

**APRIL 2015**



# The Ahooga News



Tom and Chris Irwin's 1930 Deluxe Roadster

The official newsletter of the Beaver Chapter Model A Ford Club of America Volume 53 Issue 4

## 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 Anne Humble, Membership Coordinator, 16764 SE Hagan Rd., Happy Valley, OR 97086.**

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 2015

**President:** Ray Horton 503.333.5766

**Vice President:** Jim Patrick 503.781.9534

**Secretary:** Richard Starkweather 503.663.5625

**Treasurer:** Amanda Uthe 306.907.2544

**Member at Large:** Lynn Humble 503.558.8609

**Editor:** Jeanie Adair 503.655.3189

**Membership Coordinator:** Anne Humble 503.558.8609

**Sergeant at Arms:** Jim VanLente 503.638.5243

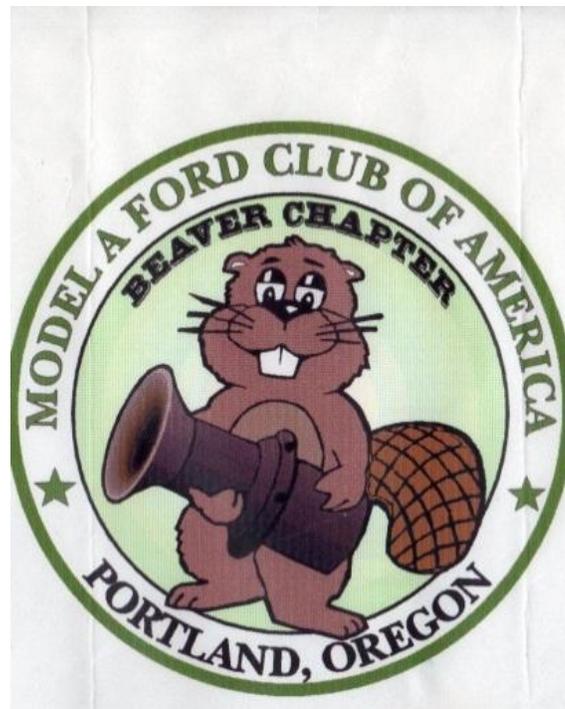
**Past-President:** Mike McLaughlin 503.650.6337

NW Regional Group: Mike McLaughlin and David Adair; Portland Swap Meet: Tim Woodman and Dick Thornes; Historian: Patty Brost; Sunshine: Eileen Ross; Raffle Prizes: Lori Symank; Refreshments: Mary McConnell; MAFCA Chapter News: Art Pugsley.

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.

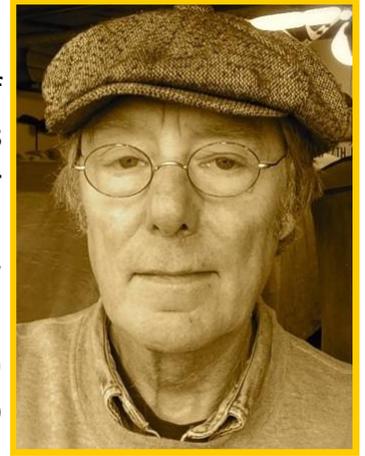
Correspondence should be sent directly to the Editor: [jadadaja@msn.com](mailto:jadadaja@msn.com) or mailed to 895 Hazelwood Dr. Oregon City, OR 97045. Other newsletters may reprint article as long as credit is given to the author and *The Ahooga News*.

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



## PRESIDENT'S COLUMN

Ah, spring, when a young man's fancy lightly turns to thoughts of love! And, with small apologies to Lord Tennyson, also the time when us older Model A codgers start thinking about the upcoming touring season, or at least finally being able to get out in the garage to work on our Model A's. My principal Model A project this year is to convert the rumble seat in my coupe back to a trunk, which is what it had from the factory. Many people (my grandchildren, mostly, but other Model A folks as well) have asked me why I want to do this, since the rumble seat seems to be so popular.



I have a couple reasons: Rumble seats are cute and nostalgic, but they are not safe in today's crowded and fast traffic. It is difficult if not impossible to adequately install seat belts. Also, in a sudden stop the rumble lid can close, pushing the rider(s) forward and creating increased potential for bodily harm. In any accident where I might be hit from the side there is a high probability that the car would at least be tipped on its side, if not completely flipped onto its top. A rear-end accident could be tragic. As it is now, the only time I let people ride in the rumble is slowly around the block.

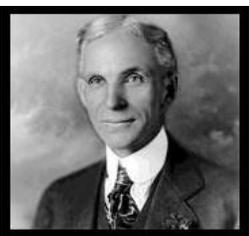
In addition, a trunk is much more practical. Coupes otherwise only have the package shelf or under the seat space for carrying anything, and since I use the coupe for long distance touring, the trunk makes more sense.

And finally, I like the idea of putting the car back to factory specs and the unusual aspect of a trunk versus the near-universal rumble seat.

I have been working with **Steve Plucker** of the Walla Walla Sweet A's to determine what the original trunks looked like and what the correct fasteners and construction entailed. Steve is also doing this conversion on his coupe, and there are about 12 other guys around the country contributing information. Most are attempting to gather original parts, but I am using mostly reproduction. Very early we determined that there are differences between models and years, and there is a multitude of minutiae in this seemingly simple exercise. We hope to write up a record of the process for both methods and submit it to *The Restorer*.

At this point I think I have gathered all the parts I need, though the repro hinges are questionable. So if someone has a set of originals they would be willing to let go of, I'd appreciate a call. Otherwise I'm ready to go.

Speaking of the Walla Walla Sweet A's, I will take this opportunity to remind everyone that the **NW Regional Meet in Walla Walla** is rapidly approaching. Make your plans now for a fun week, **June 23-27**. Details on the MAFCA web site. —Ray Horton, President



When everything seems to be going against you, remember that the airplane takes off against the wind, not with it." — Henry Ford

# Model "A" Ford Zenith Carburetor

Drawn by Stan Blinks, Beaver Chapter

(Stan's original drawing had parts numbered and named)

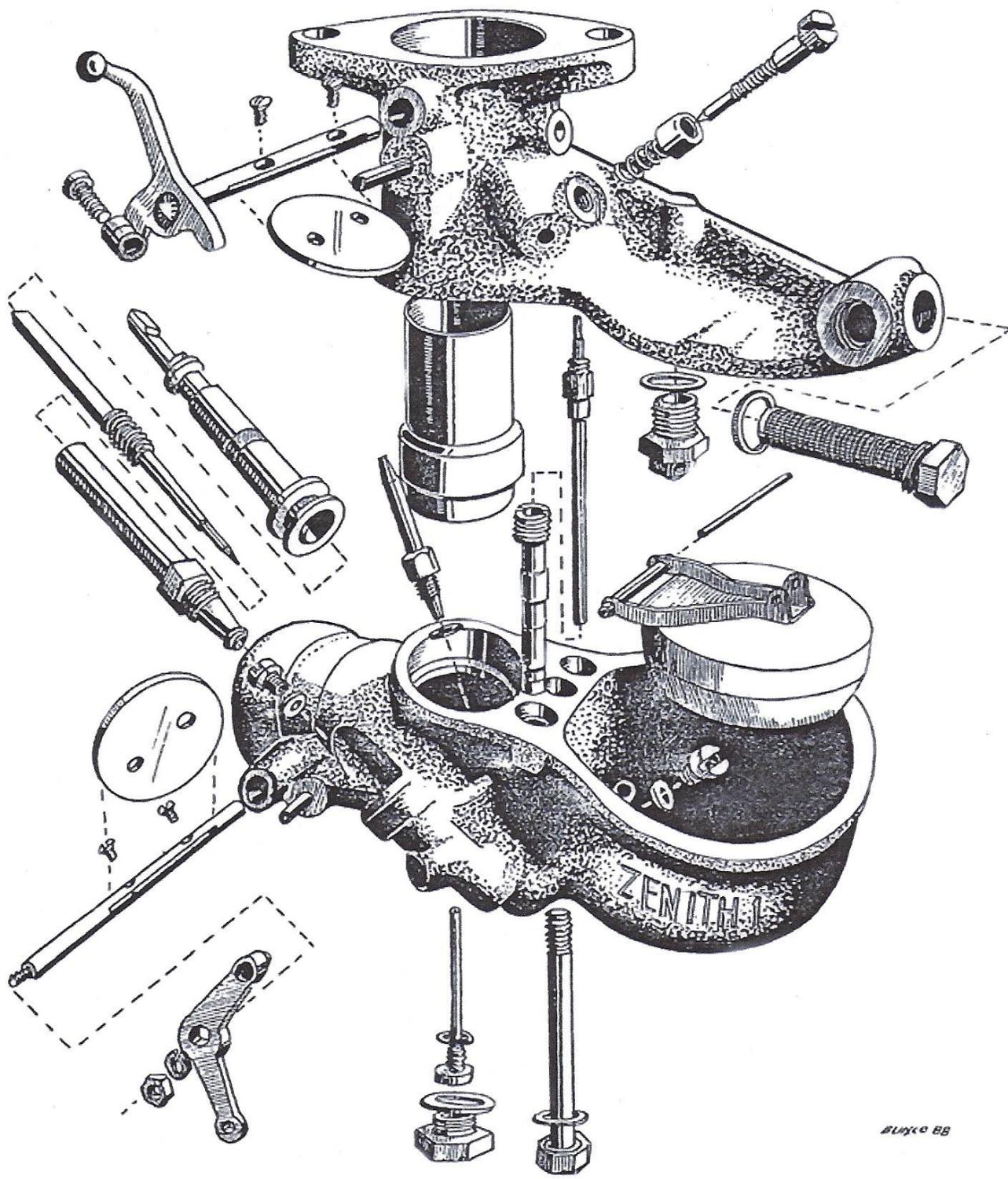


Figure 88

## A Suit and Two Coats

By Jeanie Adair

The green ensemble is simply a costume consisting of a jacket, a tuck in blouse and a skirt that closes down the front yoke with buttons.

A narrow belt was a feature for the spring season in 1930 on this yellow coat. Additional style features deep pointed yoke and sections on the sleeves.



Little capes appear on every type of costume this season to give the wide shoulder line silhouette. The little cape on the white coat is accented by curving the fronts of the coat to match. Capes and cape collars were a feature throughout the Model A era. *McCall's* May 1930.



While driving in Pennsylvania, a family caught up to an Amish carriage. The owner of the carriage obviously had a sense of humor, because attached to the back of the carriage was a hand painted sign, "Energy efficient vehicle - Runs on oats and grass. Caution! Do not step in exhaust."

**None are as old as those who have outlived enthusiasm.** - Thoreau

## **Beaver Chapter Board Meeting, March 5, 2015**

**Attending:** Ray Horton, Amanda Uthe, Jeanie Adair, Jim VanLente, Mike McLaughlin, Dick Thornes, Richard Starkweather, and guests David Adair, Chris West and Bonnie Starkweather.

Minutes of the February meeting were approved.

**Treasurer:** Amanda gave a full report on all banking accounts.

**Vice President:** Absent. Adeane Patrick has been quite ill the last several weeks. Dick commented that HACO joint picnic is scheduled for July 25. All 6 car clubs are invited. More information to follow.

**Swap Meet:** Dick reported that license plates, metal signs, hats and t-shirts will be available for purchase. Swap Meet packets will be handed out at the next meeting, and Dick will have a check off list for those handed out. Mike reported that the Club Booth has been reserved (space 4160 bldg. E), and the manning of the booth will be discussed at the next general meeting.

**Sergeant at Arms:** Jim reported the wheel puller has been ordered.

**Editor:** Jeanie needs pictures for the newsletter, and they should be current with the season.

**Member at Large:** Absent

**Beaver Babes:** Saturday March 14 Barbara Whitworth will be leading an event in Oregon City. Details were in the newsletter.

**Historian:** Absent. Patty is trying to locate the camera, projector, and laptop. Please contact her with location of these items.

**Past President:** Mike presented two proposed bylaw changes for discussion. The first proposal addresses the issues, if the club is ever dissolved. It is suggested that all club assets would be given to the Model A Ford Foundation Inc.

**Old Business:** Mike presented a second bylaw change, this one to the Membership Requirements. It would allow widows/widowers of the deceased active member to belong to our club without belonging to MAFCA. Each of these proposals will be further polished, and discussions held previous to the next meeting. On page 34 of our Chapter Roster, under Annual Banquet the Swap Meet chairperson is referred to. Dick will make a suggestion for revision to Ray, and it will be discussed at the next meeting.

**New Business:** Bonding documents will be submitted to State Farm by Ray and Amanda. Melanie Phillips will submit receipts to Amanda to recover the costs of the Bowling Tour. The Bowling Tour was reported to be a big success. A discussion was held on mailing out Club Rosters, but costs and concerns will be further discussed. Honorary Member discussion will be held when Anne is in attendance.

Meeting was adjourned.

Respectively Submitted

Richard Starkweather, Secretary.

**April Meeting Refreshments - will be brought by Bill and Barbara Henderson**

## **March 19, 2015 Minutes of Beaver Chapter Club Meeting**

President Ray opened the meeting at 7:30pm. Ted Downs led The Pledge of Allegiance. Minutes of the February meeting were approved as printed. Guests were introduced: Dave Adair introduced their Granddaughter Ailee Pardi, and also introduced new members Doug and Suzanne Nichols whom have just purchased a 1929 Roadster. They received a free membership to MAFCA as new members, and we still have one free membership left. Name Tag Drawing (\$25) was won by Mary McConnell. Ray thanked Norm and Nancy for bringing the snacks, and to Ted for providing the beverages. We still need volunteers for July and October. Jeanie reports that a few Leif Spring books are still available. She needs photos for Mystery Member Candidates. The Club Swap Meet Booth is Bldg. E space 4160. Mike McLaughlin needs volunteers to work the booth; however it is not considered swap meet duty. Please sign up with Mike, or drop by and help out. Mike presented that the Board is looking at language should the Club ever be dissolved. One suggestion is that the proceeds would go to Model A Ford Museum or some other charity. Next he explained that language is being crafted to exclude Widowers or Widows of members from having to be a member of MAFCA, to remain members of our Club. Ted Downs, after some discussion, proposed that Membership Cards that have not been picked up be mailed out, including an invitation to attend the meetings. The proposal was seconded and approved. Ray again encouraged members to run for the MAFCA Board, details in Restorer. Applications for the May 16 True Value car show in Tualatin are available, contact Lyn McDonald. Andrew Jackman has information regarding the MAF Club of Stockton California tour in our area around Labor Day. Contact Andrew or Patty. Karl and Sharon will lead a tour of historic fire equipment, Saturday March 21 in Wilsonville, followed by lunch. Amanda gave an accounting of the finances. Jeanie requested that members receive their Newsletters by e-mail. It is a significant cost to mail them out. She still needs pictures of cars, taken in the present season, and of good quality. Jim Van Lente reports a front wheel alignment tool has arrived, and a carburetor adjustment tool. Dick Thornes reported that the Swap Meet Packets are available for pick up. Those not picked up will be mailed out. Woody reminded us not to leave our assigned area early, or we can face a \$500 fine. Positions for next year are open in The Swap Meet Board, both reservations and accounting (being vacated by Pam), need replacement. You must be a member of the Swap Meet Committee for 2 years before you can apply. Marlynne reports no Beaver Babes meeting in April. Mary reports Adeane Patrick is slowly recovering from meningitis. Mary Proffitt requests that we pray for Ken who is undergoing an evaluation tomorrow to determine a path forward to resolve a brain aneurism. Patty is reconstructing the club inventory list. Raffle prizes around Easter theme, and wooden Model A, were drawn. Mystery Member Dave Sandberg was not identified. The Mystery Part was identified by Lynn Sondenaa as a manifold stud washer. 9 members presented displays of their collections. They were all outstanding!!! A special thanks was given to all those that presented. Ray adjourned the meeting at 9:30pm.

Richard Starkweather, Secretary

**If you don't have your Beaver Chapter Membership Card  
please come to a meeting and pick it up - we'd love to see you!**

## MARCH TOUR



Karl & Sharon Murphy were tour leaders to the Tualatin Valley Fire station in Wilsonville where we learned about the restored fire trucks. There were 42 Beaver Chapter members on the tour. Several of us enjoyed lunch at Zoup's for soup at a nearby shopping center.

Thank you to the Murphys for the nice tour.



Guy Hayes & Ken Lauderback shared information on the 5 pieces of fire fighting equipment.



Bill Henderson took advantage of the photo op by dressing in a complete Model A era fire chief's uniform.



Tanya Johns grandson's Declan & Aidric got to check out the bells and whistles on the fire trucks!





## So Where Did These Hubley Cars Come From?

The Hubley Manufacturing Company produced a wide range of cast-iron toys, doorstops, and bookends. Toys, particularly motor vehicles, were also produced in zinc alloy and plastic. The company is probably most well-known for its detailed 1:25 scale metal kits of 1930s cars. For a time, Hubley participated with Detroit automakers as a plastic promotional model maker. Many Hubley toys are now sought-after collectibles.

The Hubley Manufacturing Company was first incorporated in 1894 in Lancaster, Pennsylvania by John Hubley. The first Hubley toys appeared in 1909 and were made of cast-iron, with styles that ranged from horse-drawn vehicles and different breeds of dogs, to tractors and guns. Hubley's series of motorcycles were also creative and included sidecars and ones booked to delivery vans that said, "Say it with flowers" on the sides. Starting around 1940, the company shifted to diecast zinc alloy molding (Johnson 1998, p. 96). Household objects such as doorstops and bookends were also produced. Automobiles, trucks and airplanes later became Hubley's main focus.

By about 1960, different lines were introduced to distinguish toys for younger folk from products for older hobbyists. In fact, the company tried to compete with a variety of market segments, pitting itself against other metal kid's toymakers, kit manufacturers, and British diecast producers.

The Hubley Manufacturing Company made accurate metal replicas of many popular American cars and trucks. Construction, farm, and fire vehicles were commonly produced, as well as motorcycles. A couple of earlier examples were a detailed 1934 Chrysler Airflow, a 1934 Ford coupe, and a 1930s Studebaker. In good condition, Hubley's 1937 Lincoln Zephyr pulling a trailer can bring in several hundred dollars. Up through the 1950s, the emphasis was on children's toys, though some of these so-called toys could be fairly sophisticated, like the eleven and a half inch long Indian 'crash car' cast iron motorcycle complete with parts and accessories, or a fairly complex tow truck.

Hubley made simple diecast metal toys all the way through the 1970s. One popular toy was a

late 1940s (or perhaps pre-war) Cadillac sedan that sometimes came decorated as a taxi. Another common vehicle up through the 1970s was the 1934 Ford coupe.

About 1960, however, Hubley became known for its detailed metal car kits, which were unique in a market of dominantly plastic offerings. Hubley even set up its Scale Model Division for these products. These metal kits, normally issued in 1:25 scale, were more expensive than plastic models, and, when finished, were quite heavy. Complexity in detail was often seen with opening hoods, doors, moving phaeton panels, and detailed engines and chassis.

Hubley's range of marques for the kits was not that wide—basically a Ford Model A, a Packard, a Chevrolet, and a Duesenberg. There were 7 Ford Model A body styles alone, including a Sedan, Station Wagon, Coupe, Roadster, Roadster Pickup, Victoria, and Phaeton. The 1932 Chevrolet kit was made in phaeton, roadster, and coupe versions. Another venerable model was the 1930 Packard, offered in Sport Phaeton, Dietrich, Roadster, Victoria, and Boat-tail variations, while the Duesenberg SJ was available in a couple of styles. Hubley kits were sold under the Gabriel brand name.

Hubley was purchased by toymaker Gabriel about 1969 and continued to make its regular kits and diecast kid's toys through the 1970s. A series of generic make diecast toy trucks were available in a variety of forms (dump truck, towtruck, etc.) up until about 1980. Gradually, the Hubley name was downplayed in favor of Gabriel.

Around 1980, Hubley was acquired by CBS Toys, which later sold many dies to Ertl and Scale Models, both of Dyersville, Iowa. In the 1990s, some Hubley vehicles were also reissued with minor variations from the original casting.

Ertl has now stopped production of all of the original toy dies and molds purchased from Hubley. As a result, all remaining Hubley/Ertl metal kits are fairly rare. They can be purchased from auction websites as well as from collectors and older hobby stores.



**FOR SALE:**

Model B Carburetor Style 2, bead blasted, jets flowed, float tested, driven on car.  
Nice Carb \$139 Tom Irwin 503-538-5227

**WANTED:**

30-31 Oil pan & 28-31 Model A title. Lynn Sondenaa 971.275.7475 or email  
lynnsond@hotmail.com

5 Kelsey Hayes 16" wheels Stan Sybank 503.476.4946

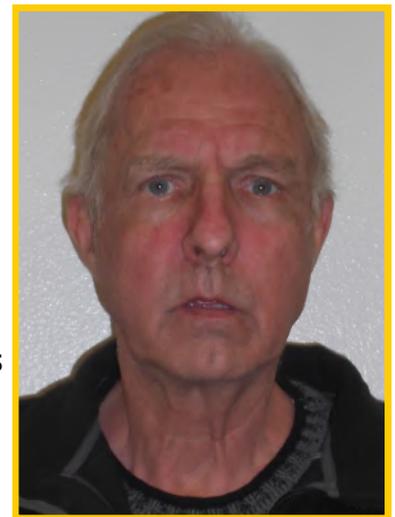
**MEET BEAVER CHAPTER'S NEWEST MEMBERS:**



Doug & Suzanne Nichols, 9106 NW Starkrest Ave. Vancouver, WA 98665; 506.574.8207 and email doug.nichols@esd112.org They have a newly acquired 1929 Model A Roadster. Welcome to Beaver Chapter!

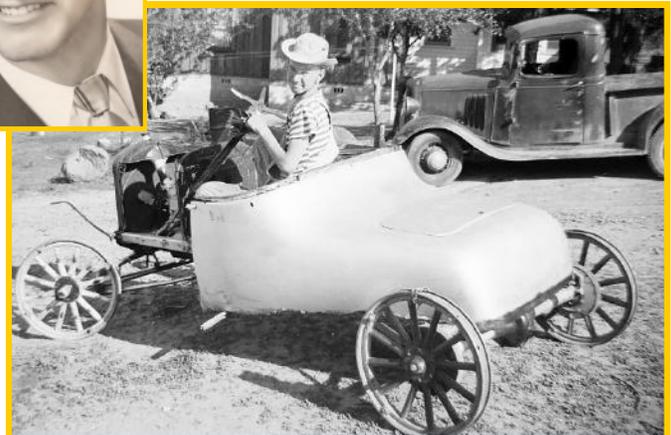
**Roster correction for Lynn & Patty Sondenaa: Phone is 971.275.7475**

Meet Loren Heger, picture on the right, he joined the club this year, his information is in the club roster. Say "hi" when you see him.



**MYSTERY MEMBER:**

This should be another easy one for you to guess and he's in an unusual vehicle below.



**MYSTERY PART:**

Remember one guess per member, submit your guess at the club meeting - winners will be drawn during the break.

**APRIL  
CALENDAR**



April 1st - April Fools Day

Thursday, April 2nd, Beaver Chapter Board Meeting, 7PM at Bob's Red Mill boardroom 13521 SE Pheasant Ct., Milwaukie

April 5th Happy Easter Egg Hunt!

PORTLAND SWAP MEET April 10-12th Remember to do your club duty! The list was in the March Ahooga News.

Wednesday, April 15th Beaver Chapter General Meeting, 7:30PM, Clackamas

April 26th Corvallis Swap Meet at the county fairgrounds



There's still time to register for the NW Regional Meet in Walla Walla, WA this coming June. There are several from our club going, why don't you join us, its lots of fun.  
[nwrn2015.org](http://nwrn2015.org)

**Saturday, April 18th, Beaver Chapter Country Roads Tour:**

Meet: 10AM for a 10:30 AM departure at the St. Johns Safeway at 8330 N. Ivanhoe at the intersection of N. Richmond and N. Ivanhoe. We will tour out through the backroads of Multnomah and Washington Counties to the McMenamin's Cornelius Pass Roadhouse. We will have lunch at Imbrie Hall, which is part of the historic Imbrie House complex. After lunch we will continue the tour back to the St. John's Bridge along a slightly different route which will take us over Old Germantown Road which is a great Model A road. This will be a relatively short tour, covering about 45 miles from beginning to end, including the return to St. Johns. Ray Horton will be tour leader.



**APRIL  
BIRTHDAYS**

Nancy DuVall	1 <sup>st</sup>
Ray Horton	3 <sup>rd</sup>
Anne Humble	3 <sup>rd</sup>
Joyce Murk	6 <sup>th</sup>
Joe McCann	8 <sup>th</sup>
Peppi McDonald	10 <sup>th</sup>
Mary Proffitt	11 <sup>th</sup>
Chuck Lawrence	21 <sup>st</sup>
Robert Caldwell	23 <sup>rd</sup>
Eileen Ross	23 <sup>rd</sup>
Jan Jones	26 <sup>th</sup>
Tanya Johns	28 <sup>th</sup>
Barbara Whitworth	28 <sup>th</sup>
Larry Peters	30 <sup>th</sup>
Fred Kroon	30 <sup>th</sup>