

The Ahoooga News

APRIL 2020



Lyn McDonald owns this 1929 Standard Coupe. Read his story about "Betsy" on page 10.

The official newsletter of Beaver Chapter Model A Ford Club of America, Portland Oregon
Volume 58, issue 4

BEAVER CHAPTER MAFCA 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

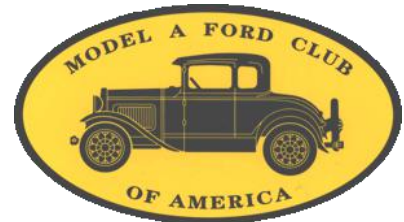
Member at Large: Debbie Dutton 503.706.4843

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



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.

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://beaverchapter.shutterfly.com>

REFRESHMENTS

APRIL: Mary Proffitt & Brenda Caseday - MEETING CANCELLED!

MAY: Bonnie Starkweather

JUNE: Pat & Dale Fiedler

Remember to thank the refreshments hosts!
Its so nice to have great volunteers!



President's Column

The Beaver chapter just completed its first tour of the season. Tom Winterrowd did a fine job of organizing the tour. About 32 adults and children attended the event, with four Model A's being driven. My shout out goes to Tim Brost who drove his 1928 Model A roadster. Where were the rest of the Model A's? After all, at the meeting Tom did say he ordered sun for the day!

Tours are the best place to drive your Model A's, because if you have the misfortune of breaking down you will have help. There is safety in numbers, and the bucket of bolts is a thing of the past. Patty and I usually do three solo tours up over Mt. Hood to Hood River for lunch in the summer months. Don't be afraid of your Model A, after all they are older than most of us and they keep going strong. A little maintenance and common sense will keep them on the road. So let's get touring! Someone needs to dethrone our road mileage winners Tom & Chris Irwin from winning the annual mileage award. ~ Lyn Sondenaa



Just a photo off the internet

Jim's Tech Tip by Jim Cannon

Check Your Oil Filler Pipe and Cap



Many Model A owners experience excessive oil leaks when driving their car, often out the rear main seal. One simple thing that can cause this is a restriction in the oil filler pipe. Take the cap off and look down the pipe with a good light. You should only see a series of little metal baffles, half-moon in shape, inside the filler pipe. If you find where someone has covered the pipe with a sock, or stuffed a piece of cloth down in the filler pipe to stop oil from coming out the filler when driving, this will put pressure inside the crankcase and force oil out the rear main seal while you drive. Easy to fix: get that stuff out of there!



While you have it off, also inspect the inside of the oil filler cap. It, too, needs to be clear inside. No pieces of steel wool, pot scrubber, or old sock in the cap! Look for evidence of someone accidentally pushing the oil filler cap on too far. When you do, you bend the little tabs inside the cap and mash it all the way down on the pipe. This blocks the engine's ability to vent the crankcase, builds up pressure, and causes a bad leak out the rear main seal.

I hope this little tip helps you stop that oil leak while driving. Have a Model A Day!

Jim

Technical Tip – Tires

A lot of guys try to keep their best tires on the front of their Model A and modern cars. Put your best tires on the rear of the car.

Kurt Scientific Counselors, Inc., examines many accidents involving tires each year. More rear tire blowouts become accidents. A tire failure on the rear of the vehicle is more apt to result in loss of steering control than a tire failure on the front. When a rear tire fails, the rear of the vehicle swerves or fishtails in the direction of the failed tire. This points the vehicle in the opposite direction, and in nine out of ten rear tire failure accidents, the vehicle ends up on the side of the highway opposite the side of the failed tire. When a front tire fails, the vehicle also veers in the direction of the failed tire, but a competent driver can maintain steering control until the vehicle comes to a stop.

Goodyear's tire experts also warn that bringing a car under control after a rear tire is punctured often can be more difficult than if the puncture had occurred in the front tire. Article from *The Ford Script*, August 2012

MCCALL PRINTED PATTERN 6534

Ladies' & Misses' Dress 45¢



This Model A era pattern is probably a 1930/31. I always find it interesting to see the same dress pattern in different versions. Compare each version and the inset pictures for the details. Whether its simply a different color, fabric, collar variations, different sleeve lengths or simply using totally different fabric for the bodice and skirt (see illustration "C"). Even though this original McCalls pattern only costs 45 cents, one could have several dresses from the same pattern and many people wouldn't even notice it was the same pattern! ~ Jeanie Adair



Ladies -

Check out the latest fashion article on MAFCA's website. It's about traveling Route 66, what activities one might do along the way, and what you might pack in your luggage to wear for each activity. The article is by Patti Jones.

Beaver Chapter Website

The Beaver Chapter Board has voted to develop a Chapter Website. I have volunteered to develop the site. There are many very well-developed chapters websites to use as models, and we will now begin.

Our present Shutterfly site has served us well, and Anne Humble needs to be recognized for developing and tending this site. Thank you, Anne.

We originally had a site " beaverchapter.com", however this site was registered a domain name "BeaverChapterFord.org". This site is now being developed and not available at this time.

We are starting out by defining what pages we desire on our site. So far, we have home, about us, officers, membership, calendar, newsletters, photos, fashions, want ads, members only (requires a password), resources, tech tips, and links. More can be added as we decide. I am developing the site by compressing all of the data to ensure that we keep the costs to a minimum.

Presently the bones of the website are developed, and each page is being technically built. Rick Black our MAFCA webmaster has helped, as at times I find myself in a corner and can't find my way out. Thank you, Rick.

When we first publish the website, it will be a good communication tool, but it will continue to mature over time. I will attempt to have the site running by the end of April.

Please remember this will only be a beginning and we will be open to constructive criticism to improve our site.

Richard Starkweather

Social Distancing

So what are you all doing these days as we stick closer to home? One of the things we've decided we can do is go for a ride in our Model A! We took a couple hours just touring backroads through the Willamette valley, stopping when we saw a nice backdrop for a photo. After a few mandatory days of staying home bound we just had to get out - Spring was calling!!



Have you got your Spring cleaning done? The garage all straightened up? Spring yard-work looking dress-right-dress? Is your Model A tuned up? Why not get out and show off your prized possession!! It just may give others a highlight of their day... and will do wonders for you too!

So share with the rest of us what you have been doing to keep safe and sane - give me a call to share your story.
~Jeanie



"GOLDIE"

Ancient History (about 10 years ago...)

BOOM! Dust drifted through the Ladies Quilting Bee in the Pavilion at Allan Sherman's. He had just pumped up the tires to move the Tudor out of the pole barn and load it on Don Frame's trailer. The '31 had been traded for a Milwaukee Railroad log car. That had been unloaded at Sherman's Iron Ranch a few days earlier.

History (More recent ...)

Chassis parts in fresh paint were hanging from a scaffold frame when Fletcher Morse called.

"How far along are you on that restoration?"

"Huh?"

"I have a completely restored rolling chassis for sale."

The rented trailer that showed up on the back of my truck at Fletcher's place didn't help with negotiating the price!

We continued to work on the '31 Tudor, having the body bead blasted and sprayed final paint Envoy Green.

Current History

A friend, George, suggested, "You should buy yourself a DRIVER so you can enjoy..."

I began to look around.

The Portland Swap Meet had a '29 tudor sedan in Gold Glitter in Hall A.

The price was BIG for a Tudor.

I did a 4th of July Parade staging area to spread the word I was looking for a Model A.

George was doing lunch in the café next to Memory Lane when "Goldie" was in the prep building at Dale's. I looked over the car. No horn!

"But you can't get a premium price for a Model A without a horn!"

I trailered the car home and I trailered it on the Past Presidents Tour last September.

On the tour a few "mechanicals" appeared that needed fine tuning.

Ya gotta DRIVE IT to find any weak spots!

A few bolts are being added to the bottom side before the horn comes off the shelf.

AHOOOGA! ~ Richard Simpson



The Duck - 1931 Model A Ford Cabriolet 68B

About 30 or 35 years ago a very close friend of mine was asked to complete the restoration of a Model A. The owner was in declining health and wanted to enjoy the car rather than work on it. The car was in poor shape and really a collection of random parts. It was completed and put on the road.

Several years went by (ten or fifteen) and the widow put the car up for sale. It caught the eye of a car collector and was added to his collection. It was stabled with, of all things a Rolls Royce and a group of classic, and very heavy pre WW2 Cadillacs. In spite of its snappy and very sporty appearance it never seemed to fit in with the rest of the group. The owner tried hard to compensate for the Model A by fitting it out with all the extras that might be available. An H&H touring engine, a Zipper auto advance electronic ignition, V8 clutch, alternator, etc. etc. Whatever might "make it better". It never seemed enough as the 6' 4" owner finally realized after 20 years. The car that we have come to own - and call "The Duck" or "Ducky" was never really going to fit in. Or for that matter, him fit in it.

Watch for "The Duck", you will see it on the road this summer... ~ Art & Marlynn Pugsley

DEEP THOUGHTS - AS YOU'RE SHELTERED AT HOME THESE DAYS...

Is it ok to use the AM radio in the afternoon? Why doesn't Tarzan have a beard?
 Today will be light with increasing darkness coming in the evening.
 Tomorrow will be sunny unless it is cooler and dry unless it rains.
 Why is the man who invests all your money called a broker?
 Why is abbreviated such a long word?

ADD THESE NEW MEMBERS TO YOUR CLUB ROSTER:

Bewick, Jim & Penny

20810 SW Chiloquin Ct Portland OR 97220
503.319.4653 jsbewick@aol.com

Stinson, Charlie

11892 N Birch St Canby OR 97023
503.307.6654 cestin970@gmail.com



"It was a tough job mister, but we got the striping on your car in time for the show."

BETSY – Our 1929 Model A Standard Coupe

My father and I were looking for a car to work on. We looked at Packard's, Chevrolet's, Buick's, and Fords. He had been staying away from Fords due to the history of every Ford he had owned was a money pit. Always breaking down, leaking oil, overheating and whatever else!

One Friday in the Eugene Register Guard my Father saw an add for a Model A Coupe, \$350. This was the type of car he had grown up with during the 1930's and 1940's. My Uncle was also a big fan of them so we went out to look at it.

It was what is referred to as a "basket". It had a frame, running gear including a motor, and a coupe body bolted on it. The rest of it was either in the car or sitting in the pile of parts alongside the car.

We bought the car, trailered it home and unloaded it into our 2-car garage. Then the work started.

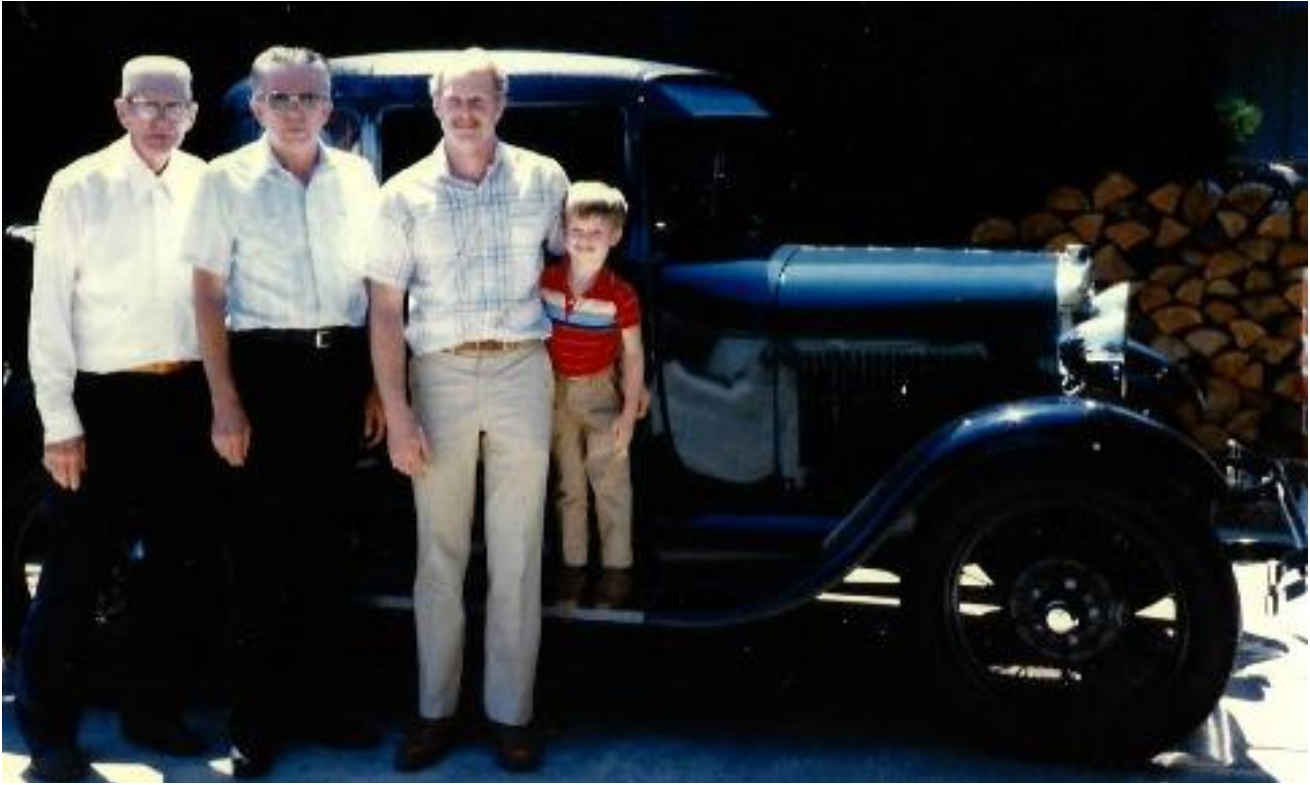
The ground up restoration began by disassembling all its major components. The frame was the first thing we started on. Then came the front end and rear end.

We were learning about the Model A as we worked on it. We joined the McKenzie A's and the national MAFCA. We found that the motor wasn't a Model A motor but a Model B Motor. At the 1972 Portland Swap meet we found a motor, loaded it in our 1966 Plymouth to take back to Eugene with us. We worked on it for the next 3 years and got to know a really good group of people from the McKenzie A's who gave us a lot of direction.

I left for the Army, then married Peppi, and would for the next 20 some years come home maybe once a month and for a few minutes get to work on it with my Dad. He relied on members and friends to help him restore Betsy. The work on her pretty well stopped for about 15-20 years. She was mostly assembled and was drivable but in 2008 she moved to my house where my son and I finished her.

Since she was finished, she has had about 5000 miles put on her by myself and my son. The first time I showed her I won 'Best of Show' in 2010. Then the following May at the Clark's True Value Car show she won Best of Show again. The thing about that one was that was the only time my father was there for the show... He sat there in a chair next to the car and talked to everyone about the car. He was very proud of Betsy. The following July he passed away.

Betsy has also been in 2 weddings. The first was our daughter's wedding where her new husband drove them away in it. This was always our daughter's dream to be driven away in the Model A on her wedding day. The second was just by chance on a Saturday outing, our son Aaron and his girlfriend along with his sister and new husband in the rumble seat. They managed to drive into a winery the back way and directly into a wedding where the bride was walking down the aisle. Needless to say, the bride was not very happy. They all were very embarrassed, but we still laugh about it to this day. (Continues on next page...)



Betsy is a family member to all of us now because she has been part of our family's life for so long. It would be hard to see her ever go away. We also have a four-generation picture of her with my Grandfather DW McDonald, Father Richard McDonald, myself and my son Aaron McDonald.

Peppi and I are very happy to have Betsy in the family with us. ~ Lyn McDonald

Tough Times in our Country

"Listen to the motor. Listen to the wheels. Listen with your ears and with your hands on the steering wheel; listen with the palm of your hand on the gear-shift lever; listen with your feet on the floor boards. Listen to the pounding old jalopy with all your senses: for a change of tone, a variation of rhythm may mean - a week here? That rattle - that's tappets. Don't hurt a bit. Tappets can rattle till Jesus comes again without no harm. But that thudding as the car moves along - can't hear that - just kind of feel it. Maybe oil isn't getting' someplace. Maybe a bearing's starting to go. Jesus, if it's a bearing, what'll we do? Money's goin' fast."

Does this quote sound familiar to you? Its from John Steinbeck's book *Grapes of Wrath*. It was from a time in our country when things were hard for many people.

Tom Winterrowd shared it as he thinks about the quote often when he drives his Model A pickup.



Mystery Model A Part

Since the April club meeting is cancelled I decided that we can still have this contest. Call or email me your guess before April 15th. Call Jeanie Adair 503.655.3189 or email your guess to jadadaja@msn.com I'll collect them in a pot and the first correct guess drawn will win - and I'll see that you get your gift card.



Brings new growth
weeds out the bad
and makes room for
something beautiful.

A Trio of 1928 Parisian Hats



I thought this was a nice sampling of colorful early era hats. ~Jeanie



AN APRIL FOOL

By Grace Noll Crowell

I WOULD be an April fool
In this madcap weather,
I would seek out other fools,
We would run together.

QUITE as mad as April is,
Quite as gay and daring,
We would splash through April rains,
Down the lanes, not caring

WHETHER feet be wet or dry,
Hair be wild or frowzy,
April is a careless jade,
Gay and pert and blowzy.

IF you kept me in today,
You would have to pay me,
I would be an April fool—
Who is there to stay me?

This poem was from an era magazine

**PLEASE ADD ANOTHER
LATE RENEWAL TO
YOUR CLUB ROSTER:**

Sadler, Paul & Rhonda
PO Box 1234
Sisters, OR 97759
P 541.410.0609
rpmsadler3@ykw.net
1931 Coupe



CALENDAR OF EVENTS

BEAVER CHAPTER BOARD MEETING, BEAVER CHAPTER MEMBERSHIP MEETING AND THE APRIL TOUR ARE ALL **CANCELLED** DUE TO COVID - 19 AND THE RESTRICTIONS OF GROUP GATHERINGS.

We hope you all are finding things to do at home and staying healthy!

You've hear the saying, "If you fail to plan, you plan to fail".

Well, Tom Winterrowd has a whole list of club events and tours planned. All subject to change due to Covid -19.

May 6th, First Wednesday Beaver Breakfast in Canby;

May PDX Tour led by Michael Haight;

June 3rd First Wednesday Beaver Breakfast in Molalla;

June 20th All Comer's Rendezvous Tour to Northwest Vintage Car & Motorcycle Museum, leader Tom Irwin;

July 17th Can Am Tour to Mt. St. Helens... and the list goes on.



CLUB MEMBERS MODEL A FOR SALE

Mary Wohlgemuth's 1929 Fordor blind back is for sale. It has a rebuilt engine, very dependable. The vinyl top is in very good condition with new upholstery, period correct. The body is sound, no rust, much more to say, if interested. \$13,500

Call Dwight Coder (Mary's son in law) 503.252.9395



Birthday!

Ray Horton	3 rd
Anne Humble	3 rd
Dan Higgins	3 rd
Jim Swartz	4 th
Mike Popiel	5 th
Joyce Murk	6 th
Peppi McDonald	10 th
Mary Proffitt	11 th
Tom Winterrowd	17 th
Glenn Robinson	18 th
Eileen Ross	23 rd
Jan Jones	26 th
Tanya Johns	28 th
Barbara Whitworth	28 th
Larry Peters	30 th
Fred Kroon	30 th