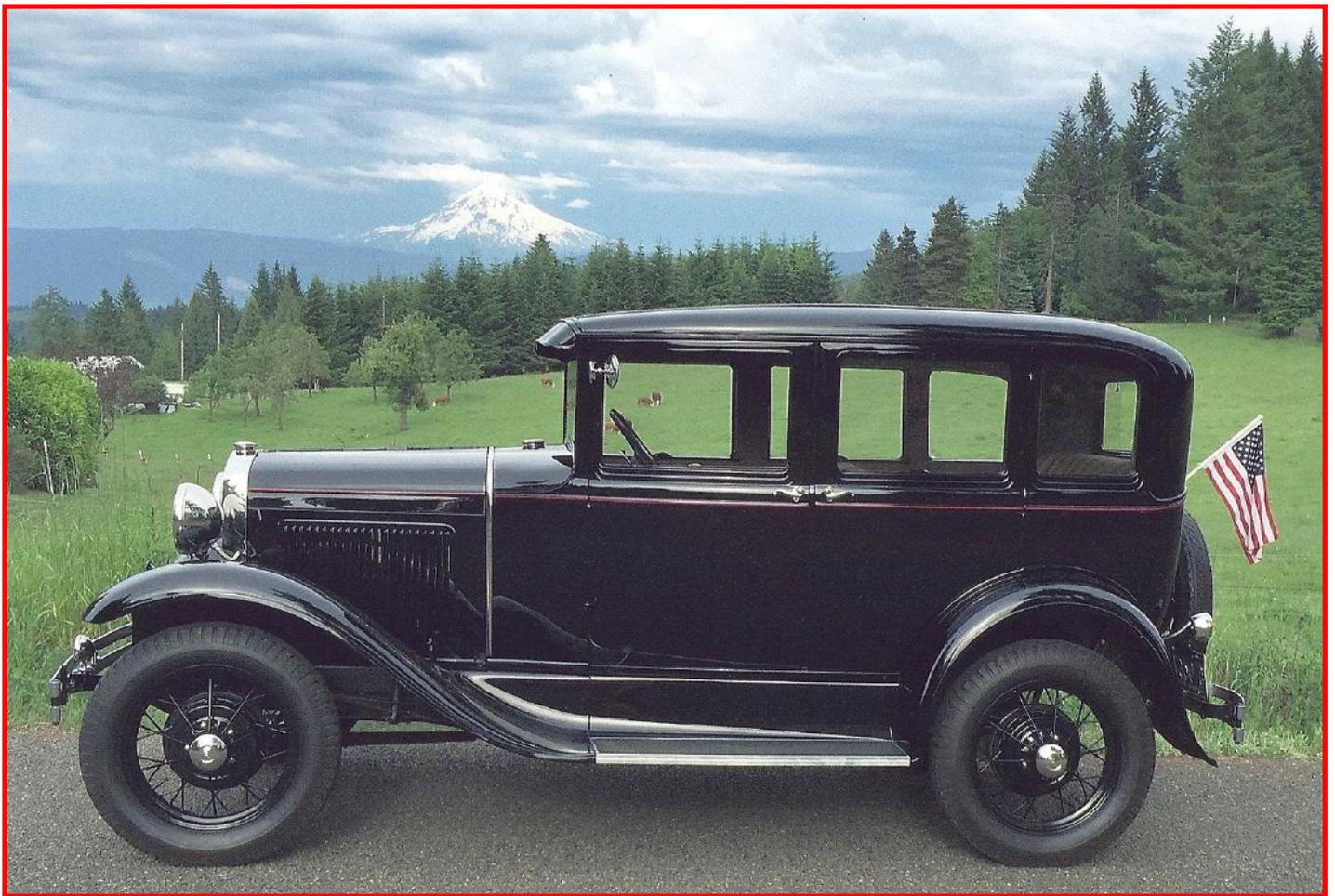


The Ashooga News

JULY
2016



This is Rayburn Mitchell's 1930 Fordor Sedan.
This photo was the winner of last years club Photo Contest.

The official newsletter of Beaver Chapter Model A Ford Club of America, Portland Oregon
Volume 54, Issue 7

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.

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 2016

President: Richard Starkweather 503.327.1252

Vice President: Mike Worthington 503.788.5965

Secretary: Pat Fiedler 503.407.6163

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

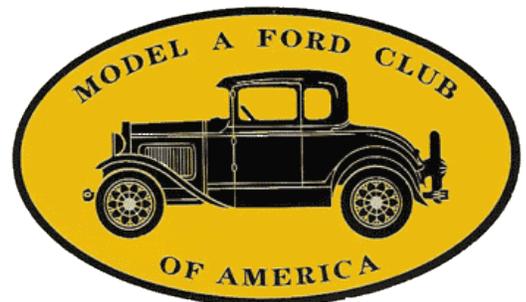
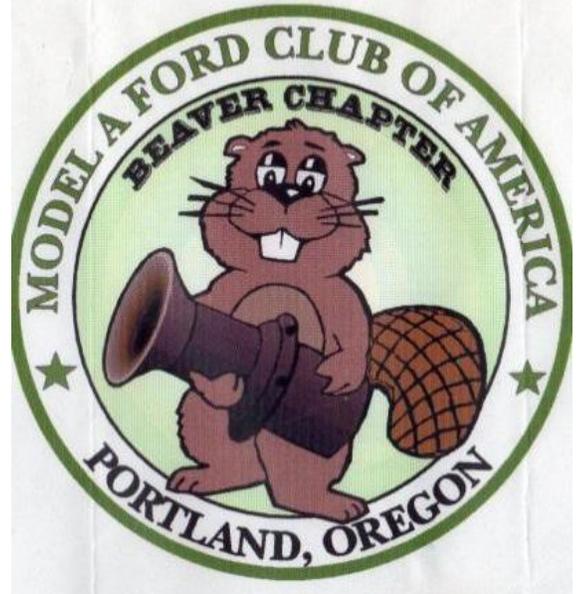
Past-President: Ray Horton 503.333.5766

NW Regional Group Reps: David Adair and Pam McClafin; 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 Ahooga News*. **Beaver Chapter Web Site:** <http://beaverchapter.shutterfly.com/>

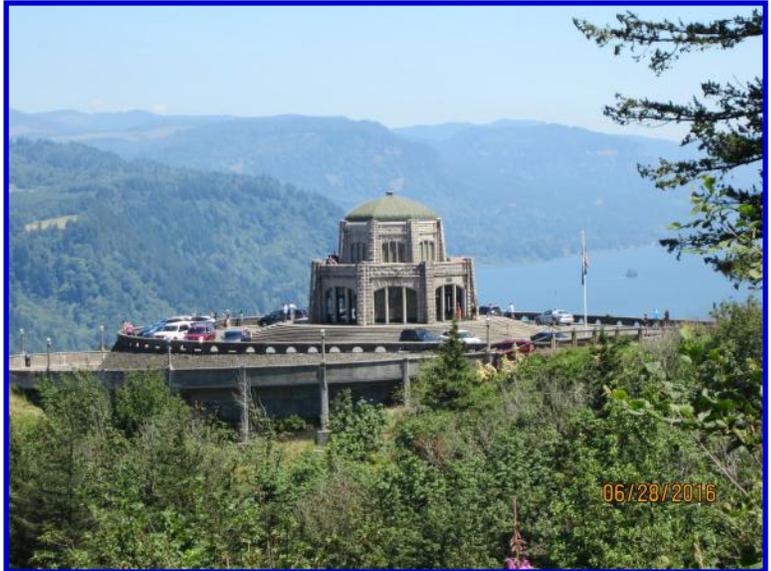


REFRESHMENTS: July - Jim VanLente; August - Lloyd & Darleen Dilbeck will host an Ice Cream Social; September - Terry Findley & Pam McClafin; October - Cathy Smiley & Chris Irwin; November - It's Pie Month, everyone bring a pie to share.

PRESIDENTS COLUMN

There are many activities planned for the months of June and July. Check your calendar in Shutterfly for details, (beaverchapter.shutterfly.com) or look in your Ahooga News.

In addition, the MAFCA 2016 National Convention is being held in Loveland Colorado, and Beaver Chapter Members are driving their Model A's to attend that event. The driving distance is around 1,200 – 1,400 miles depending on the route you take, and yes that is each way.



I remember after purchasing my Model A, I wanted to drive it and wasn't sure how road worthy it was. I decided to drive from Gresham up to Larch Mountain. On the way up there I found a dirt/gravel road (Alex Barr road), and decided to follow it. It was a very steep road that ends up on the historic Columbia River highway. What a great adventure.

We have a tour in July on this highway, which was constructed between 1913 and 1922. This year is the centennial celebration of its opening. It cost \$11 million to build at that time, and \$260 million in today's dollars. It was influenced by a roadway in Switzerland, a scenic highway in the mountainous Alps. Italian stone masons were hired to build the guard rails, retaining walls, and tunnel entrances in the gorge. When I-84 was built in 1966, a decision was taken to not preserve portions of the highway. The Mitchell Point tunnel was destroyed, however now there is an effort being made to rebuild that tunnel. On the July tour cars will be routed through Hood River and onto the Columbia River Highway State Trail and through the Mosier Twin Tunnels.

Opportunities such as this tour become available after the tour budget is set. The decision was taken to include this tour and to reimburse members for the registration fee on the day of the tour. This may put us over budget on tours, for this year, but we feel it is a good opportunity for our members. I personally feel that club money spent on tours, within reason, is money well spent.

Richard Starkweather - President



What hair color do they put on the driver's licenses of bald men?

OFFICIAL CONVERSION CHART – HOW TO INTERPRET ANTIQUE CAR ADS

IF IT SAYS

Rare model
Older restoration
Needs engine work
Uses no oil
No rust
Rough
One owner
No time to complete
Needs interior
Rebuilt engine
May run
Low mileage
Many new parts
29 coats hand-rubbed paint
Clean
Best offer
Always driven slowly
Prize winner
Stored 25 years
Real show stopper
Easy restoration
Ready to show
Top good
Good investment

IT REALLY MEANS

Nobody liked them when new either
Can't tell it's been restored
It's been frozen for 30 years
Just throws it out
Body and fenders missing
It's too bad to lie about
Never been able to sell
Can't find parts anywhere
Seats are gone
Has new spark plugs
But it never has
Third time around
Keeps breaking down
Needed that much to cover rust
It sat out in the rain yesterday
About what I expect to get
Won't go any faster
Hard luck trophy three times in a row
Under a tree
Orange with purple fenders
Parts will come off in your hand
Just washed it
Only leaks when it rains
Can't depreciate any more

IN MEMORY OF MORGAN ROSS - Beaver Chapter member Morgan Ross passed June 17 at the age of 69. He and Eileen were high school sweethearts married 47 years. Eileen shared that the family had a private ceremony with their sons making the casket.

A couple days prior to his death, Morgan jumped up and said he wanted to teach one of their sons how to drive the Model A. So he got in the car, started it up, fine tuning it, got in the passenger seat and the son took him for a ride in their Model A. We extend our condolences to Eileen and her family. (This photo was taken on the clubs April Tour.)



LADY IN BLUE

What a vision of Model A era style this example is! (It's probably late 1930 or 1931.) The plain blue fabric shows off the detail of this dress, with just a bit of white accent. Notice how effective the curved lines are repeated, first on the skirt, then on the collar, the bolero effect jacket and tab front, to the flared cuffs – on the upper arm of the sleeve - seems like a funny place to me. The black and white sketch drawing gives you further understanding of its construction and how the bias cut produces the flare of the skirt. The model is wearing an off the face flipped brim hat of a matching color, it finishes with a bow in the back. Her fox scarf completes her outfit.
~by Jeanie Adair



MAFCA ERA FASHIONS - WHAT'S NEW UPDATE

March 30, 2016 MAFCA announced an update from *Fashionable Dress* March 1928, a column entitled "Vignettes of the Mode".

"The nose veil which is making a furtive appearance on spring millinery is a gesture for further femininity. Despite the fact that this return to the flattering fashion of the nineties seems almost an anachronism, it is being adopted by many smart women, and bids fair to win its way to favor and popularity."

Though the use of veils on ladies hats were not very common during our era, this is a verification for them. ~Jeanie

GREG EDWARD'S 1930 FORD COUPE

~by Greg Edwards

I purchased the 1930 Coupe in February of 1956. It was driven daily by Mrs. Inkster who happened to be the mother of the neighbor's right behind the family home in Oswego. A school friend bought the car right before I was going to ask Mrs. Inkster to sell it to me. The classmate lived three blocks away and drove it home. He started to mold in the fenders by tack welding with brass and filled in with Bondo. He put it in primer and was going to drive it to school. He tried for a couple of weeks to get it started to no avail. He new that I wanted the car and called me and said I could buy it for \$75.00. I could not get there fast enough. He told me his dad said get that junk out of my garage and he offered it would not start. I think you know where were headed with this story. I was hanging out with a couple of guys two years older than me and they both had Model A's. I was looking over their shoulders every chance that I got. It seems that they always wanted to show me stuff that they had learned.

When I got to my friends to pick up the Coupe I was asked, did I bring a tow car? No, I said I wanted to check it out first. I got in the drivers seat and retarded the spark checked the gas shut off and turned it on, pulled the choke and hit the starter and away it went. My friend looked at me stunned, as I backed it out of his dad's single car garage and headed home. It was several weeks before he said anything to me. He was mad and his dad was happy. Now I was going to build a hot rod. What else would you do with your first car? I found a Crager for it and had the car upholstered white and tinted glass installed and Mercury wheels with 15" tires. I was styling now.

In March of 1960 I went to work at the Oregonian in the pressroom. I parked the Coupe on the street and walked through the picket line. The next morning I jumped in the car fired it up and headed for Oswego. The next day I went out to start the car and it would not turn over. I tried the crank and no luck. I had to take the bus to work. On my weekend I had my two older friends come over and help me check it out. We finally had to pull the engine down and found that it had been sugared. It was glued together everywhere. BUMMER!

I went out and bought a 1949 Chevrolet 4dr. Over the next couple of years I tore out the running gear and the front end. It all went to Leningers plating. I had a friend that was scraping out a 46 Mercury and bought all the hydraulic brakes. That went to the platters also.

The poor old coupe sat in my parents garage all this time and all the chrome stuff was all wrapped up and in the basement.

In 1962 Karlen and were married but before that happened I mentioned the old coupe and that I would like to finish it some day. You had to cover all the bases. How many times have you heard that? A couple of years went by and we built a new home in Tigard and moved in. We had a house warming and my dad said "Wow what a big garage, can I have mine back." Hey dad give me a break it's only been six years.

We had a neighbor that worked for Union Pacific trucking so he brought home a cab truck with a lowering flat bed. So the coupe was loaded on for the journey to our new home. The next couple of years was dedicated to a ground up refinishing effort.

I had purchased a new Halibrand quick change and soon had all the chrome running gear installed to the newly blasted and painted frame. The body work was all done and painted the body with 16 coats of Lacquer paint with sanding with 600 in between. I'm sure I sanded more off than what's left. I had purchased glass fenders from Westcott and made a spray booth in the garage and sprayed fenders and splash aprons with black enamel. Now what to do with the engine. I had a spare Model B block with a good Crager head. I still have all the original stuff.

Working Sundays at the Oregonian gave an opportunity to pore through bearing books. I purchased D-2 Caterpillar pony engine rod bearings for the mains and (...continues on the next page)

(Greg's story continues:) 1947 to 1960 Jeep rod bearings for the rods. The year 1973. I had built two engines for Rollie Rittel but this was my first attempt at inserting a block. I designed and machined special double studded main bolts for the front and center mains and also machined front and center main caps out of 4" steel. My thinking about the double stud was now all the castellated nuts on top would never have to be undone. I then line bored the block and fit the bearings to the block and then had the crank ground to fit the bearings. I had previously drilled the crank for full pressure. I had the block bored for sleeves and bored to standard. After modifying the oil pump I was ready to do the final assembly. I took my A flywheel to a friends shop and used his 18" lathe and trimmed the flywheel to 46 pounds and faced the cup off and made a fixture to drill and tap for a V-8 9" clutch assembly. I still use that fixture today in my shop to do Model A flywheels and finally have my own big lathe to accomplish the task.

With the short block done I installed it in the frame with a 1932 B transmission. I purchased the transmission from a now club member, you'll notice him as the tallest member in the room around 1957 or 1958. The body was next and an easy install. I did it mostly by myself with a large wooden A Frame and chain fall and a 4x4 through the door windows. I then installed the Crager head with an early Mallory dual point distributor with both hand and mechanical advance that is still used today. I had made at Exhaust Specialties a split exhaust manifold with dual pies. What a great sound. I was once asked if I had an Olds in the car. I just smiled. I still have the special manifold but stock exhaust and intake, and carburetor was used after that.

By the time it was upholstered by Stan Jones it was just in time for the 1974 fun games at PIR. The coupe had about 150 miles by then with no miss haps so I ran it hard on the measured 1/4 mile that we used in the early days. After 4 strong runs it ran 74 mph in 17 seconds. I was well pleased with the performance.

After all this, I restored two Winfield Carburetors and installed a dual updraft manifold with the carburetors. The coupe has run all these years with no changes. Lucky indeed.

Now I find it hard to start so need to do a compression check and check out a couple of other areas to find the problem. It might be as simple as re-adjusting the valves. The early Cragers had a problem with soft rocker arm ends.

I, like some of us that seem to be busy with other people's projects, have our own cars just sitting. This whole project from start to finish has been a rewarding experience. We are never too old to learn new procedures. Still married to the same gal for 53 years and still own the coupe for 60 years. Very, very lucky indeed.

VINTAGE FORD HUMOR

"You may pay me \$100 down and \$25 a week," said the physician.
"Sounds as if I were buying a Ford," the patient replied.
"No," said the doctor, "I am."



Said a lady in lavender tights,
Who used to go joy-riding nights:
"I never am bored
When I ride in a Ford,
For then I can see all the sights!"

MYSTERY MODEL A PART:

This Model A part was submitted by Lynn Sondenaa who has won several of the contests. Can you guess what this part is? He said every Model A has several... Submit your guess at the July meeting, first correct answer drawn is the winner.



Beaver Chapter Board Meeting, June 2, 2016 7:00PM

Attending: Board Members: Richard Starkweather, Mike Worthington, Dale Fiedler, Jeanie Adair, Ray Norton, Jim Van Lente, Patricia Fiedler. **Guests:** Bonnie Starkweather, Pam McClafin, Terry Findley, Rich Simpson, David Adair

2016 Swap Meet Report (Mike Worthington) – We should receive our final check in September.

July 4th Breakfast (Richard Starkweather) – An information sheet was distributed to the Board Members as well as a sign up sheet for duties. Richard will purchase supplies. Ray Horton volunteered to organize the games. Jim Van Lente will email a list of decorations he is storing and he can supply 3 warmers. Richard will contact Anne regarding the preparation of eggs.

Treasurer's Report – Richard reported for Amanda. One CD has matured and the Board voted to renew it for 12 months. Mike suggested we ladder our CD's in the future. Discussion will continue at next meeting.

Tool Trailer (Jim Van Lente) reported that we need a place for our tool trailer. Pam volunteered using her property in Boring. Because she isn't centrally located, she could deliver the tools at the meeting upon request.

TOURS: June Model A Tour (Mike Worthington) – "everything is in place."

July Columbia Gorge Hwy Tunnel Tour (Mike Worthington) No hot rods allowed on this tour. Club is reimbursing fee to members attending for this tour. Beaver Babes - June 11 Anne Humble leads outing to Jabs lavender farm.

Past President Tour (Ray Horton) – Eight cars have signed up. Ray needs firm commitment by the July meeting. Tour is September 14-16th.

Insurance for Tool Trailer – The Board approved adding comprehensive and collision insurance – Cost: \$13 for 6 months.

Club Booth at Swap Meet Rich Simpson is sending a proposal to the Board and Pam for further discussion. Pam will ask to reserve 2 clubs booths. We can cancel them if we decide to not sell at the Swap Meet.

Other: Pam suggested we not use the backdrop at the Swap Meet, only the banner. Christmas Songbooks and walkie talkies should be offered to the membership. There was discussion to sell or auction our Club Tool Box at one of our meetings.

Meeting adjourned at 8:30PM

Respectfully submitted,
Patricia Fiedler - Secretary

The best piece of advice for anyone would be to never act entitled.
It's important that no matter what your situation is,
you work like you have only \$5 in the bank.

Beaver Chapter General Meeting Notes, June 15, 2016

Meeting called to order at 7:31 PM. Pledge of allegiance was led by President Richard Starkweather. Minutes of the May meeting were approved. Richard welcomed Ron Forehand back after his bout with his car crash; Ron explained what happened and cautioned everyone to put seat belts and safety glass in their A.

Name tag drawing: Lisa Mitchell won \$25.

Tips and leads: Lynn Humble gave a lead on a 5W coupe for sale: call Rose at the Les Schwab store on Hwy 212 for details. Ray Horton gave a lead on a 30 Tudor body and fender hot rod project for sale. Call Ray for details. Richard mentioned a 1930 pickup for sale.

Tours: Tom Irwin and Ray Horton outlined the June 18 tour agenda. Mike Worthington and Richard spoke briefly about the Fourth of July breakfast. Chris Irwin discussed her tour planned for July 9 to Silver Creek Falls, to celebrate Silver Creek Historical Days. Ray outlined the current tentative schedule for the Past President's tour, September 14-16. Mike gave a summary on the Columbia Gorge Centennial tour.

Treasurer's report: Treasurer Amanda Uthe reported that the club is still solvent.

Editor's report: Editor Jeanie Adair is absent on tour to Loveland meet; Richard covered the report.

Swap Meet; Dick Thornes requested volunteers for the Swap Meet committee.

Sunshine report: Eileen Ross was absent, so Patty Brost gave the report. Morgan Ross is quite ill, so Eileen will be quite busy with his care. Patty will assume the Sunshine duties in the interim. Tom Irwin reported that Pete Smiley is recovering nicely from his heart attack.

Patty also gave a short report on the Beaver Babes' visit to the Jabs's lavender farm, and updated us on her historian's activities.

Mary Proffitt brought a scrapbook she made for Dorothy Marschman to commemorate Arnold Marschman passing six years ago.

Richard made the first reading of a bylaw amendment, specifying that email would be an additional and acceptable medium for the newsletter distribution. This amendment will be voted on at a later date.

Rich Simpson made a proposal to amend club policy to allow sales of items by club members at the Portland Swap Meet club booth. Discussion followed and a show of hands for consensus was held. The consensus was against the proposal. Stan Symank made a motion to dismiss the proposal altogether. The motion was seconded by Randy Selvester. The motion passed.

Membership: Dale Fiedler was absent, so there was no membership drawing.

Break for refreshments at 8:20. Meeting adjourned at 8:52.

Respectfully submitted, Ray Horton, Secretary pro tem

ROSTER CORRECTIONS: New email for Humbles: landahum@frontier.com
New email and cell for J Wyllie: jwwyllie31@gmail.com and cell is 503.545.0965
Please change your club roster with these corrections.

JUNE TOUR TO BROOKS



Forty people attended the June tour to Brooks. The manifold cooking was a hit. Stan Symank also did a great job grilling chicken.

There were some new cars out that got christened - Ervin Mudder pictured here...

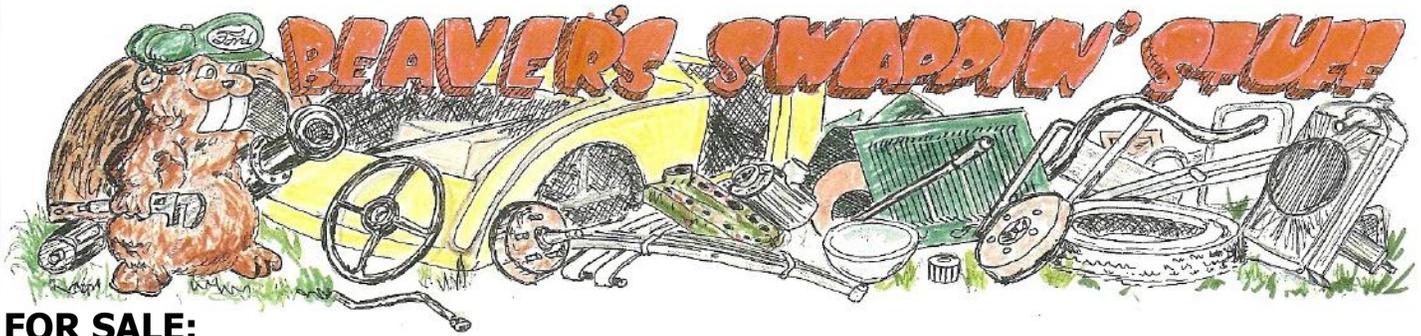


Weather did not cooperate in the afternoon so the brake test will be another day...



There were many first time Model T drivers.

Thank you to everyone who had a hand in this tour, especially to Tom Irwin and Ray Horton for planning the tour.



FOR SALE:

1930/31 Hood almost ready for paint \$200; Rebuilt starter, 6 volt \$180
Lynn Sondena 971.275.7475 or Lynnsond@hotmail.com

1931 5 window coupe. Call Les Schwab on 212 and ask for Rose.

1931 complete chassis, all running gear, steering, radiator, tires, 19" wheels. Hear it run. \$1750 obo. Call Dennis 503-539-3796. Came from a running 31 coupe.

WANTED:

Tranny soft tower for early AR 1928. There is no brackets for the emergency brake as it would be on the left frame rail. Ron Whitworth 503.632.2406

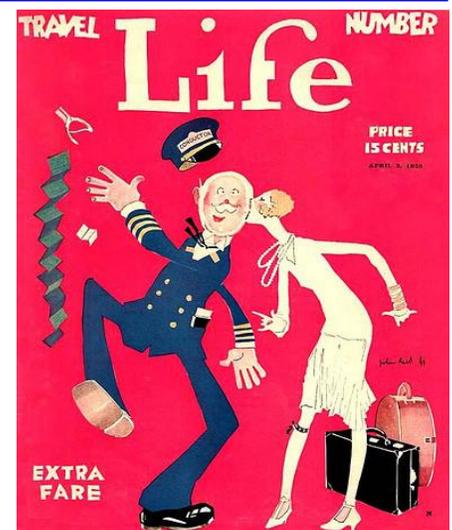
FREE: 13 7/8 miles of 18" paper for any use. Randy Selvester 503.760.6464

Past President's Tour Important Note: If you are planning on staying at the Ponderosa Lodge in Sisters (our tour headquarters) for the Past President's tour on September 14 & 15, the last day to reserve a room is August 5. You can reserve any time before that date and still get the group rate of \$143.99 + \$14.38 tax per night for a double queen room. The king rooms are \$152.99 per night, plus tax, but I don't know what that tax is. The club will reimburse club members \$160 per room. We have a block of 20 rooms: fifteen double queen and five king. When you make your reservation, ask for the Model A Ford Club block.

There are more deluxe rooms, but it's up to you to make the arrangements if you want something other than the club block rooms. You will still be reimbursed \$160. As of 6/15/16, we have 14 cars signed up for the tour. That's 14 rooms that will be taken, leaving only six in the block. If more than 20 cars/couples sign up for the tour, we might still be able to add rooms to the block if they know before July 30. So if you plan to go and haven't signed up yet, do so ASAP.

To make reservations, call The Ponderosa Lodge: 541-549-1234 before August 5. After that date, room prices revert to standard, about \$15 more per room per night. Call Ray if you have any questions. 503-333-5766

A study of economics usually reveals that the best time to buy anything is last year. ~Marty Allen



BEAVER TALES

Gotta go see if I can make that A run
Or Dave & Terry of me will make fun
Gotta act quick to avoid a fuss
I'll stick my thumb out and flag a bus
Ha-Ha there's more than one way to butter a bun





JULY BIRTHDAYS

Frank Rohrer	1 st
Bert Uthe	4 th
Richard Murk	6 th
Jim VanLente	7 th
Jim Patrick	8 th
Rayburn Mitchell	13 th
Jordon Beller	13 th
Mary Shaye Brost	15 th
Dick Thornes	16 th
John Barmore	18 th
Diana Hudson	23 rd

THIS MONTHS CALENDAR OF EVENTS:

July 4th, Annual July 4th Pancake Breakfast 9AM;
Beaver Chapter Board Meeting follows the breakfast.

Bill Jabs invites everyone to visit his Lavender Farm July 2-4th & 9-10th, 9AM-4PM. There will be special parking for antique cars, live music 12-2PM every day, lavender products, curio & antiques; Lew's Drive-In will serve food, or bring a picnic lunch to enjoy on the bank of the Clackamas River. www.eaglecreeklavender.com for info.

The Annual Silver Creek Historical Days festival will be held on Saturday, July 9th. Once again the Model A Club has been invited to attend. Those interested will meet at the Top of the Hill Restaurant on Hwy 99E between Canby and Aurora. Arrive by 8:45 for a 9:00am departure. We should be at Silver Creek Falls around 10:00. There will be no admission charge to us to enter the park, Model A's or modern irons, and they will also serve us lunch. You may also want to bring chairs. Please contact Chris Irwin by July 6th if you are interested, 503-538-5227 or irwintc@outlook.com. They need a count for their lunch plans.

Sunday, July 17th Concours d' Elegance in Forest Grove, OR

Wednesday July 20th, Beaver Chapter Membership Meeting at 15711 SE 90th, Clackamas, OR. 7:30PM. Guy seminar with Bill Jabs on "How to de-rust with household 5% acidity vinegar".

July 23rd Columbia Gorge Scenic Highway Anniversary Tour. You need to register on line for this event at Friends of Historic Columbia River Highway, click on "To Register" or go directly to the registration page at:

www.anticuecartour.eventbrite.com. Beaver Chapter members will be reimbursed for the registration fee on the day of the tour. Tour starts in Troutdale, stops at Vista House, past the falls, lunch in Cascade Locks, through the Mosier Twin Tunnels, ending in The Dalles with a barbeque. You won't want to miss this event!

