



The Ahoooga News



FEBRUARY 2021



Ray Horton's 1929 Business Coupe in front of the Caples House in Columbia City

The official newsletter of Beaver Chapter Model A Ford Club of America, Portland Oregon
Volume 59, Issue 2

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

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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

HAPPY BIRTHDAY

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 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 Ahooga News*.

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

Gary Dawson	2 nd
Rob Oxley	2 nd
August Lehto	4 th
Penny Murphy	4 th
Randy Selvester	7 th
Bob Moore	15 th
Lisa Mitchell	15 th
Curtis Meade	16 th
Lynn Humble	18 th
Emily Mitchell	19 th
Ron Whitworth	20 th
Marlynn Pugsley	22 nd
Bill Henderson	23 rd
Linda Downs	27 th



The 2021 Portland Swap Meet is officially cancelled!!!

Due to the Covid-19 restrictions the swap meet has been cancelled again this year. Hopefully it work out for next year...

The PIR swap meet is also cancelled.



Presidents Column February

Well, here we are almost into the second month of 2021 and Covid-19 is getting worse instead of better. With that being said, **your Board has voted to cancel the February and March meetings.**

I know some are upset that we don't try to meet. Please remember our meeting building is rented from North Clackamas Parks & Rec. District. They adhere to the State and county guidelines. In June and July, we could have had meetings with only 26 people allowed in the building. In August, September, and Oct. the limit was 6 people. We are a club that averages 65 people per meeting. I believe that everyone should have the same opportunity to attend the meeting. Right now, it just is not feasible to meet. The government failed to put liability protection into place, so if our club caused an outbreak we could be sued. I am being safe and pro-active.

The Portland Swap Meet was cancelled for 2020 and also in 2021. That is a great loss of income. The racetrack swap meet has also been cancelled. Keep your head and spirits up, we will eventually get out of this pandemic.

Call up some of your club members and talk to them as Mike suggested last month. Ask them to go on a non-sanctioned tour. This is also a great time to get your Model A in good running condition by doing simple maintenance.

I know that having to wear a mask with glasses is problematic. I need a mini defroster and wiper to keep mine fog free. I have tried antifog products that just make a smeary mess. I had a doctor appointment the other day and the nurse placed medical tape across the mask and the bridge of my nose. It worked super well, but I looked like a geek!

I have also fielded complaints that The Restorer magazine is late to be delivered in January. There is a good reason for this delay. Several years ago, MAFCA decided to delay mailing because of the mass Holiday mailings that were leading to loss or damage of the magazines. So, by mailing the second week in January magazines were not being lost and damaged.

I am already working on my March column so it will be more fun to read! Remember I am a technical writer! Be positive, be happy and stay healthy.

Lynn Sondenaa, President



DRAW FILING

Borrowed from *The Script* newsletter

Back in the day, a mechanic would 'draw file' a head in order to flatten it. This technique is easily mastered and is still very effective for us 'shade-tree-ers.' To start, the head should be as free of grease as you can get it, and positioned on a towel or sand bag so it won't move or slip.

As you know, files are designated by their size, shape, and type of cut. You will need a 12-inch flat mill cut file. (This is a file with the teeth cut in one diagonal direction only. This allows the file to cut only in one direction.) The file is grasped with both hands, the left hand on the handle or tang [Safety caution: *should have handle on file, ed.*], and the right on the top. (This allows the cut direction to be toward you.) One hand should be on each side of the head (or other surface you want to file). Keeping the file straight across the surface, you 'draw' the file to you, using the file sideways, much as a draw knife is used in woodworking.

A steady pull is the best bet and gets the best results. Do not file in only one area, but pass over the entire head with each pass. After a few passes, high spots will begin to show up as shiny areas. These are the high spots. Keep making passes until the whole head is surfaced in this way. Be sure to only draw the file to you and do not push it away from you at all. Pushing away will dull the file and not cut at all.



There is a coin
shortage.
America is
officially out of
common cents.



Oil Spill ~ David Adair

Many if you know that we, along with several other members took a trip last fall, driving our Model A's. Just as I was getting the car out of the garage to meet up with the group, I spilled about a quart and a half of used engine oil on the driveway. I sprinkled on a couple of pounds of kitty litter and we were off, forgetting all about the spill. Upon our return I was quickly reminded that I left a big mess.

I thought that I would share the cleanup solution as all of you own Model A's and these will leak oil, some worse than others. But never the less, they leak oil. This is usually on concrete and it does not clean up very well. In my case I used a concrete cleaner which uses an oil eating bacteria to clean the spill. You sprinkle, sweep, and moisten it with a water spray. I think this is an excellent way to clean up oil spills and wanted to share this with you all. The product I used is Concrete Cleaner Terminator -HSD.



1929 McCall's Evening Wrap

What a fantastic evening wrap this would be to wear! And the possibilities are endless...

The green example on the left appears to be made of satin because of the shine to the fabric.

The center wrap could be velvet. Fur pieces could be purchased just like fabric during the Model A era. They add glamour to this pattern.

The center wrap has a plain back (note the inset between C and A) but the other two have the added cape effect with the long streamers that tie in the back.

These are called a "wrap" because that is exactly what it does, it wraps around the body and has no closures like buttons. Notice how the models are hugging the wrap around themselves. ~ Jeanie Adair



To be yourself
in a world that is constantly trying to make you
something else is the greatest accomplishment.

Ralph Waldo Emerson

Do you know what a bertha collar is? Or a jabot?? There is a new fashion article on the MAFCA website under Era Fashions that will help you learn what these two term mean in Model A era fashions.

POP-OUT SWITCH LUBRICATION

Tiny Tip

Original pop-out switches grow sticky with age due to gum and electrolysis. Before junking the switch or waiting until the key breaks off, try this solution: Turn the key until switch pops out. Under the first "F" in the word "Off" drill a 1/16" hole carefully through the brass shell. Now the cylinder can be loosened with WD-40 using the plastic tube.



Just picked up my social
distance support animal.





My Two Cents By Mike Worthington

For five decades the Portland Swap Meet has been the economic engine that has enabled the Beaver Chapter. As each of you know last year's swap meet event was canceled. The 2021 event was in the planning stage, but it regrettably will also be cancelled. The bad news, about 90% of our annual budget is provided by our participation in the swap meet. The good news, the folks who came before us foresaw this day coming, and chose to set aside a portion of their annual revenue for use in leaner times.

How we respond to this change in fortune is determined by what we value, and what we want our club to represent. We have several options: we could reduce the frequency, or scope, of club events; we could terminate some club activities; we could identify alternate fundraising opportunities; or we could choose to retain the status quo and spend our investment saving until it is gone. Each of these options have strengths and weaknesses.

We, and I mean every member, needs to help plan our way forward. Every one of you has an opinion, and most of you have a good idea that you have kept to yourself. Now is the time to speak up. While each of the board members would like to hear from you, Debbie Dutton is on the board specifically tasked to represent member welfare, concerns, and desires. Call her, email her, or write her a letter and tell her what you think. We need your input as we make the decisions that determine what our club looks like in the future.

The worst-case financial scenario is that the Portland Swap Meet is permanently canceled and we continue to spent funds at the 2019 rate. This choice would expend all club saving in about seven years. Increasing revenue, or decreasing expenses, would extend the life of our savings. Eliminating a club activity, or event, based solely on its cost is not the best long term approach. There is no silver bullet, only hard choices. I said before that the club is about the people, and that is pretty true. Perhaps a better way to put it is that the club is about people doing activities, together. With your help we can make member driven choices that can greatly extend our financial horizon while retaining the character of the club.

Thanks for reading. I also would like to hear from you.

WINTER WONDERLAND - Word Search

E	F	R	B	Y	R	E	P	P	I	L	S	C	H	I	L	L	Y
P	R	E	R	S	F	F	U	M	R	A	E	F	W	D	L	O	C
S	O	T	T	I	N	S	Y	B	S	L	E	Y	Y	D	N	I	W
T	Z	N	R	O	N	L	E	C	A	L	P	E	R	I	F	O	I
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B	S	T	A	W	T	O	G	L	O	V	E	S	T	D	E	L	S
B	I	T	Z	O	W	C	D	Y	R	E	T	S	U	L	B	N	S
M	S	E	T	A	N	R	E	B	I	H	O	R	S	S	O	E	S
E	R	K	A	S	E	U	R	S	B	R	E	O	N	W	I	X	K
O	B	N	N	T	S	E	N	H	F	V	N	O	J	R	B	F	A
E	T	A	J	T	V	O	P	K	E	A	W	A	R	L	H	R	T
L	E	L	I	I	W	S	C	F	M	S	N	U	I	Y	E	A	I
C	C	B	H	S	K	A	N	W	U	U	L	Z	T	O	A	C	N
I	A	S	T	I	J	I	O	I	A	F	Z	S	T	K	T	S	G
C	A	O	I	G	B	N	T	R	Z	A	O	I	C	Y	E	F	L
I	R	N	A	A	S	A	Y	G	R	R	Y	T	S	O	R	F	J
M	G	A	V	N	L	R	A	D	F	T	A	O	C	O	C	Z	Q

BELOWZERO
BLANKET
BLIZZARD
BLUSTERY
BOOTS
CABINFEVER
CHILLY
COATS
COCOA
COLD
EARMUFFS
FEBRUARY
FIREPLACE
FLURRIES
FROSTY
FROZEN
GLOVES
HAT
HEATER
HIBERNATE

ICICLE
ICY
JANUARY
JACKFROST
MITTENS
PLOW
SCARF
SHIVER
SHOVEL
SKATING
SKIING
SLED
SLIPPERY
SNOW
SNOWMAN
SNOWSTORM
SNOWSUIT
WINDY
WINTER

Jim's Tech Tip—Installing the Starter “Bendix Drive”

By Jim Cannon

The small Bendix Drive gear that's bolted to the starter motor puts up with a lot of use (and abuse when you forget to retard the spark before starting). Eventually you will be working on yours and I have a tip for you about installing it back on the starter shaft.



The Bendix is bolted to the shaft with 2 special bolts and lock washers, as shown in the photo below. One bolt has a specially-shaped end that goes down into a hole in the starter shaft. This is critical, to lock the Bendix to the shaft; do not substitute a plain bolt for this.



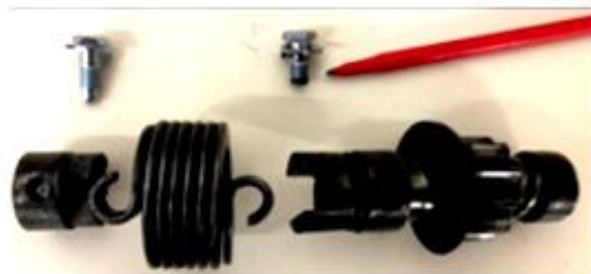
The other bolt is "special" only because it is only 1 1/16" long. This allows the bolt to lock the spring in place, without having the bolt actually touch the starter shaft. Don't be tempted to use a 3/4" long bolt instead of the correct shorter one. See the comparison photo of a 3/4" bolt and the correct bolt.

When this longer bolt is used, it presses against the starter shaft when tight and it messes up the Bendix operation. Don't forget to install the half-moon shaped Woodruff key in the shaft before slipping the drive on the shaft. You may also use 2 spring clips (optional). Be sure to lock the bolts down

tight by bending the ear of the special lock washer up against the bolt head. If you don't, these bolts will work loose and fly out of the starter drive.

I carry a spare Bendix spring (they are known to break) and a set of these special bolts and lock washers with me in my parts kit on tours. If I don't need them, someone traveling with us might. This will help quickly get them back on the road.

Have a Model A Day! Jim



Recent trip to Marquam Inn which is south of Mt Angel. It was a dry day and pleasant driving through the country side. So good to get back on the road again. Cars were: Dan Brentano 30 Coupe, Bruce Ernst 30 Pickup, Stan Symank 29 Coupe, Bruce Barnett 30 Cabriolet, Tom Irwin 31 Pickup. Also joining us, Kirk Metteer 30 Pickup and Rayburn Mitchell 29 Fordor. Great meal and great company was enjoyed by all.

POPOUT CABLE CLAMP MODIFICATION

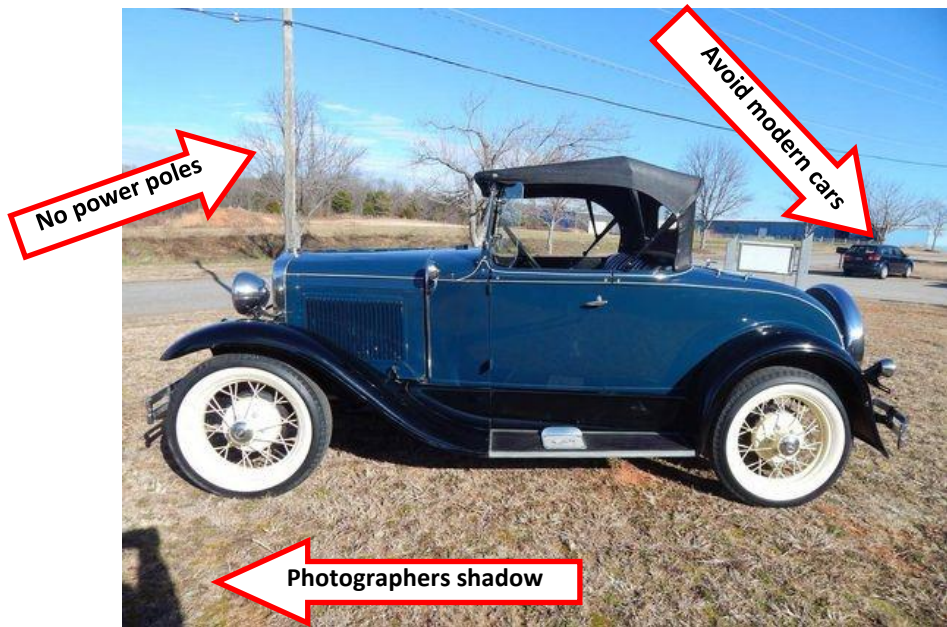
This is one page from a Power Point presentation by Bob Bidonde of the Long Island Model A chapter.

David Adair thought this was a good modification for the ignition cable clamp. (See below)

If you want to see the whole presentation you can go to the MAFCA website, click on the Chapters on the left side, click on Chapter List, then click on New York, and finally click on MAFC of Long Island. Scroll down to Technical Presentations by Bob Bidonde.

This page is from the Distributor presentation. He has a whole list of presentations you can watch.

Would you like to see your Model A in our club's newsletter??



I would much rather have Beaver Chapter member's Model A's in our newsletter. It's easy! Just find a nice location and snap some photos. Send them to me or email them, you'll find the Editors info on page 2. I do try to think about the seasons and colors throughout the year. (No snow photos in the summer, nor fall foliage in the spring, etc. And think about what colors go with the time of the year...) I will save a photo for what season works best for a theme. Please check your background before taking your shots. Try not to have a power pole coming out of the radiator, a shadow of the photographer in the foreground, and try to avoid modern cars before you click that button! See examples above. Be creative... ~Jeanie

Popout Cable Clamp Modification

- Eliminates removal of cylinder head nut & risk of coolant leaks into cylinders while removing distributor
- Lower coolant 1 gallon before removing cylinder head nut
- Cut bottom off of clamp as shown
 - Paint bare edge
- Install & torque head nut 50-55 Ft-Lbs
- Install modified clamp atop head nut & secure with a thin 7/16 x 20 jam nut
 - Snug jam but do not torque it like head nut
- Replenish coolant

