

The Ahoooga News

SEPTEMBER

2020



This 1930 Closed Cab Pickup belongs to Tom Winterrowd.
The photo was taken in front of the Texaco service station at Antique Powerland Museum
at Brooks, Oregon.

The official newsletter of Beaver Chapter Model A Ford Club of America, Portland Oregon

Volume 58, Issue 9

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 2020

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

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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 2019

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.

Beaver Chapter Club Web Site: <http://beaverchapterford.org/>



Articles and contributions for the newsletter is 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*.

Charles Newcomer	7 th
Darlene Dilbeck	12 th
Abraham Mitchell	15 th
Jack Dusenberry	22 nd
Ken Proffitt	24 th
Rich Simpson	28 th
Ron Forehand	30 th

Remember that all Beaver Chapter Model A Ford club events are cancelled for the rest of the year!

We all miss each other but the safety of our members health is most important.

So keep social distancing and wear your mask, and call a friend.

And keep your Model A's healthy too by driving them whenever you can!



President's Column September

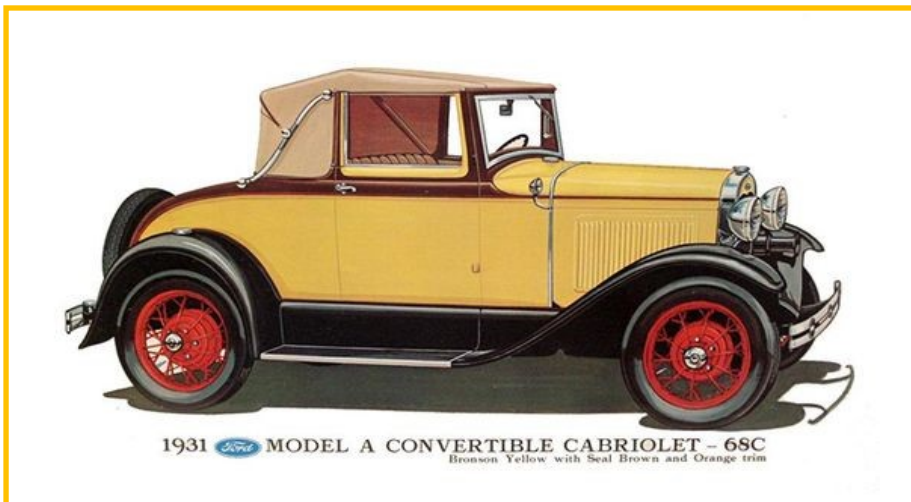
I have heard from some folks who were happy with the decision to cancel all events for 2020, and I have heard from some that are not happy with the decision. Please keep in mind the unusual situation we are in. Your Board cares about your health and safety. Also, we do not want our actions to result in a law suite due to our negligence. You should also realize that The Horseless Carriage Club was the first to cancel followed by the Chevy club, then the Model A club and the V-8 club. We are not alone, how about the State Fair, it too is cancelled.

My shout out goes to Rayburn Mitchell who after 2 ½ years is stepping down as the Membership person. He did a great job and we will miss his work ethic and enthusiasm! Someone out there needs to step up and take over his job!

On a side note Patty and I recently took a trip on Lolo Pass, which is on the north side of Mt. Hood. This led us to Lost Lake. What an experience. It started out as pavement, then turned into gravel for two miles, followed by pavement. Oh, the pavement was only a single lane with some pull outs. Then it turned back into gravel for nine miles and then back to narrow pavement to Lost Lake. Now how about this! They were doing construction, but not on the road. They had signs saying we are bringing high speed fiber optic internet to rural Oregon. I did not know that Oregon wildlife in the National Forest used high speed internet. What about just east of Sandy, Oregon. We have the choice of slow DSL, or satellite internet that does not work due to wind, rain, tall trees.

Here is another good story to think about. I recently purchased an aluminum tri-pod sprinkler. There was a warning placard on the sprinkler for California Prop 65. It stated that if one eats the aluminum tubing, brass sprinkler works or the plastic it can cause cancer. I think those California folks have breathed in too much smog! If I am dumb enough to eat my sprinkler, I think I will have quicker problems to deal with than cancer.

Stay safe out there and don't eat your sprinkler! ~Lynn Sondenna



This Sedan photo (right) is from Ray Horton. This is the Barlow House on Hwy 99 just south of Canby. The club had a tour there years ago.



My First Car - Part 1 ~Jim Van Lente

My parents, being super busy raising ten children, had no idea what their first born, a Midwestern teenager, was up to, driving around town in a 1927 Model A Ford, a Tudor. I had reached the driving age, and I was full of youthful ambition. My Uncle Nelson, a generous and amiable Dutchman, had been its previous owner, but the Ford had sat outside for at least 5 Michigan winters, which meant it had been buried in several feet of snow more often than not. It was spring when I was made this generous offer from my uncle. If I could drive the A away, it was mine. What teenage boy would say no to that in 1950? I knew it was my destiny to own a car, any car, which I promptly named Old Betsy.

No challenge is too great for a boy who had just fallen in love with his first car. That is not to say the challenges were too daunting. There was no horn. That would have been a minor problem, except for the fact that there were also no front brake shoes. There was also no starter motor, and the head was cracked. I used a tow rope to hook it up to my Dad's '48 Classic Woody Mercury Wagon, which, in spite of being the passenger van for 10 kids, my dad kept it looking meticulous. Never-the-less, my dad had no problem lending me the car that would later become legend to pull my Model A Ford out of the Michigan Thawed Mud. We popped it straight onto a paved road, only to discover that all four wheels were frozen with rust and would not rotate. Nevertheless, we dragged the Model A 15 miles home, and there we discovered that the rubber tires were worn down to the wheel steel rims. One of my first repairs was to replace the worn tires with 18 inchers, not realizing of how good the old Ford would be for road skiing, with a tow rope and jungle rides, especially with rope around the wheels for more traction.

Not to be deterred by Betsy's many problems, we (God and I) hooked the brake pedal to the emergency rod, which worked best for going uphill. Downhill or going flat required a different technique in which I dropped down to lower gear, or sometimes reverse. Those gears must have been worn toothless! The head crack was patched with I cannot remember what. And for lack of a starter motor I employed a push start, preferably on a hill. The only new repair, as my pockets were not lined with gold, was a wiring harness. It was gifted to me by an auto shop owner, where it had been for the last 20 years, in a loft full of junk. It was the only thing new on the whole Model A.

The lights looked ok to me, dim, but never-the-less on. I remember thinking who needs lights in the daytime? I painted the spokes and trim pink because pink and black, in the fifties, was all the rage. We wore pink and black shoes and socks and sweaters, but I was the only high schooler with a pink and black car. Travolta in Grease must have copied me.

Eventually the windshield frame rusted out and the glass was removed for year-round air conditioning. Falling asleep was never a problem. Betsy had a roof constructed of chicken wire, insulation, and a tarred membrane. She creaked and groaned and made all manner of road noises, which provided me with a unique experience unparalleled by any other owner of a Model A Ford, or anyone else for that matter, probably since the horse and buggy!

(To be continued next month...)

I invented nothing new.

I simply assembled the discoveries of other men behind whom were centuries of work...
Progress happens when all the factors that make for it are ready and then it is inevitable.

~ Henry Ford





1929 CATALOG PAGE

This is a nice assortment of dresses from a National Bella Hess era catalog.

The skirt length of the day was just below the knee; skirts were flared or pleated. The waistline was dropped about the hips and many had wide sashes, often tied with a bow. "V" necklines were very common and the use of lace was popular. Note that the sleeves are all long in length. The fabric says "All Silk" on all but the dress featured at the bottom center. It's listed as "Cell-o-ray" which I'm guessing that referred to it being rayon.

The hats here were all still cloche shaped but notice that at least one if not both eyebrows are visible unlike ladies hats in 1928.

~ Jeanie Adair



Life is too short to start your day with broken pieces of yesterday, it will definitely destroy your wonderful today and ruin your great tomorrow.

There is nothing noble in being superior to your fellow man, true nobility is being superior to your former self. ~Ernest Hemingway

**Where have you
been in your
Model A lately?**

**Send me photos -
even if it's just
around the block!**



I recently removed modern valves from a block. Modern Valves are straight stem, Stainless Steel with a different keeper from stock Model A's. I looked at You Tube and saw an article on removing installing modern valves. This individual spent hours trying to remove and install these valves. There is an easier way. Using a modern spring compressor (as pictures next to the stock spring compressor), this new one locks the spring up and allows you to use both hands to remove the keeper. Also a small magnet helps remove and recover the keepers.



When installing, use some grease to fit the keepers in the retainer. Check with a mirror to make sure they are seated correctly.

Modern straight stem valves are showing up in a lot of engines. With the correct tool this is much easier.

~Tom Irwin



Bill Jab's "work" truck - This is not a staged picture. His Nissan pickup broke down, so he used the '28 Model A to finish the lavender harvest.



Authentic Model A Colors in a Spray Can ~ William "Bill" Brum, Raynham, Massachusetts

Achieving an authentic look is important to many of us who choose to restore our car back to its original condition. In the area of painting, it becomes difficult without the training and equipment of a professional. However, for small items such as interior trim and other metal components, spray cans are a viable option.

Once you have the paint code in hand (acquired from guidance in the **MAFCA Paint & Finish Guide** and the PPG or DuPont customer service group), your local distributor for such popular brands can provide the authentic colors in 12 oz. spray cans. Color matching can also be achieved by providing a good sample (I used the windshield visor) to be analyzed at your distributor by handheld color matching equipment.



The spray cans are typically a single component acrylic enamel providing ease of application, excellent shine, and durability. Of course, good paint finish requires proper metal prep regardless of the spray equipment utilized.

The spray can shown contains the popular Copra Drab for a 1930 coupe utilized to paint the dash panel depicted.



What's Everyone Up To?

The Irwin's sent photos of a recent tour to Mt. Angel and the Crosby Hop Farm. They are enjoying a beverage with new member Dave Sherman in the red shirt, Chris on his left and Bobbie and Bruce Barnett front right.

Tom Irwin also sent a photo of the guys helping install a new H&H touring engine in Lynn Humbles Model A, with help from Dave Sherman and Bruce Barnett.



Chris Irwin drives their Model A Pickup to play tennis.

Fear does not stop death, it stops life.



Manifold Cooking Tour

Eight Model A's and one modern iron followed Pam McClaflin, tour leader, for a drive to Silver Falls State Park. It was just a long enough tour for some of us to cook our lunch on the manifold. Menus varied from beef fillet, chicken and rice, pork sausage with vegetables, to warmed up pizza, and peanut butter sandwiches!

The park was not crowded so social distancing wasn't a problem. We christened two new Beaver Chapter Model A's into the club. Art & Marlynne Pugsley's '30 Cabriolet and Tom & Jennie Ryan's '30 Sedan Delivery. For as "rare" as Deliveries are, there were three beauties on the tour - Terry Findley's '29, Bill Jab's '31 and Tom Ryan's '30.

We ended the tour with a drive through at Dairy Queen in Silverton for ice cream and then we all headed north for home. It was so good to enjoy a tour with our cars to a lovely location and see some Model A friends!



Notice: The "Tours" reported about in this newsletter are not club "sanctioned" since all regular club scheduled activities are cancelled due to the pandemic. You can still get out and enjoy your Model A's in small groups.

Maybe life isn't about avoiding the bruises. Maybe its about collecting the scars to prove we showed up for it.