Jeanie Adair's, 895 Hazelwood Dr. Oregon City 97045

What: A light lunch will be served and then all supplies to make cards for your valentine will be available; we'll play a couple games too. Just RSVP so I know you're coming: 503.655.3189 or jadadaja@msn.com



No matter how big your house is, how new your car is,
or how big your bank account is,
our graves will always be the same size.
Stay humble.

Beaver Chapter Board Meeting, January 7, 2016, 7:00 PM

Attending: Board Members: Richard Starkweather, Mike Worthington, John Poppino, Ted Downs, Dale Fiedler, Amanda Uthe, Jeanie Adair, Ray Horton. **Guests:** Dick Thornes, Pat Fiedler, Una McLaughlin, David Adair, Bonnie Starkweather.

The new Board members (Mike Worthington, VP; John Poppino, Secretary; Ted Downs, Member at Large; Dale Fiedler, Membership) were introduced by commenting on their cars.

MAFCA renewal and purchase of insurance for \$75 was approved. The 2 for 1 membership (pay for first year, second year free) in MAFCA for new members was explained.

Una McLaughlin reported on the Annual Banquet planning status. Sixty-four people have already paid. The total attendance is expected to be about 80-85. Expenses are expected to be about \$4,000 which is within the \$5,000 budgeted.

The Swap Meet sign-up sheet is expected to be available at the January meeting. A description of duties for each Swap Meet job is being developed with the objective of having people assigned who have the physical capability to do the job.

The club equipment inventory was reviewed. The need for the tool box for tours was questioned including how to assure that it will be where needed in the event of a breakdown. No conclusion was reached. Mike Worthington will develop a recommendation on the parts that each driver should have on the tour.

The club Swap Meet Booth coordinator position was discussed. The President will check with Mike McLaughlin about doing this job.

We discussed the need for a Safety Check prior to touring this Spring. Is this the responsibility of each driver to check before the tour or do we have a pre-departure review?

Treasurer: Amanda reported our financial standings.

Vice President: Several tours are already identified. Mike W. is hoping to have a balance of geographic areas. The budget allows \$200 per tour and the tour leader determines the distribution to the participants.

Membership: Dale Fiedler is meeting with Ann Humble to transition into the Membership job. Ann will produce the 2016 Roster and Dale will assume the other Membership duties. The SWAT team concept is working and is functioning as mentors to new members.

Beaver Babes: Jeanie Adair reported that several months activities are already planned.

Past President: Ray Horton is planning for the Past Presidents Tour to be in Central Oregon this year. The consensus is that Sisters is the preferred location with Redmond as a second choice. Hotel rates range from \$110 to \$209.

Old Business: Changing the fiscal year to June or July was discussed but no conclusion. Changing the accounting approach to "Accrual" from "Cash" might solve the "carry-over" accounting concern. Mike Worthington will work with Amanda Uthe to develop a recommendation

New Business: Amanda Uthe presented the proposed 2016 budget. After detailed review this budget will be presented to the membership at the February meeting.
John Poppino, Secretary

Beaver Chapter Membership Meeting, January 20, 2016

The meeting was called to order at 7:30 PM with the Pledge of Allegiance led by Richard Starkweather. The November minutes were approved with no changes. Members were encouraged to sign up for Swap Meet duty. Name tag drawing was won by Norm Lindquist (\$25). New officers were introduced: Richard Starkweather, President; Mike Worthington, Vice President; John Poppino, Secretary; Ted Downs, Member-at-Large; Dale Fiedler, Membership.

Una McLoughlin reported the Awards Banquet is ready with 86 people signed up.

Amanda Uthe reported that the funds are in order.

Mike Worthington reported that tours are getting organized with a multi-club tour on the Old Columbia River Highway planned for July 23. Details for each tour will be in the Newsletter through the year. Ray Horton outlined the Past Presidents' tour in the Sisters area for September 14-15. Ponderosa Motel will have rooms for \$145-\$155 (plus tax). The club pays one night lodging.

Jim Van Lente displayed the front spring spreader which is now in the club tool inventory. Ted Downs outlined his duties as Member-at-Large. (If you have a problem with the Beaver Chapter, see Ted.) Dick Thornes reviewed the importance of the Swap Meet, encouraged people to sign up, and show up for duty. "No shows" cost the club \$500. Next year (2017) the Beaver Chapter will be responsible for providing the "poster car". Members are encouraged to get ads for the vendor's book that lists the vendor's location and is given to each person attending. Dick has the ad price list.

February Beaver Babes will be February 13 with details in the February newsletter. Contact Marlynne Pugsley if interested.

Morgan Ross has been receiving chemo for esophageal cancer and is having surgery for repair of stomach and esophagus. Adean Patrick (Pam McClafin's aunt) fell and broke her back. Medication is controlling her pain.

Tire ticket drawing was won by Tom Irwin (\$600), Bill Henderson (\$100), Lloyd Dilbeck (\$50). Leslie Atiyeh won the membership drawing, but wasn't here to collect.

Thanks to Ted Downs for the drinks and Karl Murphy and Sharon Yates for the refreshments. There was no seminar.

John Poppino, Secretary

BEAVER CHAPTER'S ANNUAL BANQUET

January 23, 2016



With a Mardi Gras theme it was a fun filled event. Eileen Ross greeted us and handed out our dinner tickets. . .



Pam and Terry pose for pictures . . .



Ray Horton's 1929 Model A business coupe provided a nice backdrop for photos... Masks were everywhere - Sharon Fancher sported a different one.



and so did Mary and Ken Proffitt



Bonnie and Richard, right pose for their photo; Bonnie arranged the centerpieces and decorated. . . Columbia Classic Jazz Band provided the evenings entertainment.

The John Rueter mileage trophy was awarded to Una and Mike McLaughlin again.

The Photo Contest winner was Rayburn Mitchell, watch for his winning photo in the newsletter sometime this year. . .



Masks were provided if you didn't have your own . . .



Lynn and Patty Sondena came with matching red masks. . . It was a festive evening - Thanks to all who helped in large and small ways.



THE STORY OF MY MODEL A'S

~by Dave Ollison

In the 1940's St John's was a typical river bank city, with house boats lining the shore, tug boats pushing, pulling and guiding ocean going ships and barges and very hard work for any man that was willing to accept it. In those days St. John's was an eternity from Portland, both in terms of distance and modern day opportunities for young people. I was growing up in this gritty little town, and like other youngsters of the day, we made do with what we had or could find. There wasn't a lot of money in St. John's and probably even less in my overalls. So, to find a treasure covered in a blackberry patch was quite a pleasure.



And so it was in 1946, I found an old broken up bicycle covered with blackberries near one of the paved roads in town. It was in dismal shape with broken and missing parts, but I was determined to fix it up and use it to peddle to and from school and work. Although I was young and still going to school, I was able to deliver newspapers in Linton and find work in two different mills; it's what we did back then to make ends meet. No flat screen TV's, video games or fancy SUV's for our parents to chauffeur us around in. In the 40's life was hard in St. John's, and since my father had died when I was young I was the bread winner, and boy how that bicycle was going to help!

I suppose that was the first "fixer upper" I had ever gotten my hands on, and boy was it a lot of work. But, I wrenched and tapped until it was running like a top. That old bicycle got me around for quite a long time. I recall one sunny afternoon a man offering me two bits if I could ride the bicycle without holding onto the handle bars. I took his challenge, and much to my chagrin, I crashed. I was embarrassed and certain I had missed out on the reward, but the man was good for his word and much to my surprise he gave me the two bits anyways.

Time marched on, much as it does, and I outgrew bicycles and palling around with the kids in St. John's. It was about this time that I also discovered girls and cars, that's what boys did in the 1950's. In 1952 I married my beautiful wife of over 60 years, Donna. And, I took on the challenge of keeping many an old car running with bubble gum, shoestrings and a small amount of ingenuity. You know, I learned how to do that on an old bicycle I once found in a blackberry patch.

Well, it seems as though me and blackberry patches have some sort of attachment. In 1958 I was visiting my father-in-law in SE Portland and there at the corner of Rural and SE 76th, in a pile of blackberry bushes, I eyed what I thought was an old pickup truck. I walked up to the berry patch and carefully pushed aside the vines to find one of Henry's old Model A pickup's covered with blackberries, and in about the same shape as the old bicycle I found! The elderly gentleman living in the house at the corner was more than willing to sell me the truck and I took it away to my home in Beaverton.

I was able to locate a used motor for the pickup and installed it by myself in my garage. Where Model A's are concerned some people are purists, I'm not one of them. Oh, now I have my purist tendencies, for example, the pickup had a fiberglass fender and that bothered me until the day I was able to find a replacement at a swap meet. But, on the other hand, it had the wrong sized wheels, that didn't bother me in the least. After all, I am the guy that puts Studebaker hubcaps on a 1964 Ford Galaxy! I had many pleasurable evenings working on that old Model A and acquired an appreciation for the simplicity and durability of these pioneering vehicles. But alas, it was time to put the old girl to work. In 1976 my wife and I purchased a small holly farm in Wilsonville. The rows between the trees were much too narrow for a modern pickup truck. So I place a sprayer in the bed of the Model A and put it to use spraying holly trees. It gave me many years of good service; in fact I used that truck to spray holly until the day I got out of the business... **to be continued next month**



FOR SALE:

Good fly wheel \$25; 7 tooth steering column with horn rod and rebuilt parts \$150; Torque tube and drive shaft \$15; Clutch pressure plates \$20.

Mike McLaughlin 503.504.0411

Modern points distributor, new cam, drilled shaft bushings, bead blasted, nice.

Tom Irwin 503.538.5227 or email IrwinTC@outlook.com

It's not too late to have your steering gear rebuilt. Greg Edwards 503.357.3980

WANTED:

Zenith 2 carburetor Lynn Sondenaa 971.275.7475 or email lynnsond@hotmail.com

"FREE" MODEL A PARTS: Fred Kroon is cleaning out his shop! He can send you pictures or come see what he has, they're not in the best shape, but they are free! All are 1929: tudor front seat spring set, little rust but good shape, no upholstery; original radiator - don't know condition; clutch and brake pedals - slight rust; 2 tooth steering column - shaft top end in bad shape; pickup panel above windshield; 10 - 21 inch tires, some good but most "rollers"; coupe seat springs, back is good but seat needs work; rear bumper bar set, painted, needs refinish; flywheel cover - patch but usable; after market radiator; radiator shell, needs work. Call Fred at 503.324.3123 or email him at kfdutch@frontier.com Free is a very good price!



RED TIRE TICKET WINNERS

Tom Irwin won the big prize, while Bill Henderson & Lloyd Dilbeck won some cash. Remember to save those red tickets, bring them to the meeting next January.

Have you renewed your Beaver Chapter Membership? If you have not this will be your last issue of *The Ahooga News*.

You think our roads are bad now? Check out this old film footage of a 1920 Oilfield Dodge. Who needs a 4 wheel drive! <http://www.youtube.com/embed/nq2jY1trxqg?rel=0>



Thursday, February 4th, Beaver Chapter Board Meeting
7PM at Bob's Red Mill Boardroom, 13521 SE Pheasant Ct.
Milwaukie.

Saturday, February 13th, Beaver Babes Valentine Party,
11:30AM at Jeanie Adair's, see page 5 for details.

February 13 -14th Puyallup WA Early Bird Swap Meet at
the Puyallup fair grounds.

Wednesday, February 17th, Beaver Chapter Membership
Meeting, 7:30PM at 15711 SE 90th, Clackamas, OR.

FEBRUARY BIRTHDAYS

| | |
|------------------|------|
| Gene King | 1st |
| Gary Dawson | 2nd |
| August Lehto | 4th |
| Dave Sandberg | 6th |
| Patty Brost | 12th |
| Don Scheller | 14th |
| Bob Moore | 15th |
| Curtis Meade | 16th |
| Roy Farmer | 17th |
| Steve Morgan | 17th |
| Shirley Twigg | 17th |
| Lynn Humble | 18th |
| Ron Whitworth | 20th |
| Marlynne Pugsley | 22nd |
| Bill Henderson | 23rd |
| Chuck Scott | 28th |

February Tour Melanie Phillips has arranged for
Bowling & Pizza again this year. **Sunday**, February 21st
at 10:10 at Kellogg Bowl, 10306 SE Main in Milwaukie.
Bowling will start precisely at 10:30 (not before!). We'll
gather for pizza next door at Pietro's following the
bowling.



Young love in
a rumble seat!

Mary McConnell coordinates the Meeting Refreshment sign-
up list. Thanks to her the list is filled for the year as follows:
February - Yvonne Scheller & Jeanie Adair
March - Mary Proffitt & Brenda Caseday
April - Ron & Barbara Whitworth
May - Jim & Adeane Patrick
June - Karl & Sharon Murphy
July - Jim Van Lente
August - Lloyd & Darleen Dilbeck (ice cream social)
September - Terry Findley & Pamela McClafin
October - Cathy Smiley & Chris Irwin
November - It's Pie Night, everyone bring a pie,
Marlynne Pugsley hosting. I will list the reminder notices
usually on page 2 of the newsletter each month. Thank you
all for volunteering! Its just a small way to serve the Beaver
Chapter members, but everyone sure enjoys the refresh-
ments. We appreciate all our many volunteers.

