

June

2017

The Alhooaga News



Featured on our cover is Chris Riedener's 1930 Town Sedan.
The story of his car is found on page 7

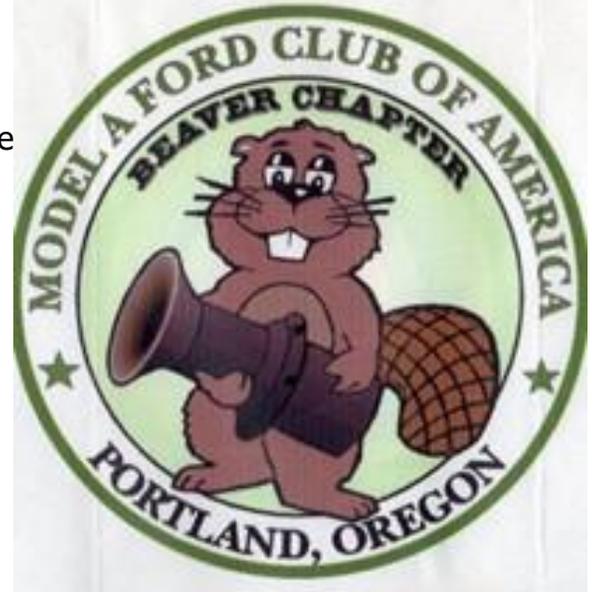
The official newsletter of Beaver Chapter Model A Ford Club of America, Portland, Oregon
Volume 55 Issue 6

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. 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 membership application to the 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 2017

President: Richard Starkweather 503.327.1252

Vice President: Andrew Jackman 503.658.6270

Secretary: Patricia Fiedler 503.407.6163

Treasurer: Amanda Uthe 306.907.2544

Member at Large: Ted Downs 503.657.7364

Editor: Jeanie Adair 503.655.3189

Membership Coordinator: Dale Fiedler 503.407.5628

Sergeant at Arms: Terry Findley 503.784.7102

Past President: Ray Horton 503.333.5766



CLUB REPRESENTATIVES FOR 2017

NW Regional Group Reps: David Adair and Pam McClafflin; Portland Swap Meet: Debbie Dutton and Mike Worthington; Historian: Patty Brost; Sunshine: Patty Brost; 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 FOR MEETING:

June - Anne & Lynn Humble. We still need a couple more months filled for the year if you could volunteer to provide goodies. The club will reimburse you for the costs, just save your receipts.

Presidents Column:

I hope someone out there is enjoying this rainy weather. I can only hope the sun shines sometime soon.

We want to welcome Debbie Dutton as our new Swap Meet Representative. She will join Mike Worthington and represent our clubs interests at the Portland Swap Meet meetings. Thanks for stepping up Debbie.

Pat Fiedler has volunteered to lead the Annual Banquet in January. She is interested in volunteers to help her, and is asking for ideas concerning a Theme for the event. Thanks for volunteering Pat.

We have an active Beaver Babes group of Ladies that meet after our monthly General Meeting. At these informal meetings many items are discussed including era fashions, possible events such as special events planning, and I am assured there is no gossip. (really?) Just kidding.

The Beaver Babes in the past have visited gardens, held special lunches, held teas, had the option to join quilting events, and conduct a MAFCA program, "This Lady Drives a Model A". Each lady receives a patch after completion. This is a good way to get to know other Members in the Club. If you are interested in attending just join in, all ladies are welcome, or contact Marlynne Pugsley.

We have some great tours scheduled for this summer and we all look forward to some good weather to accompany them.

Richard Starkweather - President



Technical Seminars ~Mike Worthington

Technical seminars are an opportunity for members to share their Model A experiences and knowledge. For most of us this is an opportunity to sit back and learn something about our cars. Learning and helping each other makes our hobby stronger, and that is good for all of us.

David Adair is our seminar coordinator tasked with planning and coordinating topics and content. David does a terrific job working with members to schedule a variety of topics, ensuring that there will interest areas for everyone. He conducts his share of seminars, but his more challenging task is to coach one of us through a seminar of our own. I learned recently that David's planning and coordination functions also extend to assisting and encouraging.

As a relatively new member I was a bit apprehensive about standing up in front of members talking about a subject that others probably know better than I did. While some folks volunteer for a seminar, most of us get a topic, and a delivery date, during a David chat. I was in this second category. It has been said that you really learn a topic when you are required to teach someone else. For me this was very true.

Presenting a topic is useful, but leading a discussion is perhaps even more valuable. What kind of jacks do members carry and how well do they work? What experiences do members have with insurance companies? What spare parts do members carry, and why? Remember, everyone has something to contribute and we benefit from your participation.

Please give me a call if you would like work your way through the ignition simulator.

Model A Spark Rod Movement By Lynn Sondena

The spark control rod on the Model A is somewhat misunderstood. Today modern cars have computers that control the spark setting automatically. Before the computer, vacuum and centrifugal weights were used both individually and together to advance the spark. The Model A relies on the driver to control the spark advance. One must know why there is a spark control on cars. Here is a quick lesson on four stroke gasoline engines.

- (1) **Intake** – The piston moves down creating a vacuum. The intake valve opens allowing the air/fuel mixture into the cylinder.
- (2) **Compression** – The air/fuel mixture is compressed as the piston travels upward with both valves closed.
- (3) **Power** – The air/fuel mixture explodes forcing the piston downward with both valves closed. This is where the energy in the engine is created. This is also what the spark rod controls. Ideally the full force of the explosion needs to be pushing on a piston traveling in a downward direction. If not you could get backfiring or excessive pressure on the top of the piston, rings, rod bearings and even the crankshaft bearings. So you want the spark timed to the downward direction.
- (4) **Exhaust** – The piston moves upward with the exhaust valve open forcing the burnt gases out of the combustion chamber.

Here are some points to consider when advancing or retarding the spark control lever:

- A cold engine has slow combustion so more spark advance is needed.
- A hot engine the combustion is faster so less spark advance is needed.
- In a stock bore the combustion is faster (smaller space) so less spark advance is needed.
- In a large bore the combustion is slower (larger space) so more spark advance is needed.
- A stock cylinder head the combustion is slower (larger space) so more spark advance is needed.
- A high compression head 5.5 or 6.0 combustion is faster (smaller space) so less spark advance is needed.
- At low speeds combustion is slower so more spark advance is needed.
- At high speeds the combustion is faster so less spark advance is needed.
- Heavy loads the combustion is faster so less spark advance is needed.
- Old gasoline has lower volatility so combustion is slower and more spark advance is needed.
- New fresh gasoline has high volatility so combustion is faster and less spark advance is needed.
- If the spark lever is retarded too much it will cause the engine to overheat.
- If the spark lever is advanced too much it will cause ignition knock. Fuel ignition too soon.
- Climbing steep hills or grades less spark advance is needed.
- Fully retard the spark lever when starting a cold engine.
- Advance the spark lever 2 notches when starting a warm engine.
- Fully retard the spark lever when setting the carburetor idling adjustment.



For normal driving the spark lever should be $\frac{1}{2}$ to $\frac{3}{4}$ the way down the quadrant. High speeds or flat driving the spark lever can be $\frac{7}{8}$ to the full range of the quadrant, but as soon as hills arrive the spark lever must be retarded some to prevent power loss and ignition knocking.

In conclusion, there are many factors that affect the spark control setting on the Model A. They are also interrelated. Do not be afraid to experiment with the spark control setting. You might discover more power and less overheating! Listen to your Model A, they usually tell you if something is not quite right.

THINK – It's not illegal yet.

1929 McCall's Magazine
Fashions



ROLLS ROSIE

By IRMA BENJAMIN



Dad told me my dress was too long today. Gee! But I was "flap-pergasted."

(Copyright, 1927)

Beaver Babes Summer Social

Thursday, June 15th at 11:30am.

Lunch will be served. Please RSVP to Pat Fiedler at 503.407.6163 or email childsplaypat@aol.com

These three dresses still show the emphasis on the dropped waistline, two are belted, while the center dress has a wide fabric tie.

The first dress on the left has a simple geometric line on the dress skirt. The other two have more flare to the skirts with their layered bias cut tiers.

Soft bows drape the neckline on the first two dresses. The one on the right has a square neckline; and an added panel on the top left side that repeats the flare lines of its skirt.

I am continually amazed at the varied details of the Model A era fashions.

~Jeanie Adair

The Southpaw Automotive Company

Part 3

As luck, fate, and the unintentional malevolence of my manager would have it, I get scheduled for a customer meeting in the always fascinating village of Marsing, Idaho, on September 29th. I try to explain that I have a very important package scheduled to arrive on the 29th, and I really want to be home for that. Ever understanding and anxious to help, my manager says, "Can't your wife receive it for you?" I don't have an argument against that. And by the way, my manager reminds me, I need to go up to Nampa while I'm there. Our customer there wants to meet with me on the 30th. This is getting painful, but there's nothing for it. An overnight stay. I won't get home till September 30, maybe not till October 1.

In the meantime I call my friend Tom Wilson, who is an amateur philatelist, and I ask him over to inspect the letter from Southpaw Automotive, and tell me about the stamp. He finds the catalog interesting, and identifies the stamp as common postage issued between 1929 and 1932, and valid for letters up into the 1950's; but he is very skeptical about the letter itself. He thinks somebody's pulling my leg.

"But the letter got through a week ago", I say. "With that stamp!" But he counters that even though the cancel looks real, there is no legible year on it, and forgeries of philatelic oddities are common. Someone could have mocked this up and hand delivered it, appearing to have been sent through the mails. This doesn't quite work for me (I don't want to believe it), because no one except my wife knows anything about this, and she's certainly not a prankster or a forger. Tom bids me adieu and I put everything safely back in the envelope and in my locked drawer.

A week later on another sales assignment I find myself back in Fields and near the road where I found the catalog. I'll be in Nampa and Marsing in another week or so, but they are a long way from Fields. I have some time on this trip, though, so I decide to find the Alvord Ranch and Paul Davis, and inquire about the Flint ranch.

My stars, these roads are long distance and informal out here! But after about a half hour I find the Alvord Ranch, and pull in (...to everyone's surprise. Very few visitors, apparently). Mr. Davis meets me and I tell him my story and describe what I think is the Flint ranch. He agrees that it almost certainly has to be the place, but says it's completely falling down now, and no one has lived there since about 1933, when the Depression drove a lot of ranchers out of the area. "A barn sale?" he says. "I don't think so. Not there, anyway."

But I take the directions with noted landmarks and head out. About an hour later I find the drive. This is the place. I turn in and down the road to the ranch house. Like before I see the barn about ten minutes before I get there. But it is in decidedly worse condition than when I first saw it two weeks earlier. As I reach the end of the drive, I am dumbstruck. The house, though still sort of standing, has no windows, door, and not much roof. The barn has collapsed in the middle. There is no one there, and it is obvious no one has been there for a very, very long time.

I look around. Am I in the same place? Yes. This is the place. Besides, as Mr. Davis mentioned, there aren't many (any) other possibilities. I drive away, finish my business errands, and head for home, puzzled.
(To be continued)

'Parking With Peggy'



A man who tries to be a one-arm driver is pretty sure to have his hands full.

Cover Car Story By Chris Riedener

I recently inherited a 1930 three window Fordor Town Sedan (front cover). I'm the third member of my family to own the car. The car was purchased by my father, possibly with the help of my grandfather, about 1957. My father was a senior in high school. Identical twins Robert (my father) and Ronald grew up in Hawthorne, New Jersey. My grandfather and the twins loved cars. The Model A was purchased from a neighbor. Unfortunately, details of the car's early history have been lost.

The car was put in storage about 1960 during a stint in the Navy. Marriage and then three kids followed. When I was young the Model A sat in our garage behind the lawn mower, old furniture and miscellaneous boxes. My father told me stories about his teenage antics and the other car(s) he wished he'd never sold. A white and orange glass shifter knob sat on my father's dresser – a paper weight that held those teenage memories and the hope of one day restoring the car.

Unfortunately, my father succumbed to cancer at age 43. Twenty-five years of storage took its toll on the car. My uncle Ron took ownership and restored the car in 1985. From photos I found in the car it looks like he did a first-rate restoration. Ron enjoyed the car for the next 15 years. It still has a MAFCA badge on the radiator. Apparently, he preferred the look of the earlier front bumper. Eventually the car took a spot in Ron's garage and started collecting dust again. Presumably one of Ron's three sons would take ownership. The last registration expired in 1999.

Fast forward to Aug 2016. I received an email from my aunt asking if I was interested in taking ownership. I had just sold a 1966 Bronco I'd restored and owned for 33 years. I was looking forward to parking my daily driver in the garage. I hesitated briefly and then began making plans to ship the car from New Jersey to Oregon. I couldn't say no to owning the Model A.

My first call was to Don Hawkins at Custom Auto Restoration in Milwaukee, OR. Don had worked on the Bronco. He agreed to have the car shipped directly to his shop. Don removed, refurbished and re-painted the gas tank. I had the firewall painted at the same time. I replaced the missing carburetor, and replaced the battery. The fuel lines we cleaned and Don rebuilt the fuel gage window. The motor started on the third try. The Riedener twins would have turned 78 years old that week.

I have photos, taken in the late 50's, of the car parked in the driveway of my grandfather's house. That's the house I was born in. The car has about 4,250 miles on the odometer. It spent half of its life in storage. In a sense the car is like a member of our family. It seems to be aging slower than rest of us. While it's just a machine, I can't help but feel some nostalgia and a connection with my family.

Impressions: the car is running great. Performance, efficiency and safety have not only improved since the 1930s, but they are now taken for granted. You have to drive a Model A to understand this. However, I'm learning that old technology can have just as much novelty as new technology. The country roads near Portland are perfect for driving the Model A. I've joined MAFCA and I look forward to driving the car this summer.

By the way - Ron found that glass shift knob and it's on the car now.



PAST PRESIDENT'S TOUR - Last chance to reserve a river view room at the Westcliff Lodge. You only have till June 24th! There are only 6 left in our block of rooms. You must make your reservation through Ray Horton 503.333.5766. The tour is September 22 & 23rd, returning the 24th. Don't dawdle! Check with Ray if you have questions.

Beaver Chapter May 4th Board Meeting Minutes

Present: Richard Starkweather, Andrew Jackman, Dale and Patricia Fiedler, Ted Downs, Jeanie Adair, Ray Horton, Amanda Uthe. Guests: Bonnie Starkweather, David Adair, and Rich Simpson

The meeting was called to order by Richard Starkweather at 7:00PM. The minutes of the April Board Meeting were approved.

SWAP MEET – Our first check was received.

GENERAL MEETING FORMAT was discussed. The following will be proposed at the May General Meeting: The meetings for June and July will have food available at 7:00 followed by the meeting at 7:30 with no break.

The BYLAW CHANGE vote will be during the May General Meeting. If we approve the change we must update our Membership Booklet.

Amanda presented the board with a TREASURER'S REPORT update.

TOURS - Andrew reported that the April Tour was quite successful. Future tours are:

May 20 – Lavender Tour planned by Bill and Mary Jabs and Jim Van Lente

June 25 – Barlow Trail Tour planned by Tom Brost. There will be fishing for children at the Trout Farm

July 23 – Mt. Hood 100,000 mile Tour planned by Mike Haight.

We still need someone to host the November tour.
A motion was approved to give Andrew Jackman six \$25 gift cards to be offered to volunteers leading the tours as a token of our appreciation.

BEAVER BABES – Lunch at Dave's Famous BBQ in Tualatin hosted by Chris Irwin on May 12th

Ray Horton reported that rooms have been reserved at the Westcliff Lodge in Hood River for the PAST PRESIDENT'S TOUR Sept. 22-24th. To reserve your room contact Ray Horton.

The Board agreed to dispose of the 2 panels and support materials that haven't been used in our Swap Meet Booth for several years. Ray and Andrew suggested that we consider buying a more professional sign that is easier to store, maintain and install. This proposal will be considered for the 2018 budget.

The Irwins sent a Thank You Note for the sweatshirts given them by our Club.

Ray Horton reported on the Solicitation Cards. The Board felt that there was value having cards to hand out to possible members. Further information will be presented at the June Meeting.

Andrew suggested that we have Flags for Modern Cars participating in our tours. Andrew will find a source and bring samples and prices next month.

Meeting was adjourned at 8:00PM.

Respectfully submitted, Pat Fiedler, Secretary

Besides being in the Model A Parts business, Amanda Uthe has also been interested in vintage fashions. She has started a web

BEAVER TALES

Keeping my speed at 45
Is a nice way to drive
View all the greenery
And beautiful scenery
And I might just stay alive



site selling vintage fashions. It's in its baby stages, more will be added, but check it out when you have time:

Pincurlvintages.com



Minutes of the May 18th Beaver Chapter General Membership Meeting

The meeting was called to order at 7:30PM. Ted Downs led the Pledge of Allegiance. The motion to approve the April minutes was passed. One of our new members, Tom Boyko was introduced. He has a 1930 Model A Sedan. The NAME TAG DRAWING was won by Terry Findley. The winner of the Membership Drawing was not present.

BYLAW CHANGES – It was moved and seconded to change Article III, Section 4B to read: July 1 instead of November 1st. The motion passed. This applies to first time members only. It was moved and seconded to change the format of the next two meetings on a trial basis. The change is as follows: 7:00-7:30 Snacks and Social; 7:30 Meeting followed by the seminar with no break. The motion passed.

SUNSHINE COORDINATOR – Richard advised the membership that we needed a new Sunshine Coordinator. Brenda Caseday, Mary Profit's daughter, volunteered for this position.

VOLUNTEERS: ANNUAL BANQUET – Pat Fiedler will chair the Annual Banquet Committee.

SWAP MEET REPRESENTATIVE – Debbie Dutton is our new representative.

THE HORNEY BEAVER IS BACK AMONG US - Bob Ernest returned the Horney Beaver to the Club. At the Annual Banquet in 1983 Ken & Marilyn Pearson received the Horney Beaver. Marilyn felt it was time to return him and asked Bob to bring it to our meeting. Also, included with the Beaver was the 1983 program from the Annual Banquet. If you wish to thank Ken and Marilyn Pearson: 20825 SW Christenson Road, McMinnville, OR 97128; 503-843-9787

TOURS: LAVENDER FARM TOUR - Jim will be leading the tour to Bill and Mary Jabs' Lavender Farm on May 20th. Meet at the Oregon City Shopping Center at 10:30. Afterwards, you can share a meal at the Red Shed BBQ in Sandy. **BARLOW TRAIL TOUR** on June 11th – Tom Brost announced that we will be visiting with Micheal Jones who has 18 acres in Rhododendron with many Barlow Trail artifacts including a Blacksmith shop. This is a guided narrative tour. We will continue to Sandy for lunch at the Fish Farm. Bring the kids – A 10" fish is \$3.50. Don't forget your cooler for the fish. Meet at 9:30 at the Golden Dynasty Chinese Restaurant at SE 112th & Foster Rd. at 9:30 with a 10:00 departure.

CRUISE/FLY-IN at Salem Airport on June 10th – Starts at 8:00AM.

TREASURER'S REPORT given by Amanda Uthe. We received the first check from the Swap Meet for duties performed by our members.

Mary Profit is recovering well from her injuries and spoke to us about her recent mishap. She thanked everyone for all the prayers, flowers, cards and visits. It was great to see her at our meeting.

BEAVER BABES – Garden Party co-hosted by Dixie Wyllie and Pat Fiedler at the Fiedler's home (35840 SE Bluff Rd., Boring, OR) at 11:30 on June 15th. Please RSVP to Pat 503-407-6163

Eileen Ross announced she is selling her home and has lots of Model A items to sell.

Mike Worthington is doing the seminar tonight – topic: Ignition System Part 2.

Richard thanked Pat and Dale Fiedler for bringing the cookies and Ted Downs for bringing the beverages for tonight's meeting.

MYSTERY PART WINNER – Pam McClafin and Ray Horton named the MYSTERY MEMBER – Terry Findley. The raffle was held and the meeting was adjourned at 8:35.

Respectfully submitted, Pat Fiedler, Secretary

Amanda Uthe shared this website as a source for reproduction heels. They are a bit spendy but close to original: royalvintageshoes.com/1920s-vintage-shoes



Seat Belt Work Party

On Saturday, April 29th we had our second Seat Belt Work Party. Attending were David Adair '31 Sport Coupe, Simon Smith '29 Speedster, Chad Worthington '30 Pickup, Mike Worthington '31 S/W, Tom Boyco and Ted Downs each drove a modern iron.

Dale and Mike each needed to have belts installed in their A's. This work was done at the Fiedler's garage in Boring. Dale has a great facility with room for four cars in one bay of his shop. The bonus was that he has a car lift which made our jack stands redundant. Raising and lowering the car was much better than scooting under one. Finally, we used a six foot step ladder which made checking the interior of the car much quicker than lowering each time we wanted to verify or double check a bolt location.

Coupes, roadsters and pickups are relatively easy compared to sedans. Mike was first and he was driving a '31 Slant Window Sedan. With much careful checking the bottom of the chassis was negotiated and the holes were drilled in the proper location to insure a successful seat belt installation. Dale's '30 Roadster was next and in comparison this car was much easier.

A special "Thank You" to Chad and Ted! These two guys did all the heavy drilling and holding angle iron above their heads. Now there are two more touring Model A's with seat belts installed.



Jim VanLente led the May Tour to Jab's Lavender Farm where Mary explained the farming process and the ladies enjoyed her gift shop. The guys always find Bills garage full of cars and projects interesting. It's such a lovely setting along the Clackamas River.

Afterwards we headed out to Sandy for BBQ lunch at the Red Shed. There was 38 people on the tour, with 14 Model A's driven and a few modern irons. Thanks to the Jabs for hosting us and to Jim for being tour leader.



FOR SALE

Model A rebuilt motor Karl Hering 503.245.7373

1929 Model A Tudor, older restoration, still looks good. Converted to 12 volt with alternator, has turn signals and third brake light, has seat belts. Runs good, had recent valve job and new cam gear, new leakless water pump. Nice trunk.

\$15,000 Chuck Scott (Photo right)
 chuck.scotts.email@gmail.com or 503.481.9703
 He also has: 4 16" wheels, \$350.



1929 Model A Tudor

Running Model A chassis with '30 Coupe title, \$2,000. Also rolling Model A Frame w/front end & rear end, \$800. Bill Jabs 971.235.3804 or email wjabs@cascadeaccess.com

Moving Sale - KR Wilson Machine, Gas Pump, Model A & T parts, lots of machinery and stuff. Eileen Ross 503.913.5036

Borg Werner overdrive, \$400 Dean Boring 503.702.8575 or dean48@canby.com

Model A size flatbed trailer with spare tire and tandem axel, \$1,500. Terry Findley 503.784.3384 or onmyossa@gmail.com

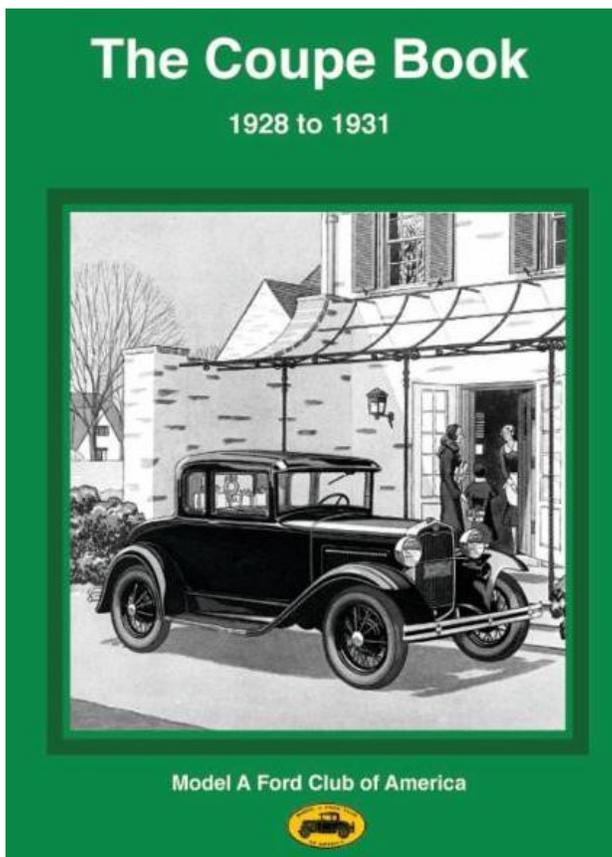
WANTED: 1928/1929 rear fenders for couple roadster or pickup. Please! Tim Brost 503.762.1735

Wanted: Your photos of you from years ago for the Mystery Member contest. You can email them to the Editor at: jadadaja@msn.com or mail them or hand them to me at the meeting.

MAFCA has a new book for sale - *The Coupe Book* for \$24.95

Mystery Model A Part

Submit your guess at the club meeting, first correct guess drawn will be a winner.





CALENDAR OF EVENTS:

Thursday, June 1st, Beaver Chapter Board Meeting 7PM at Bob's Red Mill Boardroom, 13521 SE Pheasant Ct. Milwaukie, Oregon. All club members are always welcome.

Beaver Chapter Tour **Sunday**, June 11th. Meet at the Golden Dynasty Chinese restaurant at 112th & SE Foster Rd. 9:0AM for a 10AM departure. BYOPL (That's Bring Your Own Picnic Lunch!) Tim Brost will lead us on the Barlow Trail. There might possibly be fishing for the kids at a Trout Farm.

Thursday, June 15th, Beaver Babes Summer Social. Lunch will be served, RSVP Pat Fiedler at 503.407.6163 or email childisplayat@aol.com Pat's address is 35840 SE Bluff Rd. Boring, OR. Please join us.

Wednesday, June 21st, Beaver Chapter Membership Meeting 7PM social time and refreshments, meeting starts at 7:30PM. Instead of a seminar we will have a presentation for both men & women by local author Steve Arndt. He will highlight his books "Roads Less Traveled" in Oregon. Sounds like good Model A roads!



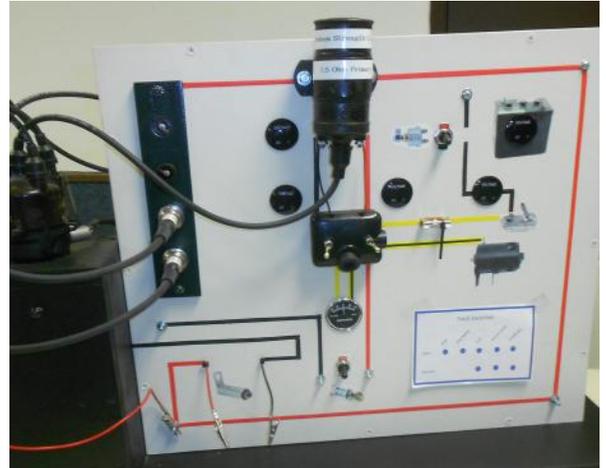
Lori Symank	4 th
Jeanie Adair	5 th
Yvonne Boring	5 th
Amanda Uthe	7 th
Mitchell Brost	10 th
Dale Witkowski	12 th
Cheryl Witkowski	12 th
Sharon Fancher	18 th
Tom Popelka	19 th
Adeane Patrick	20 th
Richard Pargman	20 th
Robert Jones	23 rd
Ray McNamee	23 rd
Russ Smith	27 th
Rand Lindell	29 th

BIRTHDAYS
THIS MONTH

Jack Redding announced at the May meeting that you can view "The Bomber" at the Salem Airport on Saturday, June 10th, all day. He has been involved with the restoration of it. It's a fly/cruise in.

Sunday, June 18th, 45th Salem Swap Meet at Chemeketa Community College, opens at 7AM.

Mike Worthington presented Part 2 of his Model A Ignition seminar at the May meeting, his demonstration board was very fascinating. Call him if you'd like to see it, or if you missed the seminar.



Add these New Members to your roster:

Thomas Boyko & Marilyn Boyko; 16603 South Highway 211, Molalla, OR 97038 P: 503.829.5388 h, 971.272.4863 c; tom@boyko.com & lynn-boyko@yahoo.com 1930 Town Sedan

Timothy & Cindy Calderwood; (Son) 3770 Upper Drive, Lake Oswego, OR 97035 P: 503.635.4941 h; 503.544.9315 c; 503.789.7868 c; tim.calderwood@yahoo.com saucycin@easystreet.net 1931 Station Wagon

Stan & Carolyn Calderwood; (Dad) 15034 SE Royer Rd. Clackamas OR 97015 Mailing address: PO Box 968 Boring, OR 97009 P. 503.658.6482 h; 503.784.2815 c 1931 Station Wagon

SUMMER
ice cream
sunshine
FLIP FLOPS
lemonade
BARE FEET
vacation
MEMORIES

SWIMMING