

The Ahooga News

August 2024



July Breakfast

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

Volume 62, Issue 8

BEAVER CHAPTER MODEL A FORD

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 at the Portland Swap Meet.

Beaver Chapter Membership commences on January 1st, or the date paid and expires on December 31st. Dues are \$10 for a member plus \$1.00 for a spouse/partner. Late renewals are charged \$5.00. Make a check payable to Beaver Chapter, submit signed membership application to Membership Coordinator at the meetings or send directly to the Membership Coordinator Jennie Ryan at 28104 NE 72nd Ave. Battleground WA 98604.

Bylaws Article III, Section 2 states: "Membership in the national club (Model A Ford Club of America) shall be a prerequisite for all active members of Beaver Chapter." MAFCA dues are \$50.00. Make check out to Model A Ford Club of America and mail directly to 250 S. Cypress St. La Habra, CA 90631-5515.

CLUB OFFICIERS FOR 2024

President: Debbie Dutton 503.706.4843

Vice President: Kirk Metteer 503.910.4900

Secretary: Rene Metteer 503.910.6805

Treasurer: Mike Worthington 503.788.5965

Member at Large: Leonard Dutton 503.887.2067

Editor: Dave Hawbecker 510.368.7678

Membership Coordinator: Jennie Ryan 360.687.2886

Sergeant at Arms: Rayburn Mitchell 503.668.0872

Past President: Lynn Sondenaa 503.781.9741

CLUB REPRESENTATIVES FOR 2024

NW Regional Group Reps: David Adair and Tom Winterrowd

Portland Swap Meet Reps: Mike Worthington and Bill Griffith

Sunshine: Brenda Caseday: Refreshments: Debbie Dutton

MAFCA Chapter News: Tom Irwin. Beaver Chapter Webmaster: Pamela McClaflin 503.778.0434

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

The Ahooga News is the club newsletter. Articles and contributions are encouraged and will be used as space and time permits. Send directly to the Editor at: noe2912@comcast.net or mail to 2222 Matterhorn Ct. West Linn OR 97068. **The newsletter deadline** is the Sunday following the club meeting.

PRESIDENT'S COLUMN

Well, I certainly hope everyone is staying cool with the high temperature we've been having. I know the heat can be challenging for the A's also.

I am looking forward to the August meeting. This is when we're having a parking lot tailgating swap meet starting at 6 p.m. That is when you can come sell stuff to make room for what you purchased to take home.

Some people at the meeting were wondering about the check for the swap meet. For those who did not attend the July meeting we will have some figures for you by the September meeting. Things are on track unless something goes sideways. All of your questions should be answered. Mike Worthington and the swap meet chairman Dave Vanwinkle will be visiting all six of the car clubs. They will explain our position as they did last year.

Enjoy the rest of your summer. See you at the August parking lot swap meet before the meeting.

Respectfully yours,

Debbie Dutton



PROGRESSIVE LUNCH—AUGUST 17, 2024

Please RSVP by August 10th

It has been several years since we've had a progressive dinner type of tour planned for the club. Because they are a great opportunity to socialize and get to know your fellow Beaver Chapter members, there is a Progressive Lunch Tour planned for August 17th.

We will meet at the Oregon City Shopping Center at 11:30 for a 12:00 departure. There will be three stops of which will be in the Oregon City area.

The first stop will be at Tom Winterrowd's home at 19600 Leland Rd. for the first course.

The second stop will be at the home of David and Jennie Adair. The address there is 895 Hazelwood Dr.

The last stop will be hosted by Ted and Linda Down's at 10656 S. Beutel Rd.

We'd like to offer to help each of the hosts and would appreciate some of you offering to be part of the committee for each stop. Please contact the host of your choice by August 10th.

It's difficult to know how long each stop will last. Much will depend on how quickly we finish each course and much socializing is taking place. Our best guess is about 3-4 hours.

If you have any questions, please call Pam at 503-778-0434 or email her at pammac31@gmail.com.

Beaver Chapter General Meeting Minutes

July 17, 2024

Call to Order: President Debbie Dutton called the meeting to order at 7:30 pm with 46 members present. Debbie lead the flag salute. It was nice to see Lisa Mitchell present.

Minutes Approval: A motion to accept the 6/19/24 meeting minutes, as printed in the Ahooga Newsletter, was voted on and approved.

Tour Report: Kirk Metteer (Please see list in the Board Minutes).

Kirk commented on the June 22nd Jerry's Car Collection and Retirement Center tour by Dave and Brenda Caseday and what a great tour they had for the club.

Aug. 17 Progressive Dinner Tour - Pam McClaffin reported Hosts Adairs (Main Dish), Tom Winterrowd (Salad), Downs (Dessert). She is asking members to assist the hosts.

July 20 Country Driving Tour (Lynn Sondenaa) We will travel up through Washington to LaCenter, have lunch in Woodland and drive south along the Columbia River.

Aug. 24 Cutsforth Cruise In (Daily Holman) \$20 car registration fee

Treasurers Report: Mike Worthington said the club's revenues are on track and the club is in good standing

Swap Meet Report: A three year contract has been signed with the Portland Expo Center. Swap Meet board members will visit the six car clubs in the near future. The Swap Meet payment to each car club is expected to be similar to last year, approximately \$8,000.

Past President's Tour: (Lynn Sondenaa) 9/20 - 9/22. There is still time to sign up. Presently, the count is 54 attendees, 2 maybe, 30 cars

Sergeant-at-Arms: Rayburn Mitchell and Lisa showed a short video before the meeting. The source for the video is "Model A Ford Archive", a YouTube channel.

Sunshine Report: Brenda Caseday was absent. Amanda Uthe's Grandfather received a pacemaker.

Name Badge Drawing: Steven Fancher

Membership Report: Jennie reported no new members.

Membership Drawing: Kirk Metteer.

50/50 Drawing: Terry Worthey

New Business: President Debbie announced the August meeting will be the club's parking lot swap meet, starting at 6:00 pm.

David Adair presented Kirk's idea of having a seminar where members can discuss their car troubles they've had while touring.

Rene' Matteer announced a drawing to celebrate Gene and Nuri Scott's 50th wedding anniversary. The winner is Lynn Sondenaa who received a \$20 gift certificate to Becker's Model T&A Parts.

Editors Report: Dave Hawbecker is on vacation.

Refreshments: Leonard/Debbie Dutton. Drinks (Ted Downs)

August. Pam McClaffin/Terry Finley

Meeting Adjourned at 8:10 p.m.

Respectfully submitted,

Rene' Matteer, Secretary

President Debbie Dutton called the meeting to order at 6:04 pm.

Board Members Present: Debbie Dutton, Lynn Sondenaar, Kirk Metteer, Mike Worthington, Jennie Ryan, Rayburn Mitchell, Leonard Dutton and Rene' Metteer.

Guest: David Adair.

Minutes: A motion to accept the 6/19/24 meeting minutes, as printed in the Ahooga Newsletter, was voted on and approved.

Treasurers Report: The club's revenues are on track and the club is in good standing.

Swapmeet Report: Mike W. said the new rules for this year's Swap Meet will continue for 2025, however, bus hours will change. The Swap Meet board members will visit the 6 car clubs in the near future to discuss and wrap up the 2024 Swap Meet. The Swap Meet payment to each car club is expected to be similar to last year, approximately \$8,000. A 3 year contract has been signed with Portland Expo.

Vice President Kirk Metteer presented the tour schedule:

July 20 - Country Tour (Lynn Sondenaar) Meet at 8:30 am at Concordia Nursing Program building near the Portland airport.

August 17 - Progressive Dinner (Pam McClafin/Terry Findley)

August 24 - Cutsforth Cruise In

Sept. 20-22 Past President's Tour

Oct. - Hazelnut Farm Tour. (Chris Irwin)

Nov. - Shop tour. (David Adair)

Past President's Tour: Lynn Sondenaar gave an update for the tour with 54 attendees, 2 maybe, and 30 cars.

Sergeant-at-Arms: Rayburn Mitchell brought up the topic of MAFCA membership requirement to discuss. Mike W. brought up changing the club's bylaws. A motion to accept the bylaws as is was voted on and approved. Rayburn and Lisa will show a short video prior to the General Meeting.

Membership Report: Jennie Ryan reported receiving an order of new nametags.

New Business: President Debbie announced a missing video projector (from inventory) reappeared and she will return it to Sergeant-at-Arms Rayburn.

David Adair requested to receive new members' information that will be printed in the Membership Directory and Jenny will send the information to David.

Editors Report: Dave Hawbecker is on vacation.

The Meeting adjourned at 6:40 pm.

Respectfully submitted,

Rene' Metteer, Secretary



These 1931 dresses couldn't be more opposite from each other. The yellow dress has a scoop neck that is finished with a ruffle. The ruffle repeats on the edge of the short full sleeves and again low on the skirt.

The printed dress has a nice cowl dropped neckline, short fluttery sleeves and a peplum at hipline.

Notice the longer length of these dresses and think back to how much shorter dress lengths were in 1928. Finally check out the hats, gloves, jewelry, clutch bag and shoes. The gentleman is wearing a double breasted suit.

Fashion Details by Jeanie Adair



FOR SALE: Numerous Model T, Model A and early V-8 Ford parts. Ed Schroeder. 503.655.4311.

FOR SALE: 1929 Model A Ford Business Coupe. Rare model with oval windows. Reliable ready to drive away. Complete. Everything works. For photos and more information go to my Craig's list ad: Portland.craigslist.org/mlt/cto/d/portland-29-model-ford-business-coupe/7770235762.html or call 503.333.5766, Ray Horton.

WANTED: A junk Model A front spring. Lynn Sondena. 503.781.9741.

WANTED: Spare distributor and late '31 carburetor. Ken Haider 503.730.6895.

WANTED: Tail gate painted on 1931 pickup. Anne Jeffords 971.409.1004.

WANTED: '28 splined steering wheel, black. '28 Roadster Pickup door seal, passenger side.

Terry Finley 503.784.3384

WANTED: '30 or '31 Model A Ford. Prefer coupe or pickup. Good condition. Not looking for a project car. Fully functional desired. Erich Bruckner 360.553.6779 or bruckzone@hotmail.com.



FIRST WEDNESDAY BREAKFAST

August 7, 9:00 a.m. at the Redland Cafe, 18305 Redland Rd. Oregon City 97045

AUGUST BIRTHDAYS

Patty Sondenna 1st Roy Asbahr and Dean Boring 10th Leah Higgins 16th

Gene Scott 16th Debbie Dutton 17th Tim Brost 22nd Jeff Orlando 24th J Wylie 25th

Melanie Phillips 28th Ben Banyard 29th Steven Bee 31st

July 20th Country Tour

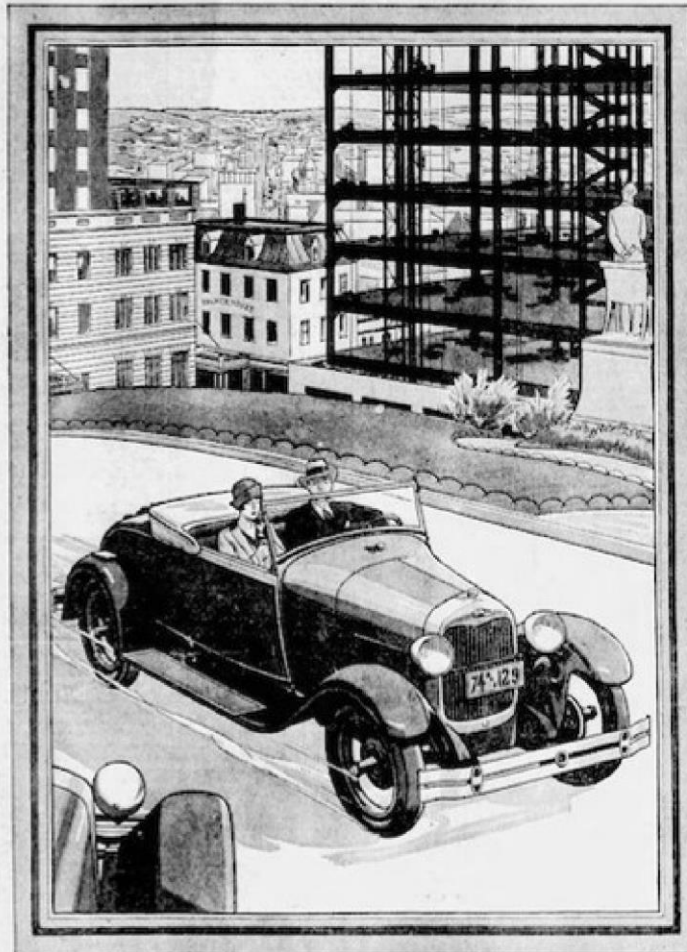
The country tour was led by Lynn & Patty Sondena. It wound us through several Washington counties. We took back roads with many curves and hills. Quite scenic, especially along the Lewis River and Columbia River dike roads. We had a great lunch at the Oak Tree restaurant. It was there we got to meet Kirk Metteer's brother who joined us for lunch. Our tour featured all Model A's and no modern iron! Our attendees were, Kirk & Rene Metteer, Doug Inglis and his friend Bridget, Kent Uhl, Gary Dexter, Dale Corah, Lynn & Ann Humble, Cody Watts and our newest member Flynn Watts. Folks if you didn't attend you missed out on a wonderful tour!



JULY 20 COUNTRY TOUR



Forty different kinds of steel are used in the New Ford



THE new Ford is an unusually strong and sturdy car because of the enduring quality that has been built into every part. Of especial interest and importance to every motorist is the extensive use of fine steel in the new Ford.

The story of Ford steel dates back to 1905, when the Ford Motor Company developed the use of a new alloy which raised the tensile strength of steel from 60,000 to 170,000 pounds per inch.

This was the beginning of the Ford idea of using specific steels for specific parts—an idea which has perhaps its highest expression in the new car.

In the past twenty-three years the Ford Motor Company has developed many new uses for steel and has greatly reduced its cost by purchasing its own ore mines and by designing new machines and finding new ways to produce steel at low cost.

The Ford open hearth furnaces have a yearly capacity of 420,000 tons of steel. The quality and uniformity of this steel are held to even closer limits than those specified by the Society of Automotive Engineers and the American Society for Testing Materials.

Today, more than forty different kinds of steel are used in the new Ford—each particular kind being selected and perfected to fit the particular needs of each part.

Seven kinds of steel are used in the gears alone in the new Ford because research and experience have proved that seven kinds of steel mean greater efficiency and reliability than one or two. Two kinds of steel are used in the multiple dry-disc clutch, although it could very easily be made with one. One kind of steel is also used for the ring gear and another for the driving pinion. Though these two parts meet, each does a different kind of work. In common practice, the same kind of steel would be used for each part. But Ford uses different kinds of steel—each steel being specially made for the special work it has to do.

There is no limit to selection—no thought that any certain steel must be made to do for many parts to save expense. The Ford policy has always been to use the best possible material for each part,

and then through large production, to give it to the public at low cost.

As important as the steel itself is the Ford method of heat-treating steel by automatic control so that the same piece of steel will have different qualities at different points.

The rear axle shaft in the new Ford is especially strong and reliable for this reason. Being complete in one piece, it is naturally stronger than if the parts were made separately. This same one-piece principle is carried out also in the steering gear sector, which is integral with the steering shaft—in the bolts on the connecting rod which are made in the same piece with the rod itself—and in many other parts of the new Ford car.

Throughout the new Ford you will find that steel forgings are used instead of malleable castings and steel stampings. They are used everywhere in the chassis except, of course, for the engine castings. More steel

forgings are used in the new Ford, in fact, than in almost any other car, regardless of price. They are naturally of greater strength than

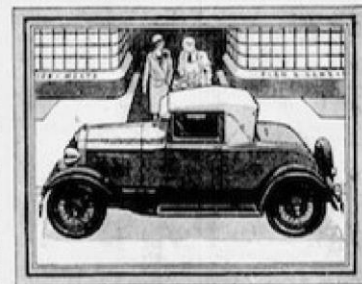
The new Ford Roadster is an especially alert and capable car. Quick as a flash in traffic and at home in any company because of its beautiful line lines and attractive colors. Like all the new Ford cars, it has a Triplex shatter-proof glass windshield—an important safety feature.

malleable castings and steel stampings of equal size. The use of steel forgings explains why the new Ford is such a strong and sturdy car, yet comparatively light in weight.

Such high quality of material has a direct bearing on the performance of the new Ford car and is the reason it will give you thousands upon thousands of miles of faithful, uninterrupted service.

When you sit behind the wheel and know the joy of driving the new Ford, you will realize that it is not just a new automobile—not just a new model—but the advanced expression of a wholly new idea in modern, economical transportation.

The Roadster sells for \$385; the Phaeton for \$395; the Coupe for \$495; the Tudor Sedan for \$495; and the Sport Coupe, with rumble seat, for \$550. (F. O. B. Detroit.)



A new kind of motor car beauty is revealed in this new Ford Sport Coupe. Distinguished by the quiet simplicity of its lines and rich appointments. Body is steel. Finished in choice of two-tone color harmonies.



The new Ford Tudor Sedan is an especially good family car because of its speed, safety, reliability, economy, surprising comfort, and the generous room provided for all five passengers.



FORD MOTOR COMPANY

Detroit, Michigan

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