The Ahooga News

MAY 2021

These two Model A's belong to Beaver Chapter member Pat LaPointe.
See page 8 for more details.

The official newsletter of Beaver Chapter Model A Ford Club of America, Portland Oregon
Volume 59, Issue 5

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 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 Ahoooga News.*

Julie Peters	3rd
Bruce Barnett	4th
Tom Irwin	6th
Ted Downs	7th
Doug Inglis	10th
Una McLaughlin	11th
Kirk Metteer	12th
Brenda Caseday	16th
Ben McConnell	17th
Leonard Dutton	20th
Richard Starkweather	21st
Art Pugsley	22nd
Ingeborg Dexter	27th
Gail Saldana	28th
Chris Irwin	29th
Robert Flake	30th

I finally did it!

Bought a new pair of shoes with memory foam insoles. No more forgetting why I walked into the kitchen.

Tour Update - Tom Winterrowd VP/Touring
Remember tours are led by members. If you want to tour, step forward and lead. Call me with your ideas for July, August and October.
May tour has changed - see page 12.
First Wednesday Breakfast is cancelled due to raising Covid infections rates, hopefully it will return in June. Keep driving those cars!!

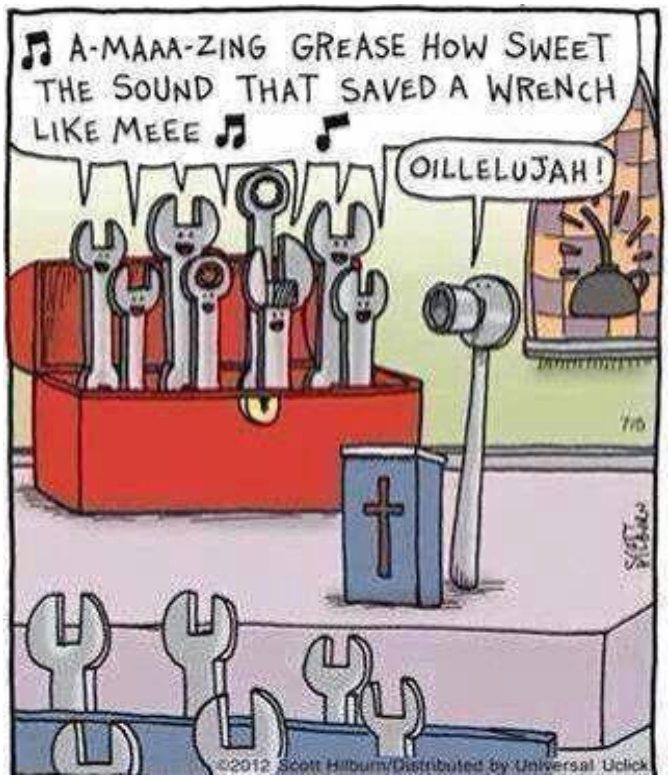
The 48th Annual Forest Grove Concours is postponed until 2022.

Presidents Column May 2021

Here I am again writing my column. We were so close to being able to have a meeting and then Clackamas County was placed back into the high-risk category. I have talked to a few members who are having success getting their Covid vaccine. Patty and I are now good with both of our shots. We have had such great weather and now with the safety tour scheduled for April 24th the weather people are saying rain. Let's hope they are wrong! Rain or shine it would be a good one to attend. A big thank you to Tom Irwin who came up with the idea. Also, I think Tom Winterrowd had something to do with letting the club use the Brooks Museum for the day.

My shout out this time goes to Tom Popelka who was the member for the quarter at the Brooks Museum. He worked on the pipe organ, so good job Tom, way to make the Beavers proud.

Please note that the May meeting is canceled. ~ Lynn Sondenaa, President



BUTTON, BUTTON, WHO'S GOT THE BUTTON?

During the Model A era buttons were used on men's, women's and children's clothing. Men's trousers of course had button closures as zippers were not quite in vogue. Women's and children's clothing had buttons as decorative touches as well as closures.

One kind of buttons frequently used was mother of pearl buttons. I'm sure you might have some of these buttons in you stash if you've inherited "grandma's button box" like I have.

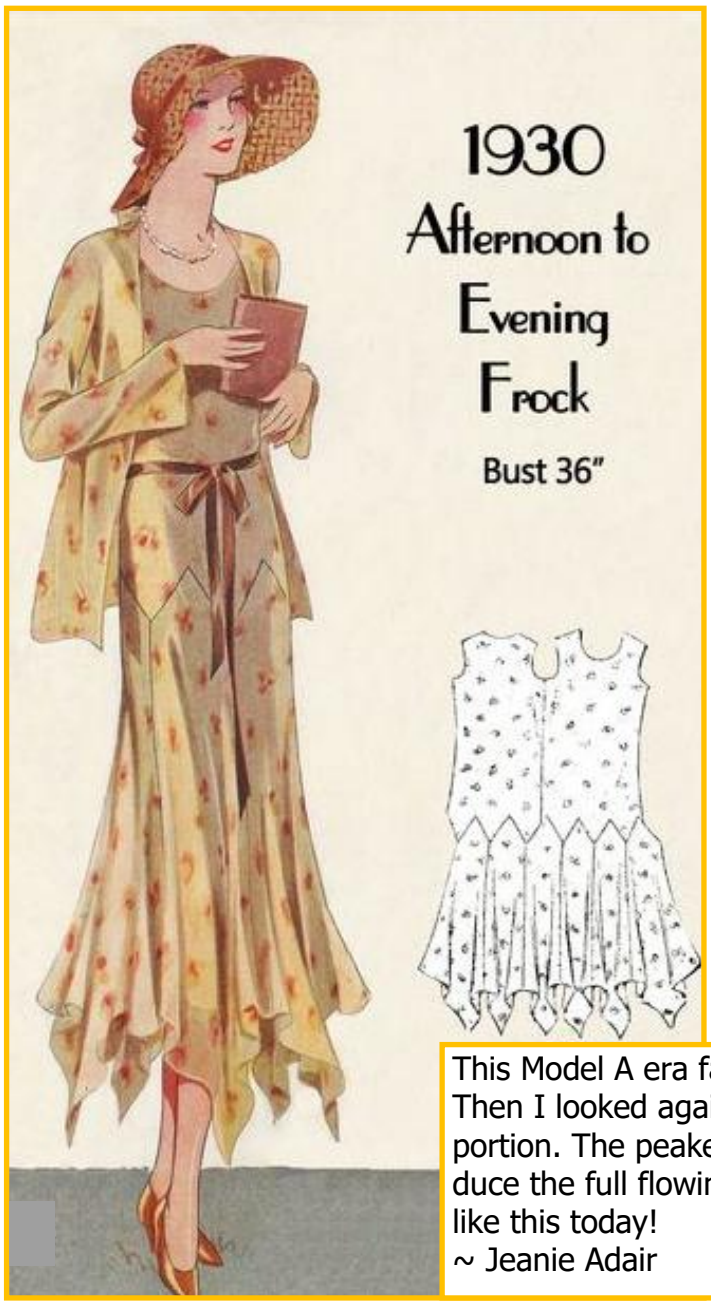
Have you ever stopped to think about where these pearl like buttons came from? I certainly hadn't!

Then one day as I was on one of my favorite websites I came across an article about mother of pearl buttons that were made from shells taken from the Mississippi River. A manufacturer had moved to our country in the 1800's, bringing his equipment with him to make buttons. His production lasted until the supply of clam shells in the river ran out. About the same time buttons were beginning to be made of synthetic materials and the demand shifted.

You can read this interesting article on the internet. Go to "Mother of Pearl Buttons: A Unique American Triumph".

Next time you look in your button box check if you have any of these iridescent mother of pearl buttons. I especially like to look at the back side which is often rougher shell looking.

~ Jeanie Adair
PS - Do you remember ever playing the game "Button, Button, Who's Got the Button?"



This Model A era fashion pattern seems rather straightforward and lovely. Then I looked again at the pattern layout illustrated in the black and white portion. The peaked skirt panels would have been cut on the bias to produce the full flowing handkerchief hemline. I would love to have a dress like this today!
~ Jeanie Adair

Can you identify this motley crew who were working in the woods a few years back?

Model A Vibration Part 2 By Lynn Sondenaa

A universal joint is a mechanical device that transmits torque and rotational motion from the transmission to the driveshaft at varying angles.

Model A's used two styles of universal joints. From 1928 to March of 1931 a riveted u-joint was used. These units are not repairable. From March of 1931 until the end of production a serviceable u-joint was used. It has bushings and lock rings that can be replaced.

A universal joint will become worn or noisy when the rivets become loose or the bushings wear out. This will cause a vibration. A really noisy vibration can also be traced to the u-joint washer A-7095. These washers have a lug that should face the transmission and be inserted between the splines. A lock washer must be used and the bolt securely tightened.

If you are in the market for a new universal joint don't purchase one from a Model A vender. Their units are made in China and they do not fit the splines of the transmission or driveline properly. Some people don't realize that in the Model A era Ford owned the Lincoln car company. Ford and Lincoln had the same splines on the transmission and driveline. This design was used from 1928 to 1948. Lincoln however had a different design of universal joint. It is bullet proof! It used precision needle bearings sealed for a life-time. These u-joints will fit the Model A. The Lincoln u-joints are made in the USA, and they fit correctly.

I purchase my universal joints from Bob Drake Reproductions in Grants Pass, OR. He sells the Lincoln u-join HB-7090 for $100. This is about the same price as Model A u-joints.

Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it is the only thing that ever has. ~Margaret Mead

How Do I Get My Model A Ready for Touring Season?

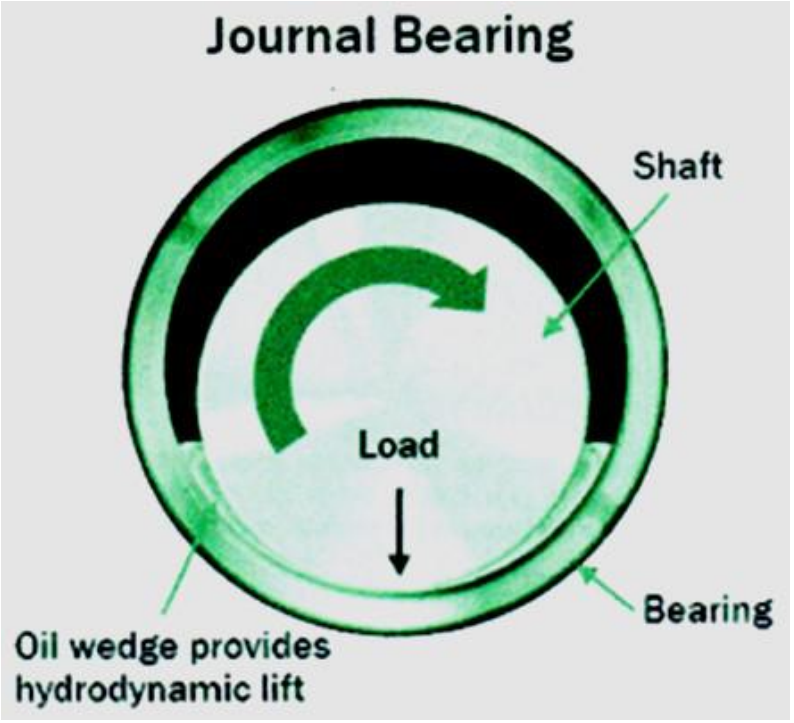
By Lynn Sondenaa

The following list is what I do to get my Model A ready for touring season.

- Pack the wheel bearings if it has been more than 1000 miles since the last packing.
- Check the tire pressure including the spare tire. Usually, 34 to 35 psi.
- Torque the lug nuts to 65-foot pounds.
- Check the tires for wear.
- Check the shock absorbers for oil, adjustment and connections.
- Check the following fluid levels:
    - Radiator water level
    - Crankcase oil
    - Steering box
    - Transmission
    - Rear end
- Inspect the fan belt for cracks and tightness.
- Inspect the radiator hoses for leaks and cracks.
- Check the tension of the hose clamps.
- Inspect the exhaust manifold gasket and torque the manifold nuts to 50-foot pounds.
- Inspect the tightness of the muffler clamps nuts.
- Be sure the fuel is fresh in the gas tank.
- Check for fuel leaks in the fuel system.
- Clean and set the spark plug gaps.
- Check the point gap and lubricate the distributor cam lobes.
- Clean the battery terminals and check the water level in the battery.
- Do a quick inspection of all electrical connects for corrosion and tightness.
- Check the tightness of the tie rod ends, drag link ends, and steering pitman arm bolt.
- Check the brake system to be sure they are working correctly and adjust as needed.
- Clean the horn and lubricate.
- Check the headlights, taillights and turn signals.
- Grease all zerks on the Model A.
- Wash and wax the Model A. Apply Rain-X to the windshield.

A good Model A owner would have corrected major problems during the winter months. Now go out and have fun with your Model A. It too needs fresh air and a change of scenery!

Babbitt Bearings vs Insert Bearings forwarded from Tom Irwin as posted on MAFCA's Facebook page



A lot of misconceptions and debate arises from the ability of Babbitt bearings vs insert bearings and the ability of Babbitt bearings to handle load. Model A engine bearings, and in fact all internal combustion engines shell bearings work on the hydrodynamic principle as shown in the illustration.

The Babbitt provides a media for the oil to ride on, a means to tolerate debris without damage to the shaft and provide a passage for the oil to work in. This is true of insert and poured Babbitt bearings, both are either machined or shimmed to the hydrodynamic principle, a fixed dimension of 0.001 oil clearance for each inch of shaft diameter, no matter if it's a 12" diameter shaft or a 1/4" diameter shaft all oil lubricated shell bearings are designed to this factor. Precision insert bearings are manufactured to a size that corresponds with the crankshaft journal diameter to meet the hydrodynamic principle factor. Poured Babbitt bearings are line bored and shimmed to meet the factor.

Engine oil provide the razor thin film that supports the crankshaft and allow your engine to last more than a few hours, its really quite incredible the amount of load oil can bear when used in a precisely controlled environment like a correctly adjusted main bearing.

Lose and hydrodynamic principle clearance through wear or abuse and the cushion factor of the oil degrades to a point that the bearing itself begins to make contact with the shaft and ultimately bearing failure is the result. This is true with insert or Babbitt bearings. This is why engine oil specification is important, for instance, diesel grade engine oils have a higher load factor, the more load carrying capability the better for main and rod bearings. Ford's gravity system vs pressurized system, load carrying capability of bearings and conditions that destroy bearings to come.

Jim Morris at Schwalm's Babbitt Bearings advised me to use Rotella 15-40, a diesel motor oil, in my rebuilt "A" babbitted motors. I didn't understand why diesel oil. Now I do. Great post!

Pam McClaflin and Diana Hudson's Model A's
who winter in Arizona were recently "A of the Day on MAFCA.

Only put off until tomorrow what you are willing to die having left undone.
Pablo Picasso

My father bought the 1929 Model A Roadster in Fort Jones California for $30 in 1962. I have restored it twice since then.
I found the 1930 Town Sedan in Carson City Nevada in 1978.
~ Pat LaPointe

At the store there was a big **X** by the register for me to stand on…

I've seen too many Road Runner cartoons to fall for that one!

⇦ **YOU titled it** contest from last months issue.

Some of the entries were:
"All dad said is take the car out and wash it."
"End of the road."
"To someone an ending, to another the beginning."
"Just plum tuckered out."
But the winner was Greg Edwards with:
"Nice Model A for sale, it was running when I parked it. May need a little work."

The westside tour group drove to Carlton to visit the Crowing Hen Pub.

Barnett's stop sign on their 1930 Cabriolet

First Trip - This was Carla & Steve Ferschweiler's first trip in their newly purchased 1931 Deluxe Coupe. Drove to Canby for lunch and on to a local creamery for ice cream. The car ran great on its first trip, and even better when they remembered to turn on the gas! (This car was for sale in last months newsletter)

I hear that Carla & Steve will be joining the club soon...

On tour were Irwin's, Barnett's, Ernst's, Dave Sherman, Metteer's, Ferschweiler's, and Tom Winterrowd. Nice day for an early spring tour.

"Tilly" Has Her Day in the Films!

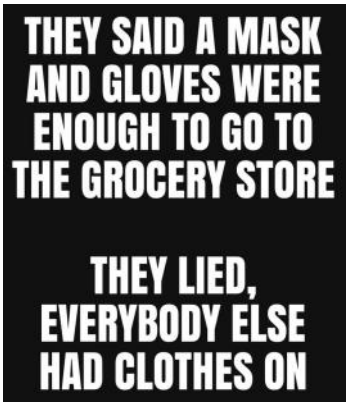
Tilly, our 1931 Sport Coupe, was the star of a very small film production that took place on a farm near West Linn, Or. The scene was a 1930's prohibition theme film featuring two local actors Katherine Grant-Suttie and Murren Kennedy. It will be used to promote Katherine's talent.

Tilly was required to be on set about noon, she had to have driving lessons with Murren. It was an all day affair, finally getting to head home just before sunset…

David and I took books to read, beverages, and snacks while we sat and watched the production. Just another way to share our hobby.
~Jeanie Adair

WANTED: Model A fan, muffler, 30-31 radiator, 30-31 radiator shell. Lynn Sondenaa 503-781-9741 or lynnsond@hotmail.com
FOR SALE: (7) 19" rims, sandblasted & primed, excellent lug holes, wheels are straight, good spokes. $25 each. (3) 21" rims, original not blasted or primed, no rust out, good lug holes. $20 each or 3 for $50. Lynn Sondenaa 503-781-9741 or lynnsond@hotmail.com
Free! Four 19" white wall tires, good for spares. Gary Dexter 503.666.1691 or 503.327.5078

Paranoia has reached absurd stages- I sneezed in front of my laptop and the anti-virus started a scan on its own!



My Two Cents By Mike Worthington

The first two "getting your car out of the garage" episodes dealt with safety items and the fuel supply system. These checks are both important, and are largely visually based. You were looking for loose or missing nuts, bolts, washers, cotter pins, the minor adjustment of brake wedges, and the presence of visible fuel leaks. This last installment in this exciting series is the electrical system, and its effect on engine starting, lighting, and the ignition system. The Model A electrical system is pretty straight forward, one storage device, one generation device, and several devices to consume electricity. Electricity cannot be seen, but visual inspection is still pretty useful when trying to solve electrical problems. One valuable safety tip here is that if you are helping with someone's car ensure you know if the ignition switch is on or off.

We do not need to know Ohm's Law, or be electrical engineers, to keep our electrical systems safe and effective. What we do need to keep in mind is that most of us have 6 volt electrical systems. The wires in our cars or larger than those used in our daily drivers. A 6 volt system requires twice the current (amperage) flow as a 12 volt system to do the same job: starter motor, lights, or powering the ignition coil. This requirement to carry more current determines the correct wire size. Undersized wires can overheat with negative consequences. I see this most often in the use of undersized battery cables intended for 12 volt systems.

Several of our members are not too happy with this electrical stuff. For them I suggest that they think of their electrical system like the city water and sewer systems. The water tower is pretty much like the car's battery. The city's pipes, valves, and pumps, are pretty much like the car's wires, switches, and ignition coil. And lastly, the city sewer system, is like the car's frame, carrying the electrical flow back to the positive post of our battery. The analogy is not perfect, but close enough for us to see that we need both a functioning supply, and functioning return, for everything to work correctly. Just as a defective valve, or obstructed/broken pipe will affect our home water system, a defective switch, broken wire, or corroded connection impacts our car's electrical system.

Test equipment is always a question, and the answer depends on your objective. If your goal is to test for the presence of electricity the use of a simple light probe will do the job. If the goal is to measure the voltage, a multimeter will give you the answer. Both "tools" are available for under $10. Ok let's get started.

Ford's selection of the battery location was made when many folks did not have electricity in their homes, and car dealers offered to store your battery over the winter. The result was the selection of a relatively tamper proof location. The down side is that this location is subjected to every insult and contaminate that a road can supply. Ford did provide an inspection plate, but its size limits its utility to confirming you have a battery, or adding water. Unless you have a sealed battery, ensuring that all cells are full of distilled water is important. Most low voltage problems have one of three causes. The first, and most frequent cause, is corroded, or loose, battery connectors or ground strap. The second is the cumulate effect of lose, or corroded, wire connectors. Of note, there are about twenty wire connectors, or switches, along the path to get power from the battery to the spark plugs. The third likely cause is a broken wire – like the one connecting the two plates in the distributor.

If you really want to determine the health of your cars electrical system the floorboard will need to be removed.

Step 1 - Determine the voltage level at the battery posts. Note this should be done at the posts not the cable connectors. The objective here is to test the battery, and by extension the charging system. A correctly charged, and functional battery, should show about 6.4 volts at rest. Less then 6.2 volts indicates the possibility of a battery, or charging issue. Write down the base reference voltage.

Step 2 – Place the test probes on the battery cable connectors and measure the voltage. If you measure the same voltage as step 1, move on. If the volage is less than step 1, remove, clean, and reinstall the

Continues on next page...

battery cables. Measure the voltage again to ensure the same values as step one. This is a good time to inspect the condition of the battery to frame connector.

Step 3 – If you are working on lights, or the horn, pick a good electrical connection on the body, or frame to attach the positive (red) probe lead. Use your black meter probe along the wire path measuring voltage at each stop along the way. In perfect world, the voltage will remain the same as your reference step 1 voltage. If you discover a voltage drop, stop, clean, retighten connector, and remeasure the voltage. Continue along the electrical path until you reach the device you are working on.

Step 4 – If you are working on the starter, or ignition systems you will need to move the red meter test probe to somewhere on the engine. The electrical ground path passes through the motor mounts to get to the frame. Faulty motor mounts grounding could result in the accelerator control shaft providing a secondary, but less reliable engine ground. A fun fact here is the voltage provided to the ignition system varies based in lights on/off, generator charge voltage, and starter motor engagement. With the engine off, key on, and points open, the voltage at the points should measure the same as the reference voltage measured in step 1. Engaging the starter will lower the ignition voltage by about 1 volt. How many times have you seen someone starting their engine with little effect, and have the engine fire just as they disengage the starter? The difference of 1 volt at the coil is about 3000 volts at the spark plug. When the engine is running, and the generator is charging, ignition voltage could be as high as 7 volts. If the objective is to determine the cause of slow engine turnover when starting, remember that the starter engagement rod is attached to a manually operated switch in the housing on top of the started. This switch could be pitted, or corroded, reducing the volt, or current flow to the starter motor.

Thanks for reading.

Tour to the Vintage Car Museum in Brooks April 24, 2021
This is my only photo I took as it was too wet outside.
This organ was donated and refurbished by Tom Popelka. He has been working on it this past year.

We had several cars make the trip, 4 of them were pickups. Someone asked if we were a pickup club. Attendees included Tom & Chris Irwin 31 pickup, Doug Inglis-29 Pickup, Kirk Metteer- 30 Pickup, Andrew & Jo-Ann Jackman-29 Roadster, Michael Haight, 31 Coupe, Tom Winterrowd-30 Pickup, RobEdgerton-30 Coupe, and Jerry Van Dyke.

We tested Rob's brakes with a IN-Thermometer after he make several quick stops. He had Flathead Ted brakes and we found by checking the temp that only the right front was working well. After several adjustments we got all four brakes working well.

We had a nice talk on the Cord car and several other cars. Winterrowd supplied a Taco lunch.

The museum is getting set for a June 1st opening. The speedster shop had several interesting project underway.
Tom Irwin

BEAVER CHAPTER MAY TOUR - Due to snow still blocking the route to Tygh Valley, we have changed the destination of the tour to the Historic Ladd Addition in South East Portland. This area was developed between 1905 and 1930. Our cars should be right at home. The focus of the tour will be the architecture of the homes and the unique rose gardens and center park. If time allows, we would like to include a bit of the Hawthorne Street culture of today.
MEET: At the Milwaukie Center at 5440 SE Kellogg Creek Dr. Milwaukie, Oregon at 9AM.
DATE: Saturday, May 15th. **DEPARTURE TIME:** We will leave at 9:15 AM.
Bring a picnic lunch, a camera and your own chairs to socially distance and visit. A map and some history of the Ladd Addition will be provided. Michael and Penny Haight, tour leaders