

November
2020

The Ahoooga News



This is Doug Inglis 1929 Closed Cab Pickup
The photo was taken on the Covered Bridge Tour last year.
Read the story of his pickup on page 6.

The official newsletter of Beaver Chapter Model A Ford Club of America, Portland Oregon
Volume 58, Issue 11

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

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 Sondena 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; 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*.

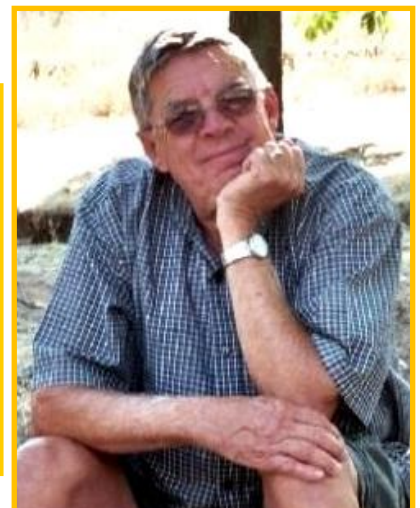
Sandra Pargman	4 th
Terry Findley	6 th
Rene Metteer	10 th
Pat Dusenberry	11 th
Yvonne Scheller	11 th
Barbara Henderson	16 th
Tom Ryan	16 th
Bill Jabs	19 th
Ray Calkins	21 st
Steven Fancher	21 st
Dixie Wyllie	21 st
Tim McCarty	22 nd
Stan Symank	24 th
Mike McLaughlin	29 th

FOR SALE: Very early Feb 1929 Tudor. Cleaned up, solid wood and rust free body & refurbished the worn parts with better original parts thus keeping the original patina. Asking \$12,000.

Steve Plucker Walla Walla/Prescot WA. 509/749.2211
For details, photos email me at pif@bmi.net

In Memory Of -

Don Scheller Feb 14, 1933 - Sept 26, 2020
He died surrounded with four generations of family in the home he built in Sherwood. Don and Yvonne have been Beaver Chapter members since 1980. A celebration of life will be planned later. In the meantime, drink a beer, dip your toes in the water, and hold your family close.





President's Column November

Dues are due and a few folks are upset about having to pay to have the newsletter mailed via the USPS. This was discussed at three Board meetings and the February general meeting. Some think the Board violated the Bylaws, but the Bylaws state that the club member will receive a newsletter. They do not say it will be delivered by the USPS.

I want you to think about our editor, Jeanie. Having to mail 43* **(see Editors note)** newsletters means that she has to put wear and tear on her computer and printer. It also uses ink and paper. It costs the club \$1200.00 in postage to mail it to 43 members.

Jeanie and David have to assemble, fold, staple, and address these newsletters. Then they have to drive to the post office to mail them. **So, before you start complaining, I ask if you are willing to do that work for the club?**

Now let's get on to some happy things like no more political adds on TV and the junk mail the candidates send out. Our club recently had a group go on a tour to Glacier National Park. They had a good and safe trip; however, it was really expensive for Pam and Terry as they purchased one Model A and two early V-8 Fords.

On a sad note we lost long time member Don Scheller on September 26th. Our thoughts and prayers go out to his wife Yvonne. They joined the Beaver club in 1980 and helped with many of the club's large events such as Regional and National meets. Don was always willing to go out and find Model A parts for you if you needed parts. I speak from experience as he found me (2) 1929 rims and a late 1929 2 tooth steering column. So, every time I drive my 1929 open cab pickup I am reminded of his kindness.

Please be safe during these times and remember to Be Kind and Be Nice! ~ Lynn

Editor's Note - * In all fairness I have to say that I have it down to 27 newsletters that are snail mailed now each month (but it has been a bit like pulling teeth to get that number down!). And I do send the newsletter to the printers for them to print and staple. But it still has to be folded, stuffed, labeled and stamped. For this you get a black and white copy of the newsletter! A printed color copy would be a whole lot more expensive.

Come on people, Beaver Chapter's dues have been \$10 since the beginning of time! What else can you name that hasn't had a price increase in the last 60 years?

Many clubs have quit mailing out their newsletters, it's only available online. It's time to pay up or shut up! If you absolutely have to have the newsletter mailed to you it's time to bite the bullet and pay for it.

If you have a computer I would be happy to email the newsletter to you.

And it really is so much nicer in color.
~ Jeanie Adair, Editor



The Irwin's cars were featured at a recent fund raiser at the Chehalem Cultural Center - lots of 20's attire.

The Model A Gas Gauge

Have you looked closely at the Model A fuel gauge? Looks pretty simple doesn't it! A little window with marking showing full, 3/4, half, etc. But what else do you know about it. Did you know that the fluid you see in the window is actually gas from the tank? And that the gauge is actually attached to a rod with a cork at the end of it that floats in the gas tank to move the gauge itself? And that there are numerous nuts, rings, lens, and gaskets involved in keeping the gas from leaking out? Check out the below diagram, there are over a dozen parts involved in this process of measuring the gas in your tank!



The gas gauge in your instrument panel

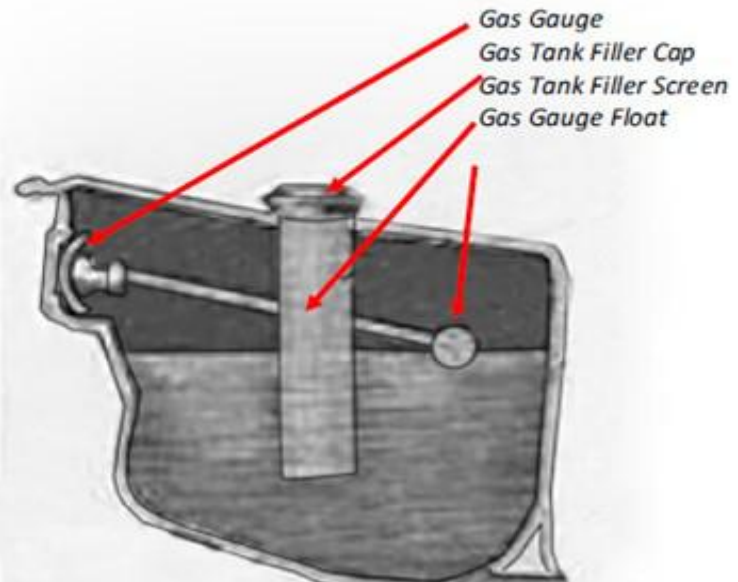
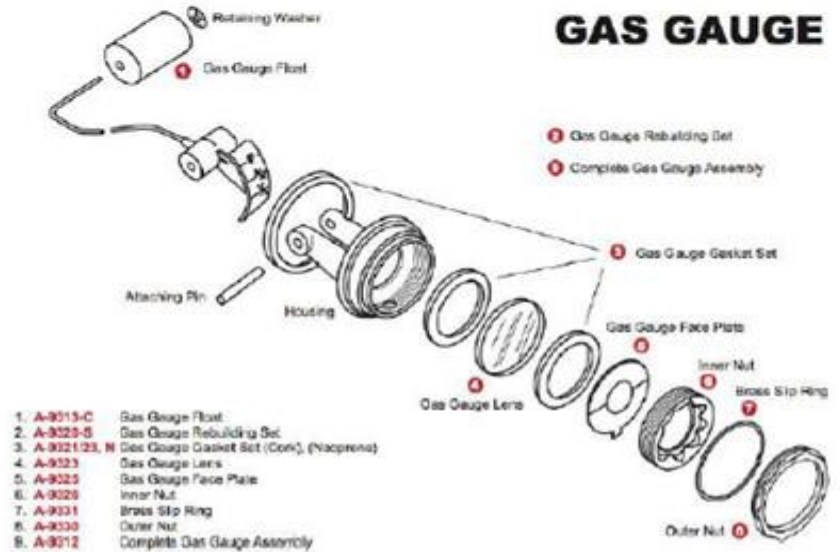


The actual gauge

The part you see from inside



The rod and cork attached to the gauge



Model A gas gaugers are made to show "E" for empty when there is still about a gallon of gas in the tank. If yours doesn't, you can adjust it! Here's an easy way to check it. Make sure you do this with an adult! First remove the gas cap and the inner screen (if still there). Make a long wire hook by straightening out a coat hanger. Reach inside the tank, and hook the float wire and lift it up gently until it touches the top of the tank. Now have someone look at the gas gauge. If it shows "F", you're good. If not, use a yardstick to gently bend the float wire, until it matches. Careful now, little bends go a long way on the adjustment! (Borrowed from the *A World* newsletter.)

BEAVER CHAPTER BOARD POSITION OPEN

We need a club member to volunteer to fill Rayburns position as Membership Coordinator. If you are interested or have questions please contact President Lynn Sondena at 503.781.9741.



1931 Fall Fashion

What a nice illustration of a typical lady's ensemble during the Model A era!

I say typical because the use of polka dots was common through all four years that the Model A's were manufactured. This 1931 dress clearly shows the waist is at the regular waistline with dropped hipline detail and a flared skirt. The ecru collar and sleeve cuffs are trimmed with lace for contrast. And finally, the longer length of the dress is correct for the year.

This is called an "ensemble" because it is a dress with a jacket of the same material.

What really caught my eye was the maid! You don't often see the service workers "fashion" in vintage books or magazine illustrations.

~Jeanie Adair



Ladies did you read the article in the September/October Restorer titled "The Color of Fashion in Your Model A World"? It was written by Peggy Gill. She also has an extensive 11 page article on the MAFCA website. Look under "Era Fashions" then click on "Articles". Peggy's article is about the fifth one down titled "Color of Fashion in a Model A World".

Both of these will give you a better understanding of what colors were popular during the Model A era. It wasn't all black and white!

WINTER CAR STORAGE - Do you need space for winter projects in your shop? The Northwest Vintage Car and Motorcycle Museum has car storage available. Heated, dry secure space available November thru April 15th, \$475 per vehicle. Contact Tom Ruttan 503.621.8943 or Tom Winterrowd 503.263.2696

FIRST WEDNESDAY BREAKFAST MEET-UP

You won't get a red ticket but you will have an opportunity to visit with Beaver Members over a cup of coffee and breakfast.

November 4th, 9AM
Cindy's Café
222 Center Ave,
Molalla, 97038

We are limited to 10 with Covid restrictions.
Please RSVP Tom Winterrowd at tawinterrowd@gmail.com

FWBMU will be in Canby in December.

Tom Winterrowd and Iona
(Iona Ford)

Front Page Model A Story

I bought my Model A in 1977 at a swap meet at the Alameda County Fairgrounds in Pleasanton, CA (San Francisco Bay area). I had been looking for an early closed cab pickup for some months and this was the first one I found.

It came from Modesto. The seller said it was a runner. And after a lot of coaxing, run it did. I never heard so many howling gears and groaning bearings. It made one circuit around the neighborhood and didn't run again until 2015 after I completely rebuilt the power train.

I dragged it around with me after retirement from California to Wyoming and to Oregon, where I finally had the time and the industrial resources to restore it. ~ Doug Ingles

My First Car – Part 3 ~ Jim Van Lente

Friends - A couple years passed without any major event except for a mouse walking across the dash and causing a panic attack from a young passenger, who never accepted a ride again. By my senior year, the windshield frame and glass still not replaced, continued to provide year-round air conditioning, especially in the winter. However, the cold climate inside the car did not stop my buddies and I from towing a skiers behind Betsy. We skied all winter long, skidding sideways fast around corners until we put the Model A in a ditch, which then did require another tow from my dad's Woody Mercury Wagon.

Another exceptional memory was Sunday dinner at Joanne's house with her family. Joanne's house was located on a hill (great for starting), but at the bottom of the hill was a cross street and a house with a huge picture window. After a huge meal, I waved goodbye to her family sitting together on the front porch. I was pushing Betsy past their house and I stumbled and fell, but holding onto the door, as the car was already rolling. As Betsy dragged me down the hill, I could see that picture window getting bigger and bigger. But I dragged my skinny butt up to the running board, popped the clutch, jabbed the gear into low, with both feet on the brake pedal again. I stopped just in time. When I arrived home with both knees bloody and bruised more than my ego, the phone was already ringing.

My Most Memorable Ride - Swearing on a stack of bibles piled high on my family's graves, all 12 of them. I will close this memory of Betsy by describing my most memorable ride. It was when the tail end of a hurricane was hitting Michigan with 50 mile an hour wind's. On the night in question, those winds were hitting Betsy on the left side and as we made a sharp left turn under a streetlight, a blast hit me straight in the face (remember, no wind shield). First the A went completely silent for what seemed like an indeterminable minute. Followed was a loud pop, trailed by a flood of streetlight and then a jarring, bouncing jolt as old Betsy returned to the road. She had been airborne and I was now looking up at the stars, realizing the whole roof, minus the wood ribs were missing. It made me wonder if I had not lost the windshield and then the roof, how much longer we might have been airborne? And how else might I have landed other than firmly back on the road? This could have been the first flying Model A Ford!

The roof was replaced with a sheet of Masonite hard board and Betsy kept me going through high school. I left her behind when I went off to college to study engineering. I would drive my current Model A Huckster all the way from Oregon to Michigan if I could have one last glimpse of Betsy, wherever she ended up. I would love to have had a photo of her.

Due to the obvious risks and embarrassment associated with my youthful ventures, I have been reluctant to share this story until now. The only close calls that I can remember, some sixty years later, were the big picture window and the sheriff's stop. I have no memory of fixing the cracked head or anything to do with the transmission, the carburetor or distributor or what I did to free up the engine. We did try hooking up a vacuum motor to the carburetor to act as a supercharger. This instantly killed the engine. And yet Old Betsy kept me going for four years of high school as the only dude with a pink and black everything. Was it worth the risk? I am embarrassed to say YES! Because at this advanced age all I have left are fond memories. The end.

Successful people are not gifted; they just work hard, then succeed on purpose.

"Get Me Out of Here" ~ Pam McClaflin

The year 2020 has been trying to say the least. There has been the Covid-19, riots, and wildfires. But even in the worst of times there is something that makes us smile. This is the case for twenty four Beaver Chapter Members who on September 7th took off for a "get me out of here" trip.

We had planned to repeat a trip to Canada that we had made in 2013. In that year it rained so hard that much that we wanted to see was shrouded in clouds and pouring down rain. However, that trip was not in the cards as the Canadian borders were closed. This didn't stop the group from making a trip, any trip, to bring back our smiles.

With 12 cars traveling in a group it is difficult to keep together and have the ability to keep cars that are following us happy to see us on the road. We decided to split into 2 groups each day making 6 cars in each group. To determine who would be traveling in what group we drew cards each morning. It was a great way to get better acquainted with some of our newer members.

On our first day we met in Troutdale. Everyone was there on time but there was one little problem. The Symank's arrived there with a blown head gasket. So, what to do? Bill and Mary Jabs stayed behind with Stan and Lori and in 1 hour and 17 minutes, had them back on the road. They would catch us in Sunnyside where we were staying on the first night.



Stan & Bill

Bruce and Bobbie Barnett were in charge

of day one and had planned the route to take us through Bickleton, WA. Bickleton is known as the bluebird capital of the world. This plan was changed when Bobbie received a call from the museum there telling us that the smoke and dust was so thick that they were closed and the lady recommended we not go that way. That was okay, we're pretty flexible. We continued on our way but the dust just got thicker and thicker. By the time we arrived in Sunnyside the wind was howling and we could taste the dust in the air.



Inside Humbles car

The dust was bad where we were but Lynn and Anne Humble had left town a day before the group in order to visit family in Spokane, our second night destination. Anne called us with a warning that the dust was even worse near Ritzville. They were stuck at the side of the road where they could hardly see their radiator cap due to such poor visibility. They were there for 7 hours.

That night Stan was presented with the Beaver Damn Award with the instructions to pass it along to whomever he felt deserved it.

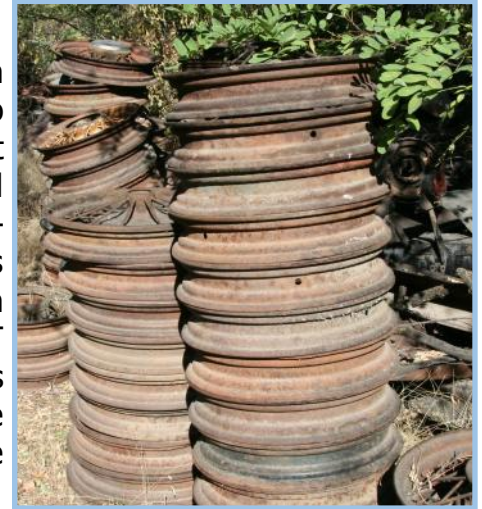




The morning we left Sunnyside everyone was out working on getting the dust off of and out of our cars. That dust was everywhere! (Remember, Terry's delivery, left, is blue!)

Symank's led us to Spokane and we seemed no worse for the wear. Things were looking up.....for about 3 hours! Bill and Mary Jabs, Kirk and Rene Metter, and Tom Winterrowd all got word that their homes were in level 3 evacuation! Bill and Mary decided to leave the group and head back home. Metteer's and Tom decided to continue on. There was a lot of worrying for a few days until we got word that the levels of evacuation were decreasing. At lease the dust storm was gone and the sky was blue!

Metteer's were in charge for our next day that would take us to Thompson Falls, MT. On the way there we stopped in Spokane at Antique Auto Ranch. What a place! I took pictures but none would do justice of what we saw. Stacks of parts, piles of wheels, rows of hoods, it went on and on! While most of us were marveling over all the "stuff" there, Terry Findley took the opportunity to replace one of the tires with the spare on his delivery. He would need to adjust the toe in. Would the Beaver Dam Award be given to him that night? We continued on to Thompson Falls MT and the scenery was beautiful. Tom Winterrowd had a few issues with his pickup but with a few roadside seminars he continued to keep up with the rest of us. Would he get the award? No, that night Stan declared that he liked the award so much that he wanted to keep it!



The guys relaxing in Thompson Falls

On day four we would be led by Terry Findley and Pam for about 100 miles to Kalispell MT where we would stay 2 nights. Pam had arranged for us to visit with a Model A member there who had several special cars. Doug Morton has Henry Ford's family 1933 railroad hack what was make especially for him. Henry had the car lengthened by about 18 inches so that another seat could be added in the back of the woody. It's a one of a kind car! Doug also has a 1931 Deluxe Delivery that has 6500 original miles. What a treat! He has several other cars that we all marveled over.

On Friday, day five, Mike and Una McLaughlin had made plans for us to tour to Whitefish, MT where there was a gondola ride. The original plan was to visit Glacier National Park but the crowds were large and parking was limited so only 2 couples chose to cope with the crowds. That evening, Mark Nelson who is from the area and works on Model A's came by our hotel and checked several cars for the correct toe in. (Pam's story continues next month...)

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Beaver Chapter Board Meeting Minutes October 21, 2020

Call to Order: 1:20 P.M. by President Lynn Sondenaa

Board Members Present: Lynn Sondenaa, Tom Winterrowd, Kirk Metteer, Rene' Metteer, Jeanie Adair, Chris Irwin, Rayburn Mitchell and Debbie Dutton. Guest: David Adair

Old Business - None

New Business/Reports:

1. Sergeant at Arms, Rene' Metteer reported that all **club inventory** lists are currently up-to-date.
2. Editor, Jeanie Adair reported that the club is currently **postal mailing** 27 newsletters and the rest are being sent to members via email. She also reminded us that she needs to receive newsletter items by the weekend after the third Wednesday of the month, to be included in the upcoming newsletter.
3. Vice President, Tom Winterrowd lamented the loss of **tours** for the 2020 year and presented some thoughts about possible tours for 2021, pending further interruption due to China Virus. Tom mentioned that because our club donates generously to the Northwest Vintage Car and Motorcycle Museum in Brooks, Oregon, our club has the opportunity to use the museum facilities. A motion was made, seconded and passed to add the 2020 tire tickets to the 2021 **Tire Ticket Drawing**. Also due to the loss of opportunity for the club members to get together, Tom suggested that informal, **non-official, small outings** will help preserve our cohesiveness. Therefore, some ideas presented are: A. Friends get together for non-club function "mini tours" or other outings, and B. First Wednesday of each month 9 AM breakfast outing. The November breakfast outing is scheduled for "Cindy's" restaurant in Molalla. In December, "The Greasy Spoon" in Canby. Regarding tours, David Adair suggested that the Beaver Chapter host the **2023 Regional Tour** with The Oregon Gardens as a possible base location. It was decided that this item needs discussion at a general meeting to see if members are interested and willing to volunteer the MANY hours of planning and preparation to host an event of this magnitude.
4. Member-at-Large, Debbie Dutton reported that Expo currently has only three employees due to China Virus shutdown, and it is uncertain whether the **2021 Swap Meet** will be held. Due to the China Virus, the **Charitable Gift Donation** has been cancelled for the 2020 year with a motion by Rayburn and a second by Jeanie, followed by discussion and a vote. Motion passed - 7 Yes, 1 Abstained. The board discussed Mailing vs. Emailing of our **newsletter**. It was presented that almost all other local Model A clubs offer newsletters only via email. However, the Beaver Chapter is continuing to meet members needs by offering emailed newsletters free with membership, and mailing it to members who want a printed copy for \$25.00 annually (which does not cover the cost of printing, collating, preparing and taking it to the Post Office).
5. Membership, Rayburn Mitchell reported about 30 **membership renewals** have been received, to date. He also shared a letter from a long-time member who was not renewing her membership due to aging concerns, but wanted members to know how much the club had meant to she and her husband. The next discussion item was the requirement that to be a Beaver Chapter member, a **MAFCA membership** is also required. The main reason for this is that club functions have major liability protection by being MAFCA affiliated. Members who are active in the club for at least 20 consecutive years are eligible to become **Honorary Members**. It was moved, seconded, discussed, voted on and passed to add the following to the list of Honorary Members: Andrew & JoAnn Jackman, and Pam McClafin.
5. President, Lynn Sondenaa reported that the **Clackamas Meeting Hall** continues to be not feasible for our use due to China Virus restrictions. Tom moved and Chris seconded that 2021 rent be paid so the meeting rooms will remain available for club use when restrictions are removed, as this rent is very inexpensive and it is centrally located for member access. Following discussion, a vote was taken and it passed unanimously. It was moved by Kirk and seconded by Jeanie to **NOT print a 2021 Membership Directory**. Instead members shall access our club's website "beaverchapterford.org" to obtain current membership information. After discussion the motion was voted on and passed unanimously.

(Minutes continue on next page...)

It was reported that the plan is to hold the **Annual Banquet** at the Monarch Hotel on Saturday, May 15, 2021 starting with a 5:00 PM social hour and dinner and other items following. Pat Fiedler has agreed to organize it again. Pat deserves a great big thank you from the entire club for the fantastic job she does organizing this special event. Next, the Mileage Awards and Photo Contest were discussed. It was moved and seconded that **Mileage Awards** for the 2020 year will be combined with 2021 Mileage and awards presented at the Annual Banquet in 2022, and the 2020 **Photo Contest** for the 2020 year will be presented, voted on by those present and awarded at the May 2021 Annual Banquet. After discussion the motion was voted on and passed: 5-Yes and 2-No.

Website costs were discussed and reported to be \$90.00 for a 3-year contract with Go-Daddy and \$216.00 per year for WIX services.

Meeting Adjourned at 3:30 P.M.

Respectfully submitted, Kirk Metteer, Secretary

DUES ARE DUE - DUES ARE DUE



All it takes is for a club member to call or email some others Beaver Chapter members to take a tour.

Tom Irwin got five Model A's to take a drive along highway 22 out of Stayton. We wanted to check out the wildfire damage. We met the west side members in Gervais and headed to Stayton where we stopped



for a Mexican food lunch first. It was a clear sunny, but very chilly, east wind blowing, morning. In other words a good Model A tour day! It was so sad to see the fire damage and our hearts went out for the communities' loss. Those on tour were: David & Jeanie Adair, Tom Winterrowd, Bruce & Manijeh Ernst, Dan & Tani Brentano and Tom & Chris Irwin. After we split up the east/west group and headed for home, we stopped at a large field filled with pumpkins - what a lucky Model A photo shot!