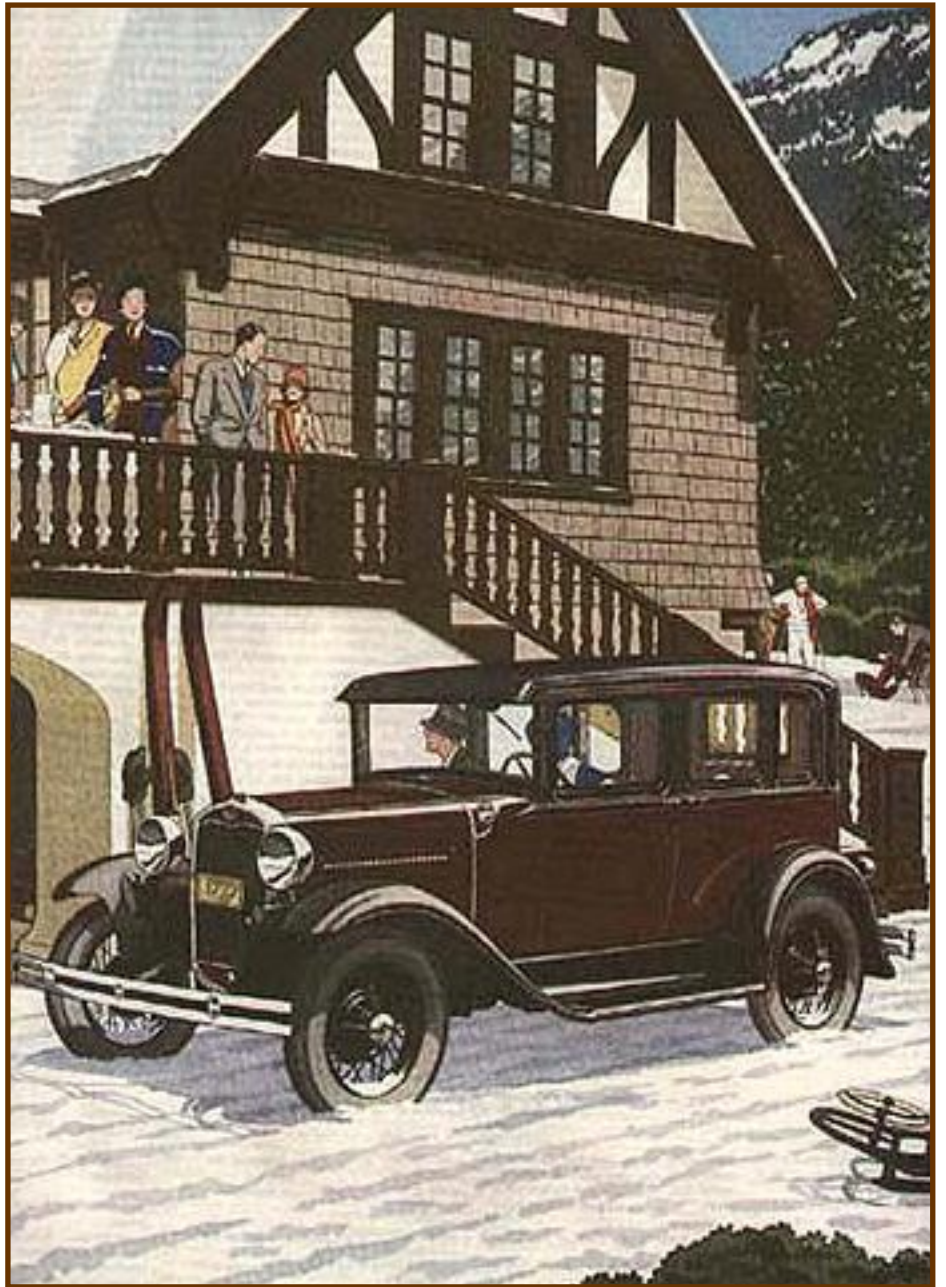


# The Ahoooga News

**JANUARY  
2018**

The new  
Ford Town Sedan  
ad from  
*The Saturday Evening Post*  
December 27, 1930



The official newsletter of Beaver Chapter Model A Ford Club of America, Portland Oregon  
Volume 56, Issue 1

## 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 1<sup>st</sup> 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: Chris Irwin 503.538.5227**

**Vice President: Barbara Henderson 503.657.1890**

**Secretary: Patricia Fiedler 503.407.6163**

**Treasurer: Ron Forehand 971.207.1516**

**Member at Large: Ted Downs 503.657.7364**

**Editor: Jeanie Adair 503.655.3189**

**Membership Coordinator: Dale Fiedler 503.407.5628**

**Sergeant at Arms: Mike Popiel 503.632.7383**

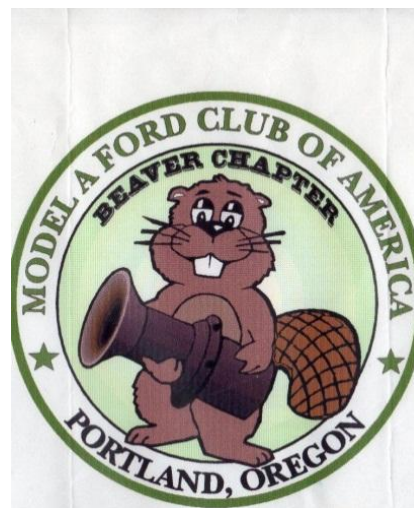
**Past President: Richard Starkweather 503.327.1252**

## CLUB REPRESENTATIVES FOR 2017

NW Regional Group Reps: David Adair and Pam McClafin; Portland Swap Meet: Mike Worthington and Debbie Dutton; **Historian: Need a volunteer**; Sunshine: Brenda Caseday; Raffle Prizes: Lori Symank; Refreshments: Mary McConnell; MAFCA Chapter News: Ray Horton.

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](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>



**REFRESHMENTS:** January - Randy Selvester & Tanya Johns. If you can bring refreshments for a meeting this year please call Mary McConnell at 503.656.7848 to sign up. Just remember to save your receipts and the treasurer will reimburse you.

## PRESIDENTS COLUMN

Hard to believe another year has come to an end and we are now looking at the start of a new year. As for me this year will bring new challenges as your 2018 Beaver Chapter president. Our club has a great membership and I know I can rely on many of you for your help. Many thanks to those that have taken on some extra duties over the past years: Ted Downs, always bringing drinks to our general meetings; Bill Jabs, arriving early to set up for meetings and staying late to close up; Lori Symank, running our monthly raffle and organizing our Christmas Potluck; David Adair, providing monthly seminars; Anne Humble, keeping members updated on the web-site; Bob Erickson passing out name tag tickets; Mike Worthington, Swap Meet Committee among other things. I do hope these members will continue to carry on with these important duties. I'm sure I have left some off of this list but do know that all your efforts are well appreciated. I also want to thank Richard Starkweather for all of his organization of this position. I know it will make this transition go so much smoother.



With this cold weather many of you have not been able to get your Model A's out for a joy ride but for the month of January we do have our annual banquet on the 13<sup>th</sup>. Pat Fiedler is our organizer this year with a theme of "All That Jazz." If you have not yet signed up, get your reservation form into Eileen Ross. And remember, if you were a volunteer at the Portland Swap Meet this past April your reservation fee will be returned to you when you attend. This is always a fun event so I hope many of you will be able to join in the festivities. Also if you are able to help with the banquet setup, let Pat know. I'm sure she can use your help.

I do hope you all had a very Merry Christmas and Happy New Year to you all!

Chris Irwin - President



Who has time to party on New Year's Eve? It takes me all evening to set my clocks ahead a year!

# Installing a Passenger Grab Handle In a 30/31 Model A Closed Car

By Mike Worthington

The Model A Ford is pretty much a smile machine. Whether you have the good fortune of driving one, or lucky enough to see one go by, it is hard not to smile. The sound, the road, and a happy passenger - what could be better? The secondary roads favored by many drivers are known for less traffic, scenic views, hills, curves, and sometimes limited maintenance. These roads are a delight to drive, but can be a challenge for the Model A suspension system. Part of the Model A charm is its ride but, as not all Model A's are built the same, they do not ride the same. Open cars enjoy a lower center of gravity making them nimbler in turns. Closed models are taller and a bit heavier, causing them to ride smoother on the straights, but feel more tippy on the curves. Spring selection and shocks help, but the old car still has an old car ride and feel.

Drivers enjoy the stability, and security, of holding on to the 17" steering wheel. Unfortunately, passengers do not share that same feeling of security. Their only option is to reach for the dash rail, or window molding. You do not have to spend much time as a passenger to learn the difference. Giving the passenger something safe, and secure, to hold on to can go a long way to improving their riding experience. Yes, I know that this is yet another non-original modification. In my view this falls into the same category as safety glass, seat belts, a second tail light, electrical fuses, and turn signals. I would like to think that Clara would approve even if Henry might not.

Modern cars have addressed the passenger security problem by strategically mounting grab handles around door openings. These are usually attached to the A-pillar, and/or above the door. Passengers can optionally use these handles during entry, exit, turns, and during periods of excitement. For a variety of reasons grab handles can also be found on trucks, boats, trailers, and RVs. Not surprisingly, grab handles are available in an array of colors, shapes, sizes, and materials.

After surveying my car for possible installation locations, I settled on using the passenger side, dash rail mounting screws. A horizontally mounted handle in this location would be sturdy, and within easy reach of the passenger using either hand, or during those periods of excitement, both hands. Any installed handle should be strong, blend in with the car interior, and not require permanent vehicle modification. These attributes became my search criteria. The standard spacing for most closed car models is 10 ½ inches. Slant windows models, consistent with being just a little different, have a 9 ½ inch spacing.

## Dash Rail Install – 9 ½ Inch Screw Spacing

I started my search based on the 9 ½ inch mounting screws spacing. Of the thousands of handles on the market, I was able to locate several promising candidates. I then added plastic, black, and hidden screw holes to the search. I settled on an inexpensive plastic handle manufactured by Top Line. The Top Line (H275-01C) black assist handle costs about \$10 and is available locally or on-line. It has caps that cover installation screws, has screw holes with the required spacing, seems to be pretty strong, and as a bonus it looks good.



*Top Line (H275-01C) handle*

Installation was much easier than finding the part, and the steps sound busier than they actually are. You will need a drill motor, ¼ inch drill bit. countersink, and a straight slot screw driver.

**Step 1** – Prepare work area by removing the two dash rail machine screws, and removing screw cover caps from the grab handle.

**Step 2** – Enlarge the outer holes in grab handle to fit the dash rail machine screws. Slightly increase the depth of the countersink of the outer holes to allow screw cover caps to fit properly. Small adjustments to the countersink depth, followed by testing the cap fit, is recommended.

**Step 3** – Mount grab handle using standard dash rail machine screws, and install screw covers. Continues on next page...

I read this article that said the typical symptoms of stress are:  
Eating too much, impulse buying, and driving too fast.  
Are they kidding? That is my idea of a perfect day.



*Top Line grab handle installed in SW Sedan*

#### Dash Rail Install – 10 ½ Inch Screw Spacing

Locating a suitable grab handle with a mounting hole spacing of 10 ½ inches has proven to be a bit more challenging. There are several choices with a slightly smaller spacing, and one vendor who sells a handle without holes. Both types are made from ½ inch steel bar and appear to be quite strong.



*Polar Hardware #821 Assist Handle*

The undrilled grab handle requires holes to be drilled and countersunk to match the desired 10 ½ inch spacing. Painting it to match the dash rail would improve its installed appearance. These units are available from Polar Hardware. The Polar Hardware (Item #821 Series 817) can be viewed on the company web site at [polormfg.com](http://polormfg.com). Orders are taken via phone (1.773.935.8600) with a unit cost of \$2.32 plus shipping.

Installation is similar to the 9 ½ inch spaced unit above. You will need a drill motor, ¼ inch drill bit, center punch, tape measure, countersink, and a straight slot screw driver.

**Step 1** – Prepare work area by removing the two dash rail machine screws.

**Step 2** – Measure the center-to-center distance between the two dash rail holes. Transfer hole spacing to grab handle and use center punch to mark hole locations. Drill hole locations and countersink holes to match depth of dash rail screws.

**Step 3** – Clean grab handle material and paint as desired.

**Step 4** – Mount grab handle using standard dash rail machine screws

This is not a perfect solution, but a dash rail installed grab handle is secure, looks good, and is readily available for passenger use. The result is improved safety, ride comfort, and higher passenger smiles per mile. Smiles are important in this hobby, and their value cannot be overstated. At about \$10 per install this is a bargain.

“That’s one trouble with our charities, we are always saving somebody away off, when the fellow next to us ain’t eating.” ~ Will Rogers



# ALL THAT JAZZ

## Beaver Chapter Annual Banquet

**Saturday, January 13, 2018**

**6:00 – 10:00PM**

**Monarch Hotel – 12566 SE 93<sup>rd</sup> Ave., Clackamas, Or.**

**Music, Dancing, Food and Friendship**

### “ALL THAT JAZZ” BEAVER CHAPTER’S 2018 BANQUET RESERVATION FORM

The cost is \$30 for members and \$40 for non-members.

**Reservations must be made before January 4, 2018**

The main entrée choices are: \* *S (Salmon), B (London Broil), C (Chicken), V(Vegetarian), G (Gluten-free)*

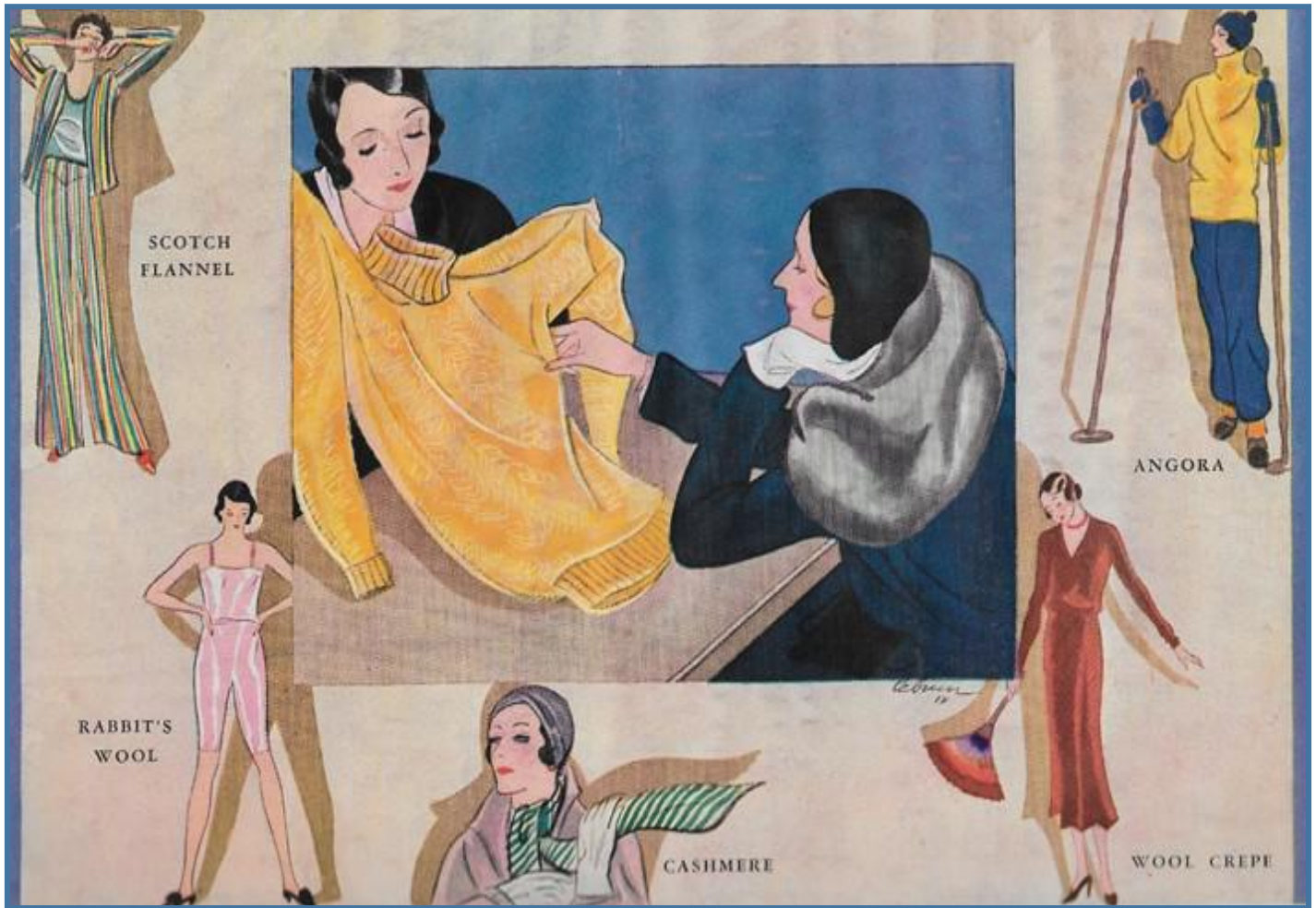
*See entrée descriptions on following page*

NAME	COST	ENTRÉE (circle)*	CLUB DUTY(circle)**	
_____	\$ _____	S B C V G	YES	NO
_____	\$ _____	S B C V G	YES	NO

Please make checks payable to “**BEAVER CHAPTER**” and send reservations and check to:

Eileen Ross, 287 SE 15th Pl, Canby, OR 97013

\*\*Refunds for last year’s Swap Meet duty will be made the night of the banquet



## WOMENS WINTER CLOTHES

What did women wear to keep warm during the Model A era? This was a soap ad from a January 1931 *Delineator* magazine. I thought it was a very good example of both articles of clothing and fabrics that might have been worn during the colder months.

Flannel would definitely be nice for sleep wear, whether your choice would be pajamas or a nightgown. The undergarment shown here bottom left is a short union suit, think long johns, they came in both the short version shown, and long version with long sleeves and legs. Scarves and gloves or mittens would be necessary accessories to have. Dress fabric would be of a heavier weight for cooler days. The example shown is "wool crepe". And of course warm sweaters are always comforting! Remember the fabrics from 1928 - 1931 would only have been wool, rayon, cotton and silk, or a combination of those materials. ~Jeanie Adair

### Swap Meet Update ~ Mike Worthington

The 2018 Portland Swap planning is progressing. This is a pretty big operation with many moving parts. The goal each year is to improve the experience for both customers and vendors. I would like to report that everything is on track, but we still have a couple of challenges.

2018 Swap Meeting duty sign-up sheets will be available at our January general meeting. We, members of one of the six sponsoring car clubs, own the Portland Swap Meet LLC. That pretty much makes us stockholders. Standing a swap meet duty, or working on a planning committee, is a great way to ensure that your investment remains sound, and profitable.

## Christmas Potluck 2017

The place was overflowing with Beaver Chapter members and extended family... The serving tables were loaded with delicious dishes. And everyone was in a festive mood. After enjoying a great



meal, Lori took us on a Gingerbread Adventure with prizes and surprises! The finale was a gingerbread kit for each table to corporately decorate. It challenged our skills! Thanks goes to Lori and her helpers for another fun evening.







Kids of all ages had fun decorating the gingerbread houses... or just watching the creativity.



Edwin Schroder and Bob Erickson were checking out the photo contest entries... I wonder who the winner will be?



## February Bowling Tour

Dust off your bowling ball and find those bowling shoes (if you don't have any you will be provided with some).

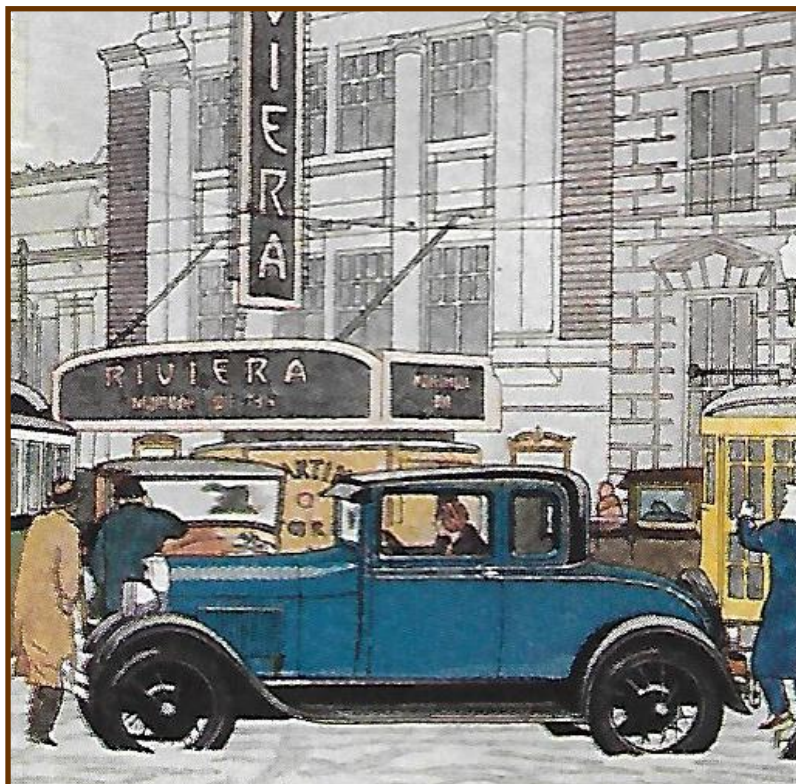
Saturday, February 17th at 12 noon  
Kellogg Bowling Lanes  
10306 SE Main St  
Milwaukie, Oregon

Once we're through bowling, we'll go next door to Pietros Pizza and guess what - we'll eat pizza!



Sign up at the January Beaver Chapter club meeting or call Melanie Phillips, tour leader, at 503.481.6436.

Your life moves in the direction of your most dominate thought.



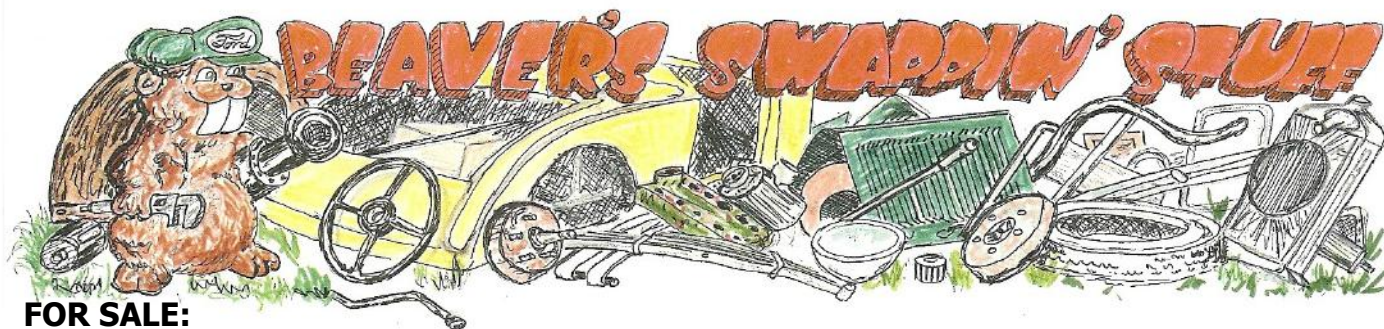
1929 Model A Coupe ad, January *Literary Digest*

## BEAVER TALES



Ahooga Ahooga AhoogaAH!  
Honking his horn at all he saw  
Happily as he went about his way  
"Come out and play in your Model A"  
Ahooga Ahooga AhoogaAH!

Bring on  
the  
NEW YEAR!



**FOR SALE:**



This unique box mounts between the fenders and can be used with (1930-31) or without (1928-29) the radiator apron in place. The lid of the box follows the contour of the fenders where they radius down the front. Powder coated black and comes with all the necessary mounting hardware. Two available - \$100 each

Three Tillotson carburetors – Model X seems to be in great shape, model XF removed from running car, unmarked model needs cleaning - \$75 all three. Mike Worthington 503.502.0440 or his email Mike\_worthington@comcast.net

## Setting Valve Clearances © 1974 Gordon Fischer

Valve tappet clearance was originally set at .013 for intake, .015 for exhaust (page 131, Ford Service Bulletins), and was changed in March 1928 to .011 and .014. On page 338 of the bulletins they list it as .010 and .013. The greater the clearance the longer the valve stays closed allowing heat to pass out of the valve into the block. As exhaust valves get much hotter than the intake valves they are set with as much clearance as possible without being noisy, which seems to be about .014. Intake valves may be set the same, or can be set with as little as .010 which gives the intake valve a slightly sooner and higher opening, at least in theory this should give the best performance.

For a show car that I want as quiet as possible I set them at .011 and .013.  
For a driver I set them at .010 and .015.

Valve clearances must be checked when the push rod (tappet) is resting on the heel of the earn, however the adjustable tappets can only be adjusted while the valve is in an open position. The following procedure works well. Turn the crankshaft until valves 3 and 8 are fully open, at this point valve clearance may be checked on valve 1 and 6. The crankshaft is then turned 1 full turn which will open valves 1 and 6 and allow you to adjust the tappets; turn 1 additional full turn and recheck valves 1 and 6. Repeat until clearances have been correctly adjusted. Now turn the crankshaft exactly 1/2 turn, valves 5 and 7 will be fully open and clearance on valves 2 and 4 may be checked. One full turn more allows you to adjust the tappet, and another full turn allows you to recheck the clearance. Turn 1/2 turn until valves 1 and 6 are open, check clearance on 3 and 8, after adjusting turn 1/2 turn until valves 2 and 4 are open and check clearance on 5 and 7.

(This was an article that Gordon Fischer handed out many years ago, its still good information. From Ray Horton)

The best teams are made up of a bunch of "nobodies" who love "everybody" and serve "anybody" and don't care about becoming a "somebody".

### SNAPSHOTS OF THE NEW BOARD MEMBERS FOR 2018



Dale Fiedler



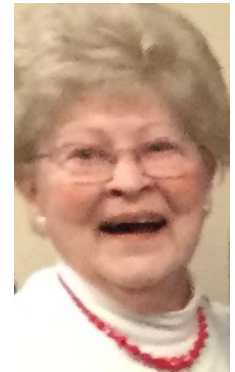
Mike Popiel



Chris Irwin is our newly elected President. Dale is Membership Director, Mike is Sergeant at Arms, Ron is Treasurer, Barbara is Vice President, Richard is Past President, Jeanie is Editor, Pat is Secretary and Ted is Member at Large.



Ron Forehand



Barbara Henderson



Richard Starkweather



Jeanie Adair



Pat Fiedler



Ted Downs

# January



## CALENDAR OF EVENTS:

Thursday, January 4th, 7PM Beaver Chapter Board Meeting at Bob's Red Mill Boardroom, 13521 SE Pheasant Ct. Milwaukie, OR.

Saturday, January 13th, Annual Banquet at the Monarch 6-10PM. Send in your reservations before January 3rd. See page 6.

Wednesday, January 17th, Beaver Chapter Membership Meeting at 15711 SE 90th, Clackamas, OR. 7PM social time and refreshments, meeting starts at 7:30. Remember to bring your **Red Tire Tickets** to the meeting for the drawing, you might be a winner. Its also time to sign up for the **Portland Swap Meet** club duty. Mike Worthington will have the sign up sheets at the meeting, come early to pick your best time for duty.



## BEAVER CHAPTER MEMBERSHIP DUES FOR 2018 ARE NOW LATE!

Membership applications were printed in the November and December issues of the newsletters.

**Change of address** - Jan and Bob Jones have moved and have a new address and phone number: 17810 SE Rose St. Portland, OR 97267-6209, cell the same, new landline is 503.344.4366.

**Add new member:** Dave Gallant, 9550 SE 282nd, Boring, Or 97009. Phone: 503.663.6535 Dave has a 1931 Roadster. Welcome to Beaver Chapter!

**Got a good idea for a tour this year?** Call Barbara Henderson to sign up for the month you want 503.657.1890.



Randy Selvester's 1930 AA Tow Truck

Shirley Strutt	1 <sup>st</sup>
Leroy Benham	2 <sup>nd</sup>
Robert Peters	2 <sup>nd</sup>
Elaine Thornes	7 <sup>th</sup>
Chrystal Ross	10 <sup>th</sup>
Nurry Scott	12 <sup>th</sup>
James Beckwick	23 <sup>rd</sup>
Roger Edwards	23 <sup>rd</sup>
David Ollison	24 <sup>th</sup>
Rey Reece	25 <sup>th</sup>
James Ross	28 <sup>th</sup>
Michael Blick	29 <sup>th</sup>