



The Ahoooga News



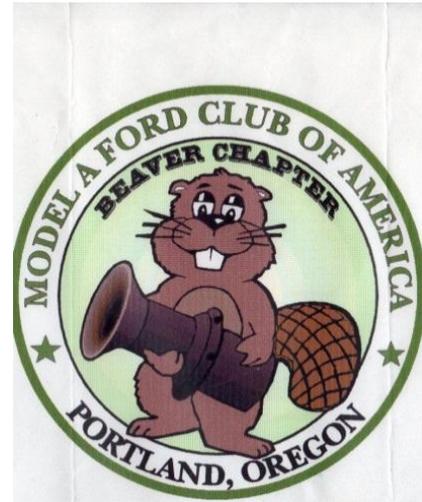
Terry Findley's 1929 Deluxe Delivery

The official newsletter of Beaver Chapter Model A Ford Club of America, Portland, Oregon
Volume 55, Issue 9

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 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 membership application to the 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 2017

President: Richard Starkweather 503.327.1252

Vice President: Andrew Jackman 503.658.6270

Secretary: Patricia Fiedler 503.407.6163

Treasurer: Amanda Uthe 306.907.2544

Member at Large: Ted Downs 503.657.7364

Editor: Jeanie Adair 503.655.3189

Membership Coordinator: Dale Fiedler 503.407.5628

Sergeant at Arms: Terry Findley 503.784.7102

Past President: Ray Horton 503.333.5766



CLUB REPRESENTATIVES FOR 2017

NW Regional Group Reps: David Adair and Pam McClaffin; Portland Swap Meet: Mike Worthington and Debbie Dutton; **Historian: Need a volunteer**; Sunshine: Brenda Caseday; 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 Ahooga News*.

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

REFRESHMENTS: September - Lynn and Anne Humble; **OCTOBER** - James, Crystal and Eileen Ross; **NOVEMBER** - Pie Night! Everyone bring a pie to share, Chris Irwin and Cathy Smiley in the kitchen. If you haven't done refreshments before consider signing up for next year...

Presidents Column:

The All Ford Picnic, I have been told, was a success even with the threat of rain. Thanks to Andrew and JoAnn Jackman for planning and leading the event.

The Model A Youth Restoration Award (MAYRA) is available to youth who are restoring their Model A's. It is a biennial award, and in 2016 only 4 of the 10 awards were given out, and two of them were prior recipients. It is a financial assistance program to encourage young Model A restorers. If you know of a youth restoring a Model A, information is available from their website: ModelARestorationAward.org.

Learn by doing, or maybe not: My first exposure to Model A's was due to the situation that my best friend's father had a Model A coup, abandoned in a field near their barn. We used to go out to that old car and pretend to drive it, with flat tires, rust, etc. When my friend became 13 in 1955 (he was 2 years older than I) his dad told us both that if we could get that Model A running we could drive it on the farm. Unfortunately for us the motor was frozen. We finally got the head off using all the wrong methods, and decided we could beat on a piston to free up the motor. Being young innovators (not), we found a 4x4 wooden post about 2' long and started tapering one end with a hatchet to somewhat match the piston diameter. We poured motor oil on top of the pistons and let it soak for 10 minutes and started beating on top of the piston using the newly designed tool and a sledge hammer. We somehow figured out that we could not beat on the piston that was all the way up or all the way down. To conclude this story, we beat on that poor motor for 3 days, off and on, and never were able to free that motor. If you have a frozen motor don't call me !!!!!!!!!!!!!!!

Now let's hear from other Beaver Members that have memories of their first introductions to Model A Fords.

Richard Starkweather - President



All Ford Picnic Tour

Even though there was a treat of rain (after three months of extreme heat), two Model A's and about four moderns met at the Oregon City Shopping Center for the tour to Champoeg and the All Ford Picnic. Tour leaders Andrew and JoAnn Jackman led us through a nice country roads route for a relatively short 37 mile journey, and arrived without mishap or breakdowns. But with only two Model A's the odds were slim on that anyway.

There was a nice representation of Fords at Champoeg, maybe upwards of a hundred cars, and it's always fun to talk to old car guys about their cars (and my car). The rain never arrived and the temp stayed easy.

I haven't been to this event in about five years, but I noted that this year there were no Model T's and no 1955-56 Fords. An assortment of V8's and a couple other Model A's, and more modern cars (post 1970); and parked next to me was an amazing 1958 Mercury 2dr HT that looked like a space ship. The restoration must have been a huge task; it was a beauty.

I had a ride-along guest, old friend John Saling. We stopped on our way home at the Champoeg Visitors Center, which is a very nice exhibit; the Newell House Museum which we didn't have time for; and the Butteville Store for ice cream (pictured here, always time for ice cream!). Altogether a very pleasant and easy tour, and a nice job by Andrew and JoAnn. If you missed it, you missed a good one. ~ Ray Horton

It Stalls at a Stop by Tom Endy

This is a common complaint often heard from Model A owners. My experience has been that it has to do with the Zenith carburetor. On most forums numerous theories are offered; many of them contradictory.

Every once in a while I encounter a Zenith that defies being fixed so that it does not stall at a stop. It can be very frustrating. However, I think I may have hit upon the problem.

I recall attending a Zenith seminar years ago at a MAFCA meet conducted by Herman Reise, who was an old fellow since passed away, that knew quite a bit about Zenith carburetor restoration. He made a statement that stuck in my mind. He said that “there hasn’t been a decent throttle plate produced in 50 years”. Unfortunately he did not elaborate.

Occasionally I find a throttle plate where someone has filed a groove in it right where it approaches the hole in the throat of the carburetor for the idle circuit. I have never figured out why this is done. I think that doing this would upset the flow of the proper amount of air to the idle circuit.

Snyder’s Model A catalog has an interesting statement concerning the reproduction throttle plate they offer. “Made of brass as original with correct angles on the edges. USA”.

Recently I was rebuilding two Zeniths that road tested perfectly until I came to a stop, then the engine stalled. Nothing I did to the Zeniths resolved the problem. The float level was set to different heights a number of times, the throttle shaft was replaced, the throttle bosses re-bushed, the float replaced. The float valve was replaced with a Viton tip. Flow tested jets installed. All the passage ways were open. It was then I began to think about the throttle plate itself.

If the throttle plate does not close on the idle circuit hole in the throat properly it could adversely affect the flow of air to the idle circuit and the transfer from run to idle would be disrupted.

Maybe old Herman was on to something. Maybe back in the J.C. Whitney days the Model A Kingdom was flooded with throttle plates with the angles not ground correctly, that has continued to the present day.

I ordered two throttle plates from Snyder and installed them in the two Zeniths that both stalled when coming to a stop. **Problem resolved!**

This was quite a revelation. It could be that there is a multitude of incorrectly ground throttle plates floating around, or it could be that some of the originals that have survived have become worn such that they do not close on the idle hole properly.

Whatever is the case, when rebuilding a Zenith I will be installing new throttle plates from Snyder. I suspect some of the other better suppliers, such as Bratton’s, are offering the same throttle plate.

However they don’t say so in their catalog.

The small hole in the throat of the upper casting allows air to flow into the idle circuit when the throttle is closed. The throttle plate closes such that half of the hole just peeks above the closed throttle plate.

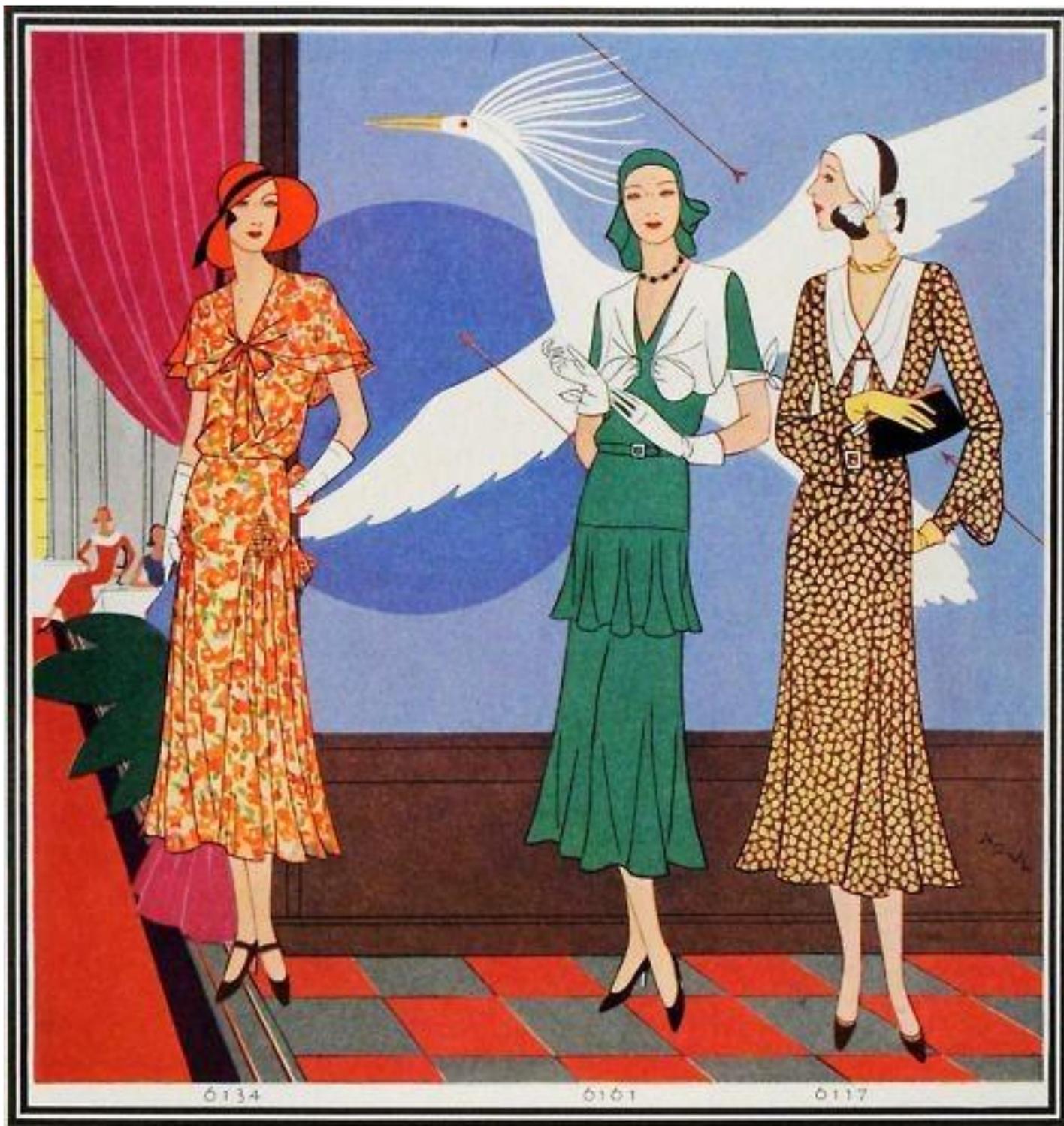


If you don’t go after what you want,
you’ll never have it.

If you don’t ask, the answer is always no.

If you don’t step forward, you’re always in the same place.

The things you are passionate about are not random, they are your calling.



SIMPLE LINES AND CLEVER DETAILS -

That's what these three 1930 McCalls dresses have. The floral print dress on the left has a double bertha collar that ties in the front and the skirt details are on each hip. The center green dress is contrasted with a white collar and bow – simple but striking. The sleeves have the white tied cuffs. The skirt flare is repeated with another flared short layer at the lower hip line. The third dress on the right seems plainer until you notice the details on the long sleeves. They blouse out from the elbow, coming back slim before the wrists. Each hat is distinctively different in style; the one on the right is a two toned turban that knots on the side. ~ Jeanie Adair

The two hardest things to say in life are "Hello" for the first time and "Goodbye" for the last time.

MODEL A BEAVER CHAPTER AUG. 3, 2017 BOARD MEETING MINUTES

The meeting was called to order at 6:55 by Richard Starkweather. The July board minutes were approved. Present: Richard Starkweather, Jeanie Adair, Andrew Jackman, Terry Findley, Ray Horton, Dale and Pat Fiedler, Ted Downs - Guests Present: David Adair and Bonnie Starkweather
Richard thanked everyone for helping with the July 4th Breakfast.

FLAGS FOR MODERN CARS - Ray Horton received a quote from Elmer's Flag and Banner. They require a minimum order of 12 flags @ \$23.00 each. There is a one-time set-up fee of \$60. The flags are single sided with a screened image on exterior cloth. It was suggested that we consider a 2-sided flag. Ray will physically view the flags and check the options for attachment. It was moved and seconded that the club purchase 12 flags. Ray will try to get a sample of the flag to show at our next general meeting.

MEMBERSHIP - Dale submitted the new membership application for the Board's approval.

RECRUITING CARDS Andrew suggested that we print Recruiting Cards for our membership. This card should have the following information: Club Name, Where and When we meet, our website address and a space for the member's name and phone number. We should use a car illustration on the front of the card. Ray Horton will undertake this task.

CLUB HISTORY – There was a discussion regarding the need for preserving our historical club records and memorabilia. It was decided to appoint a subcommittee to discuss this issue. We would like the committee to be represented by persons who have been members since 1970, 1980, 1990 and 2000. Ray, Jeanie, and Ted will submit possible subcommittee members. It was suggested that at some point we ask the membership what is their level of interest to preserve the historical club materials. It was also mentioned that it would be helpful to identify the pictures we place on our website with the location and date.

CLUB COMPUTER – We are disposing of the club computer. Amanda will remove all information from it and the computer will then be offered to club members.

TREASURER'S REPORT – In Amanda's absence, Richard gave the Treasurer's Report.

CLUB TOURS – Andrew reported that the club tours have been very successful. August 13th is the All Ford Picnic. Ray reported some changes in the Past President's September tour. He also mentioned that everyone is welcome to join the tour. You don't have to do the complete tour. For example, if you don't want to spend the night, you can join us for the scenic tour from Gresham to Zig Zag and have lunch at the Zig Zag Inn. Ray also suggested that next year we call this event **PAST PRESIDENTS' TOUR**. This tour is a tremendous undertaking for one person. Andrew asked that we re-consider mid-week tours. The restaurants are not too busy and the traffic is lighter on weekdays.

SWAP MEET – We will have a club booth at the 2018 Portland Swap Meet and will request that we be closer to a door. We will also suggest that all Car Clubs be in the same area.

SCHOLARSHIPS – Richard received a letter from the Model A Youth Restoration Award Committee (MAYRA). They need suggestions for youth needing scholarships who are restoring Model A's. Prior to 2016 they were giving out 9-10 scholarship biennially. In 2016 only 4 and for 2018 they only have one applicant. Please send any inquiries or suggestions to Bob Moore through the website:

ModelARestorationAward.org

Meeting adjourned at 8:15PM

Respectfully submitted, Pat Fiedler, Secretary

We fall, we rise, we make mistakes, we live, we learn. We're human, not perfect. We've been hurt, but we're alive. Think of what a precious privilege it is to be alive – to breath, to think, to enjoy, and to chase the things you love. Sometimes there is sadness in our journey, but there is also lots of beauty. We must keep putting one foot in front of the other even when we hurt, for we will never know what is waiting for us just around the bend.

Model A Beaver Chapter August 16, 2017 General Meeting Minutes

The meeting was called to order by Richard Starkweather at 7:30PM. The Pledge of Allegiance was led by Lloyd Dilbeck. The July minutes were approved. Richard introduced the new members: Stan and Tim Calderwood who own a 1931 Station wagon which was purchased new and has been passed down from father to son; Glenn & Shirley Slack – In 1991 they joined our club when Glenn purchased a 1931 Victoria from his uncle. He took the car apart and now 20 years later the car is running and they want to be part of our club again. Anne Humble led everyone singing "Happy Birthday" to Leah Higgins and Gene Scott.

NAME TAG DRAWING was won by Ray Calkins

SCHOLARSHIPS AVAILABLE – Richard received a letter from the Model A Youth Restoration Award Committee (MAYRA). They need suggestions for youth needing scholarships who are restoring Model A's. They have received no applicants for the scholarships available in 2018. Please send any inquiries or suggestions to Bob Moore through the website: ModelARestorationAward.org

CLUB FLAGS – Ray Horton presented an illustration of possible flags that can be used to identify our cars when we are on tour. The primary reason for the flags is for the tour leader to see the last car. Some comments: Should we have two-sided flags? Should they be smaller than the sample shown? Should we have a mix of flags and magnetic car signs?

RECRUITING CARDS – Ray handed out samples of a possible business card to be used for recruiting purposes. This card would include where and when we meet, our website, and a blank line for a member's name and phone number.

PAST PRESIDENT'S TOUR – Ray Horton reported that everything is going well. There are approximately 35 people and 18 cars. More details in the newsletter.

MT BAKER TOUR – Tom Irwin reported that this was a great tour. Nine cars from our club went and even though it was quite hot, they saw beautiful country and had a great time.

TREASURER'S REPORT – Amanda Uthe gave the Treasurer's Report

SWAP MEET – Mike Worthington advised that anyone wanting to join the Swap Meet Committee is very welcome. If you are interested, please contact Mike.

SUNSHINE – Brenda Caseday reported that Ed Schroeder broke his leg. May everyone remember Patty Brost and her family in their prayers.

RAFFLE – Lori Symanck described the raffle prizes and there was a 5 minute break to allow time for everyone to purchase tickets if they had not previously done so.

MEMBERSHIP WINNER – Brenda Caseday won the membership drawing.

OREGON GARDEN TOUR – Pat Fiedler commented that Mike and Penny Haight had a wonderful tour. No Seminar this evening.

The meeting was adjourned at 8:30PM

Respectfully submitted, Pat Fiedler, Secretary



You can tell a freshman by his silly, eager look
You can tell a sophomore 'cause he carries one less book
You can tell a junior by his fancy airs and such
You can tell a senior, but you can't tell him much.

THE JULY 2017 BEAVER CHAPTER TOUR

On Sunday July 23rd 8 model A's met in Oregon City to drive approximately 65 miles via scenic back roads to the Oregon Gardens in Silverton Oregon. Michael and Penny Haight lead the tour that stopped in Dayton before crossing the Willamette river on the Wheatland Ferry about 5 miles west of Brooks. Although the day started out foggy the sun broke through the clouds mid morning and gave the group a beautiful trip for the rest of the day. Pictures were taken of the cars as they traveled through the scenic Wilsonville highway area near the big horse farms. Pictures were also taken on the ferry, at the Oregon Gardens and finally at the Gallon House covered bridge near Silverton. These pictures will be distributed on CD to the participants. Mike and Penny want to extend thanks to Paul and Anna Bowen for spending the day taking over 230 picture of the cars. They did this by freewill and produced a very good set of pictures.

The purpose of this tour was to provide a fun tour for our diverse group, a challenging drive , and to participate in the MAFCA 100,000 mile program this year. Each participant will receive a badge for their coat or vest from MAFCA for driving over 100 miles in one day. The participants were Andy and Joann Jackman, Dale and Patty Fieldler, Bill and Barbara Henderson, Chris Reidner, Mike and Helen Worthington, Chad Worthington, Fred and Jeanette Kroon, and Michael and Penny Haight. Eight cars were in the group. Most of the cars should have made at least 140 miles in the round trip.

The group had reserved parking at the Oregon Gardens where the visitors could view the cars while we had lunch and took the tour of the park itself. By 2:30 the tour was on the return leg of



Mike & Helen Worthington



Pat & Dale Fiedler



the trip making a brief photo stop at the Gallon House covered bridge.

Thank you to everyone for their enthusiasm and patience.

Michael Haight

Windows vs. Ford Motor Co.

For all of us who feel only the deepest love and affection for the way computers have enhanced our lives, read on. At a recent computer expo (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated:

"If Ford had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 miles to the gallon."

In response to Bill's comments, Ford issued a press release stating:

"If Ford had developed technology like Microsoft, we would all be driving cars with the following characteristics."

1. For no reason whatsoever, your car would crash...twice a day.
2. Every time they repainted the lines on the road, you would have to buy a new car.
3. Occasionally your car would die on the freeway for no reason. You would have to pull to the side of the road, close all the windows, shut off the car, restart it, and reopen the windows before you could continue. For some reason you would simply accept this.
4. Occasionally, executing a maneuver such as a left turn would cause your car to shut down and refuse to restart, in which case you would have to reinstall the engine.
5. Macintosh would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive _ but would run on only five percent of the roads.
6. The oil, water temperature, and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light.
{I love the next one!}
7. The airbag system would ask, "Are you sure?" before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lift the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced car buyers would have to learn how to drive all over again because none of the controls would operate in the same manner as the old car.
10. You'd have to press the "Start" button to turn the engine off.

Do you have a love/hate relationship with your computer like I do? My computer was recently down. ~Editor

Dean and Yvonne Boring sent in this photo from their recent visit to the Swan Island Dahlia Farm in Canby. All the lovely flowers provide a good photo opportunity.

A great relationship is about two things: First, appreciating the similarities, and second, respecting the differences in others.



BEAVER CHAPTER AUGUST PARKING LOT SWAP MEET



It was a warm evening for the swap meet in the parking lot. It seemed like Model A parts and money were being exchanged by club members.

Amanda Uthe and her mom Rina from Rusty Lug Nuts and Gene Scott with Beckers represented the local Model A dealers.

New member Rob Oxley had a table set up, and Steve Bee had a van full of parts.

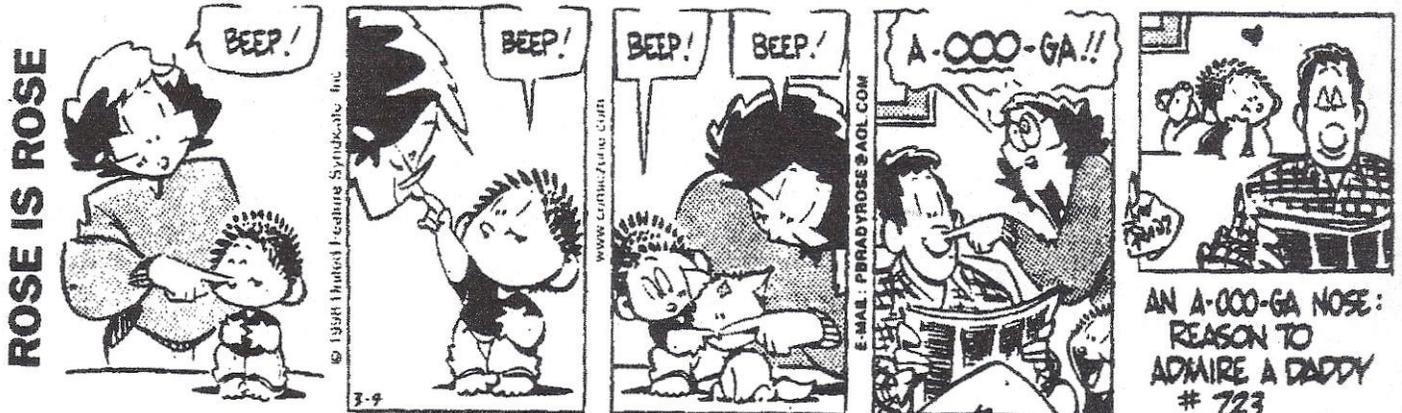


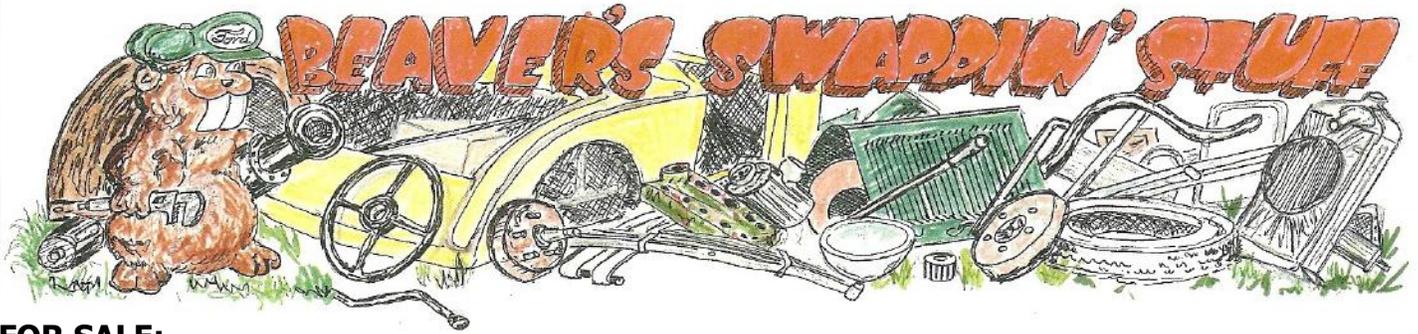
When you talk,
you are only
repeating what you
already know.

But if you listen,
you may learn
something new.



A bad attitude is
like a flat tire,
you can't get
very far until
you change it.





FOR SALE:

Very good 28-29 radiator, rodded two years ago, no leaks. \$300
 Very good 28-29 radiator shell-repro with emblem and weather strip, chrome plated. \$150
 Ray Horton 503.333.5766

Editor's note: This is a very short "Gots & Wants" listing! Maybe you all bough or sold everything at the Beaver Chapter August Parking Lot Swap Meet!



DUELING DELIVERIES!

Terry and Pam's 1929 Deluxe Delivery along with Bill and Mary Jab's 1931 Deluxe Delivery on their way back home from the Mt. Baker Can/Am reliability run in August.

From the stories that were shared at the August meeting this sounded like a fun trip.



This is Stan and Timothy Calderwood, new members who joined a few months ago. The August meeting was their first one they were able to attend.



They have a 1931 Station Wagon that has been passed down in their family. Their info was in the June issue. Welcome to Beaver Chapter!

Meet Beaver Chapters newest members: Glenn and Shirley Slack, they have a 1931 Victoria. Add them to your roster: 290 Amanda Ct, Oregon City 503.723.7775 (H), 503.349.3221 (M cell), 203.349.3220 (S cell)

BEAVER TALES



I requested, "Any limericks rattling around in your head? My limerick supply is mighty low – it's almost dead! You can take your time, I'm in no rush..."
 The reply, "Couldn't be, my heads full of mush. Or are you suggesting that my head rattles instead?"





September

CALENDAR OF EVENTS:

Thursday, September 7th, Beaver Chapter Board Meeting 7PM at Bob's Red Mill Boardroom, 13521 SE Pheasant Ct. Milwaukie, Oregon. All members are welcome to attend.

Wednesday, September 20th, Beaver Chapter Membership Meeting. Socializing and refreshments starts at 7PM followed by the meeting at 7:30PM. Location is Clackamas Community Center, 15711 SE 90th, Clackamas, OR 97015. The men's seminar will be "This and That" or handy shop tools. The ladies will meet separately during the men's seminar at the house next door.

2017 Past Presidents Tour is Friday, September 22nd - Sunday the 24th. Ray Horton, tour leader, said the tour to Hood River is ready to go.

There are two meeting places: One is the City Park in Gresham, at Main and Powell. Meet at 9AM for a 9:30 departure. We'll proceed to the second meeting place. This is for people closer to Sandy. Meet at the Walgreen's on Hwy 26 at Bluff Rd at 10AM for a 10:15 departure.

Any members who are not going all the way to Hood River are welcome to join us at either meeting place for as much of the tour as they would like to participate in.

Ray will have information packets for those who are signed up for the tour. The packets will include maps and agenda for the weekend.

Upcoming events: It will soon be time for nominations for new Board Members, club elections are held in November. So be thinking if it's time for you to step up to serve Beaver Chapter in some capacity. You can volunteer for a position or ask someone to nominate you.

The October Tour will be a Harvest Rally. It will be very helpful to have a co-pilot on this tour. There will be prizes awarded for high scores; the club will buy pizza afterwards; you might want to practice your "spotting skills" to answer the questions as you travel with the directions you will receive at the start of the tour.

1929 CAR PRICES

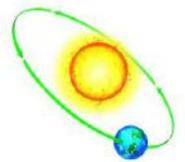
In 1929 the new car buyer had a very wide choice of prices when he purchased a new car.

A Ford Roadster could be purchased for \$450, while the highest priced Ford, a Town Car, was priced at \$1400.

A person wanting a slightly more expensive car could choose a Whippet, Chevrolet, Durant, Plymouth, or an Essex. Other popular priced cars, at under \$2000 included some models of the Graham Paige, Marquette, Erskino, Willys Knight, Hupmobile, Auburn, Elcar, Roosevelt, Windsor, Oakland, Gardner, Peerless, Marmon, Moon, Reo, Kissel, Viking or Jordan, to name those not now being made.

Cars priced under \$3000 included the Sterns-Knight, LaSalle, Franklin, Blackhawk or a Pierce Arrow. Packard prices started at \$2085 up to \$5785 for a seven passenger sedan.

The highest price car, at \$7750 was a Locomobile Semi-Collapsible Cabriolet. Someone not wanting to spend that much could buy the best Lincoln at \$7200, or the best Stutz at only \$6895.



Living on earth is expensive, but it does include a free trip around the sun every year.

September BIRTHDAYS

Bob Erickson	14 th
Jack Dusenberry	22nd
Mary Wohlgemuth	23rd
Ken Proffitt	24th
Rich Simpson	28th
Gary Brown	28 th