



April 2024

Volcano A's, PO Box 2513, Battle Ground, WA 98604

Meeting: Ridgefield United Methodist Church, 1410 South Hillhurst Road, Ridgefield, Washington 98642

The First Saturday of Month – 2:00 PM

Volume 13

Issue 4

[www.volcanoas.net](http://www.volcanoas.net)



**Portland Swap Meet April 5, 6 & 7**

HAVING A BLAST IN 2024



**Presidents Note April 1, 2024**

I'll start with a quote: "God made the world round so we would never be able to see too far down the road." Karen Blixen, author of Out of Africa.

A big thank you to Mike Blick & Jim Kelly for organizing & leading the March Tour to Kalama. I know Mike has been working and reworking the April Tour.

The Friday lunch group is still going strong at Lisa's Country Kitchen, gather at about 10:30 and order at 11:00.

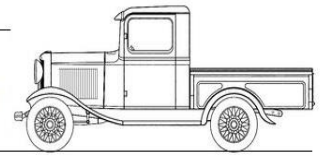
The Portland Swap Meet is April 5, 6 & 7. You can sort out those parts that you can part with and sell them at the club booth.

Many touring opportunities are coming up, I hope to see all of you soon. And speaking of tours I have plans to drive my A to the national MAFCA meet in Ruidoso, New Mexico. My current plans are to join 2 couples from the Enduring A's (Albany & Sweet Home) and 1 from the Beavers. It looks like about five 300 mile days to get down there. Then the meet is 6 days. You too could join us for all the fun!

May your engine have a long life and my you have friends that help at every turn of the road.

Sincerely, Roger Green, President, Volcano A's

**Volcano A's**



**Board of Directors 2024**

- President: Roger Green - 503-602-2668  
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- Vice President: Mike Blick – 360-2816460  
mblick53@aol.com
- Treasurer: Leonard Willey - 661-609-1988  
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- Secretary: Karen Huset – 360-609-4102  
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**Committee Chairs**

- Community Service: Joyce Swartz
- NW Regional Rep: Roger Green
- Public Relations: Dian Lane
- Refreshments Coordinator: Nancy Wooldridge
- Sunshine: Carma Huset
- Tour Director: Jim Kelly

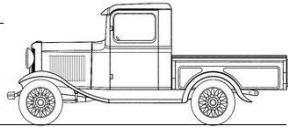
**Refreshments**

Volunteer members provide refreshments at the monthly meeting.

- March – Marylan Kelly
- April – The Huset's

We still have several months open, so please sign up if you can at the next meeting.

**Volcano A's**



**General Membership  
Meeting Minutes**

**Saturday March 2nd, 2023**

**CALL TO ORDER:** 2:10 pm

**GUESTS:** none

**VICE PRESIDENT / TOURS:** Jim, Backroads Tour to Kalama's Mountain Timber Market, Lunch at McMennamins.

Roger, 2024 Smooth Riders Tour in May, Nationals in New Mexico in June, Presidents Tour in July, Club Picnic in August and Hub Tour in Redmond, OR in Sept.

**TREASURER:** Leonard Willey has report available upon request.

**SECRETARY:** Karen Huset, No Report.

**EDITOR :** Eirik asked for Recipe of the Month for 2024 monthly News Letter. Club Calendar Sold Out

**WEBMASTER/EDITOR:** n/a

**COMMUNITY SERVICE:** Joyce Swartz, \$129, 235 lbs. of food to the Food Bank

**LAVA LADIES:** Linda Willey, Pendleton Woolen Mills March 12<sup>th</sup>. Dian Lane Tea in April

**SUNSHINE:** Carma Huset, no report.

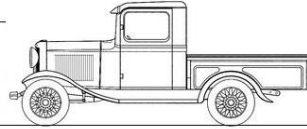
**Model A News:** Portland Swap Meet April 5, 6 & 7. Burtz Block Build Buddies, both engines are running and painted. One installed but having radiator refreshed.

**Club News:** Budget voted on and approved

**50/50:** \$53 went to Becky Blick, (Carma pulled the winning ticket)



**Volcano A's**



### Upcoming Lava Ladies Events

April 13<sup>th</sup> – Tea Luncheon @ Jubilee House in Ridgefield

May – Cornell Farms

June – Crystal Springs Rhododendron Garden

July -

### Club Calendar of Events

April 6<sup>th</sup> Club Meeting @ 2 pm

April 5<sup>th</sup> -7<sup>th</sup> Portland Swap Meet

April 20<sup>th</sup> Club Tour – Columbia George Museum Tour

June 1<sup>st</sup> & 2<sup>nd</sup> Smooth Rider Tour

June 8<sup>th</sup> Club Meeting @ 2pm

May 4<sup>th</sup> Club Meeting @ 2 pm

May Club Tour – TBD

May 30<sup>th</sup> – June 2<sup>nd</sup> Smooth Rider Tour

July 4<sup>th</sup> Ridgefield Parade / Pot Luck / Meeting

July 20<sup>th</sup> Club Tour – TBD

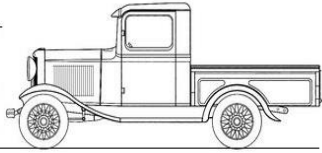
*Note the June 1<sup>st</sup> General Membership Meeting will be rescheduled for June 8<sup>th</sup>.*

### April

#### Birthdays

- 1 Cassandra LaFleur
- 1 Roderick Rice
- 10 John Earnest
- 11 Pete Hazard
- 15 Arleta Thompson
- 30 Dave Bowden

#### Anniversaries



## Pendleton Woolen Mills' - Washougal



The looms continue weaving in Washougal, Washington, as the mill celebrates 100 + years as a key part of Pendleton Woolen Mills' operations. Running three shifts a day, the mill's 190 employees keep the dye house, looms and sewing rooms humming to produce the virgin wool fabric used in Pendleton products.

The Pendleton company acquired the Washougal mill in 1912. The additional mill gave Pendleton the ability to weave a wider variety of fabrics.

The Lava Ladies took a detailed tour of the facility on Wednesday, March 6 and had a wonderful time.



### Mountain Timber Market, Kalama Washington



Kalama Tour Report, March 16, 2024. We gathered in LaCenter and took the old highway to woodland and then the interstate to Kalama. Driving their A's were Jim & Marylan Kelly, Jack & Lynn Mattingly, Todd & Sandy Miller and Roger Green. In modern cars were Jerry & Dian Lane, Deon & Pat Schroeder, Leonard & Linda Willey. The first stop was the Mountain Timber Market. It's an impressive building and don't miss the Lelooska totem pole hanging over your head. Many people had coffee. I think I saw small bags of chocolate and other things when we left the building.

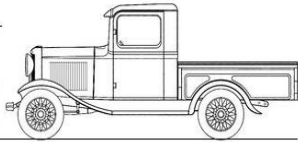
It was such a nice day most of us walked down to McMenamins Kalama Harbor Lodge. On the way there we were able to watch lots seals in the Columbia River. At McMenamins the group had ample time to chat before our orders were taken.

Mike Blick did a good job planning this tour and Jim Kelly was a fine tour leader.

Sincerely, Random ROG



*Volcano A's*



**This Month in  
SW Washington's History**



### **The Historic Pacific Highway**

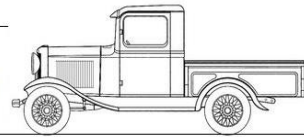
From the original article written by Curt Cunningham, [pacific-hwy.net](http://pacific-hwy.net) (edited version)

The Pacific Highway is 1,687 miles long and stretches from the Mexican border to the Canadian border and in 1924, was the longest continuous stretch of paved road in the world. Good roads advocate and road-building pioneer Sam Hill was perhaps the main motivating force behind building of the highway as a "National auto trail" along the West coast of the United States.

The story of the Pacific Highway is the story of a road and a motive; On Monday September 18, 1910 a group of men from the three states bordering the Pacific ocean met at the Arctic club in Seattle and formed an association with the object of promoting and establishing a trunk highway, which should begin as far north as possible and extend as far south as possible on the Pacific Slope. These men knew that in every state the history of the railroads began with the binding of a great artery; that in due course came the construction of lateral and feeders, and of more main lines with more branches and connections.

The Interstate Bridge - The Columbia River is a magnificent scenic state boundary. It is also a formidable one. Since the first days of settlement in the Columbia basin, the sweep of the great river has divided commercially the communities which are now called the Oregon and Washington shores. For a generation, the people of both commonwealths have asked the question; "When and how will this barrier to communication, traffic and commerce between two states be blotted out?" The answer is, "By a highway bridge!"

Vancouver - After crossing the Interstate bridge over the Columbia River, the traveler enters Washington State and Clark County. The county has an area of about 656 square miles and a population of about 425,000. The soil is clay on the uplands and in the bottom lands along the Columbia River, the soil is made up of rich loams and decayed vegetable matter, which raises immense crops of grass, grain, potatoes and other root crops. The fruit orchards of Felida and Sara are a special feature, where apples, pears, peaches, cherries, prunes, plums, small fruits and all kinds of berries, all do exceedingly well.



Steep Hill - The Pacific Highway heading north out of Vancouver, followed the 1870 Military Road road between that city and Salmon Creek. This early road was narrow and because of the terrain, the crossings of the creeks had steep hills leading down to the fords. Crossing these streams during the high water months could mean life or death and many perished in the cold waters.

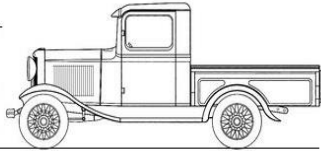
Burnt Bridge Creek Crossing - Burnt Bridge Creek is roughly 12 miles long and flows in a southwest direction toward Vancouver for about 7 miles where it bends and then flows in a northwest direction for about 5 miles through a small canyon and empties into Vancouver Lake. The canyon floor is covered in lush vegetation home to an abundance of waterfowl.

Salmon Creek Crossing - Salmon Creek, is 26 miles long and flows westerly across Clark County and empties into the Lake River about 2 miles north of Lake Vancouver. The creek's headwaters are on the northwest side of Elkhorn mountain and it is the largest tributary of Lake River. Clark County is divided by Salmon Creek and all overland traffic going between Vancouver and the Lewis River except for the Lower River road must cross over this creek.

Whipple Creek Crossing - Whipple Creek is located 7.5 miles north of Vancouver. The headwaters of the creek are near the intersection of NE 179th St. and NE 15th Ave., just east of the freeway. The creek drains westerly into Lake River, and is now a part of the 12 square mile Whipple Creek watershed.

La Center Hill - Across the East Fork of the Lewis River on the south side of La Center, was the notorious La Center Hill. The wagon road, constructed in 1878, came down this hill from Pioneer to the river crossing. Before the first bridge across the East Fork was built in 1883, the county put a free ferry in at the crossing. It was said that the citizens of La Center showed their appreciation by letting the ferry float off at the first high water.





La Center - The town of La Center is located on the East Fork of the Lewis River 16.5 miles north of Vancouver and 4 miles southeast of Woodland. It is situated at the head of navigation on the East Fork, though smaller boats could make it up as far as Stoughton, which was about 2.5 miles upstream from La Center, but only if the water level was not too high or not too low. Before the arrival of the Europeans, the Lewis River was called the Cathlapotle by the Chinook. The river was renamed later for the first European settler, Aldolphus Le Lewes.

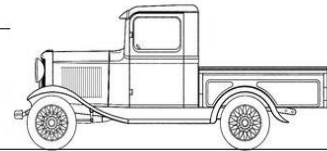
Hawk Hill - Before 1915 on the Pacific Highway leading northwest out of La Center, there was a notorious incline that was known as Hawk's Hill. The top of the hill is located at the intersection of NW Bolen Road and NW 9th Avenue. Many of the roads in and around La Center were built in the late 1870's and early 1880's by William Bolen and other town residents. NW Bolen Road built about 1883, originally terminated at the bottom of the hill near the mouth of the East fork of the Lewis River. By 1900, the road had been extended to the Woodland ferry.



Woodland - The Lewis River Valley where Woodland will be founded was first known as the "Bottoms" by the early settlers of the 1850's. Later in the 1860s, the Bottoms became known as Pekin. The village of Pekin began a few miles south of Woodland near where the Military Road crossed the river. The name Woodland started out as the name of the farm that was owned by Squire and Mildred (Millie) Bozarth. Millie named the farm Woodland, because of the many fir trees that grew there. Some of the early locals had called it "Forest City."

**This Month in  
SW Washington's History**

*Volcano A's*



**Martin's Bluff** - Martin's Bluff has been overlooking the Columbia river for eons, watching the water flow by on its way to the sea. The bluff is high and rocky, about a mile long, and is situated between the river and the freeway and is located about 5 miles northwest of Woodland. The area is rugged and hilly and there wasn't much human presence there until the 1850's. The town of Martin's Bluff was a mere flag stop on the mainline and was nothing more than a small village with a store and post office.

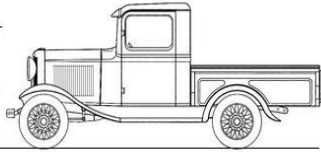
**Kalama** - The city of Kalama is located along the Columbia river about 35 miles north of Portland. The town is situated on a narrow piece of land between a bluff and the river. The terrain around the town has prevented it from expanding very much. This was one of the reasons Kalama never grew into a larger city. Before the railroad came in 1871, there wasn't many people living there.

**Lower Columbia River Ferries** - The Lower Columbia River ferries associated with the Pacific Highway were between; Goble and Kalama, Rainier and Kelso and the last ferry put into service was the Long-Bell ferry that ran between Rainier and Longview. The other lower river ferries were; the Portland-Vancouver ferry and the Astoria ferry. The only ferry still operating on the lower Columbia is the Westport-Cathlamet ferry, also known as the Wahkiakum county ferry. This ferry is operated and maintained by the Washington Department of Transportation. It is a scenic trip and well worth the time to cross on it. You will see an abundance of waterfowl and lush aquatic vegetation. You might even get a picture of the seals playing on the shore.

**Kalama River Crossing** - The first bridge over the Kalama river was a wooden wagon bridge. On the north side of the bridge was an elevated roadway that continued across the bottom land. It is unknown exactly how long the trestle was or when the bridge and elevated roadway was built. It may have been constructed in the late 1880's. The bridge was located about 400 feet east of the freeway. The south approach was built on a steep hillside that required a ledge to be excavated in order to reach the bridge.

**Profanity Hill** - The Pacific Highway between Carrolls and the Kalama river runs along the cliffs above the Columbia river for 1.5 miles. This was a difficult section of road for the early motorist. In 1909, the first heavy rock work was undertaken when a new road was blasted out of the cliffs. This work was done using convict labor. All of the heavy rock work throughout the state was performed by convicts. The convicts volunteered to do the work and were well feed and clothed. Work was completed in 1910 and this section was improved again in 1915. The corner on the "point" was smoothed in 1920 with a new cut.

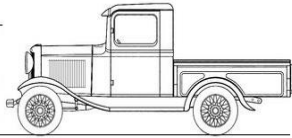
**Kelso** - The city of Kelso is located opposite Longview near the mouth of the Cowlitz river 38 miles north of Vancouver. This area is the ancestral home of the Lower Cowlitz people. The Cowlitz tribe consists of 2 groups, the Upper and the Lower. They lived in small villages along the river. One of the most extensive ethnographic and historical descriptions of the Cowlitz was that of Edward S. Curtis.



Rocky Point - Rocky Point is a small mountain of blue basalt about 250 feet high, overlooking the Cowlitz river about 2.5 miles north of Kelso. The mountain is like a thumb sticking out blocking the path of the river and rises steeply forcing the water to flow around it. This is a natural barrier for north-south overland travel. When the Northern Pacific (N. P.) completed its road through Kelso in 1871, they had to blast a ledge to get the tracks around the point. This dangerous curve was considered the worst section on the entire line between Portland and Tacoma.

Devil's Elbow - Before the Pacific Highway was improved in the 1920's, it was a narrow road with many steep hills and sharp curves. After a good rain, the road across the swampy bottom lands would become a sea of mud. The highway through Cowlitz county was squeezed between the steep hills and the river making it one of the worst places to build a highway. About 2 miles south of Castle Rock was a notorious curve that was known as the "Devil's Elbow." The road had rounded the steep hillside on a narrow curve that had blind spots at both ends. Cars going around the curve could not see if an oncoming car was approaching. This made for some wild scenes of cars swerving to avoid an accident. Most motorists were lucky in negotiating the curve, but some were not as fortunate.

The Pacific Highway was completed in 1924, and in 1927, it became US Highway 99.



### Easter Traditions & Fashion

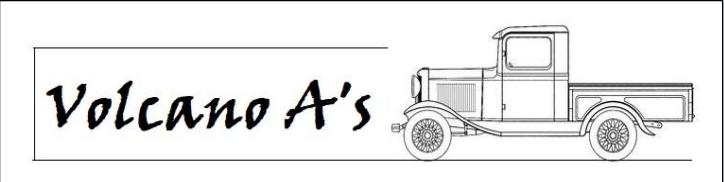
Nothing is more April than Easter. There are several Easter traditions that stay common through the years; The Eastern Bunny, Easter Eggs, Easter Baskets and Easter Bonnets.

The most joyous of Christian festivals and one of the first celebrated by Christians across the Roman Empire commemorates the resurrection of Jesus Christ. It is set on the first Sunday after the full moon following the vernal equinox.

The Easter hare, or bunny, comes from antiquity as well. The hare is associated with the moon in the legends of ancient Egypt. It belongs to the night when it comes out to feed. It is born with its eyes opened and, like the moon, is “the open-eyed watcher of the skies.” The hare became associated with the idea of periodicity, both lunar and human, and so became a symbol of fertility and the renewal of life. As such, the hare became linked with the Easter.

The practice of eating eggs on Easter Sunday and giving them as gifts to friends and children probably arose because, in the earlier days of the church, eggs were forbidden food during Lent (the 40 days before Easter) and were therefore always eaten on Easter Sunday. But the custom of coloring eggs goes back to the ancient Egyptians and Persians, who practiced this custom during their spring festival.

**This Month in  
Fashion & Entertainment**



In the early days of the folklore, the Easter Bunny carried red eggs, symbolizing the blood of Jesus. The Easter bunny likely came to America in the 1700s with German immigrants to Pennsylvania, where their fabled egg-laying Osterhase could lay their colored eggs in nests that children made for them. Both chocolate bunnies and eggs became popular across the U.S. in the 19th century. Easter remains the second best-selling candy holiday in America following Halloween.

The history of the Easter basket itself, as it turns out, is simple. The decorated baskets were meant to replace the nests which rabbits lay their eggs in. The Easter basket was not just for giving receiving gifts. Costume Jewelry baskets were also in fashion.

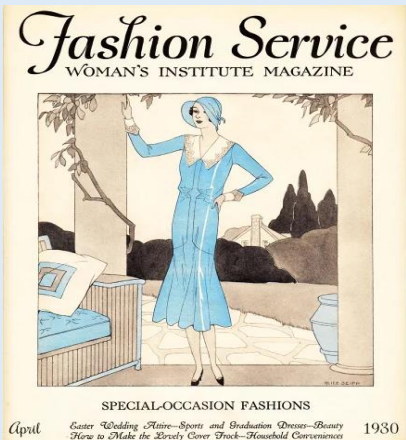


In my research of the costume jewelry and Easter basket brooches, in the 20's the comon style was simple and plain. Color was added in the 30's and 40's. These that I found were all advertise accordingly.

Easter just was not Easter if it did not come with a brand new outfit, and especially a new hat! Originally meant to be worn during Easter church services, Easter bonnets became a highlight of American Easter Parades, along with the trendiest of fashions, particularly among high society. As early as 1923, though, the cloche hat dominated the Roaring Twenties Easter fashion scene. Large hats, which always are good style, were selected by some of the best dressed women as their Easter bonnets. This trend stuck, more or less, throughout the decade.



Women's World April 1928



Fashion Service Women's Institute Magazine April 1930

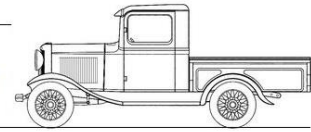


Chicago Mail Order Company 1931

## Model A Garage

### Model A Speedster

*Volcano A's*



Since the Golden Age of coachbuilding in the 20's and 30's, and the very techniques that created the most legendary and valuable automobiles in the world. Along with the definition of Hot Rodding; an automobile specially built or altered for fast acceleration and increased speed. These can both describe the beloved Model A Speedster or Trails Car.

Speedster is an American term that describes a car whose earliest conception was like that of a horse-driven buckboard or buggy – small, light, open, and fast. Where it differed from the buckboard and buggy, aside from being horseless, was its purpose-built nature: to have open air fun and adventure on the roads.

The term, speedster itself is to describe a light, open car that was built for speed and adventure. Having fun at the beginning of the twentieth century in one of these often meant navigating rutted dirt roads over hill and dale, especially if one travelled outside the city limits. Minimalist bucket seats with no seatbelts were bolted onto an open platform structure. Leaf springs with no shock absorbers. Bicycle tires and nearly existent rear brakes. No protective bodywork around the dash cowl. This car shouted adventure!

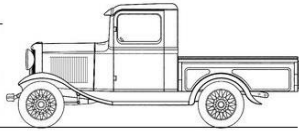
No, the Speedster, Boat Tail or Trails Car were not a factory built Model A. Yes, it is a highly modified car. But, MAFCA does recognize these cars in the Modified Class vehicle judging. The Modified Class accommodates those members who appreciate the Model A, but prefer to make changes that may improve safety, comfort, convenience, serviceability or mechanical reliability. Vehicles in the Modified Class include: 1) stock bodied vehicles that are registered for street use and 2) open wheeled (no or limited fenders) era-type speedsters or race track vehicles. Only era speed equipment is acceptable.

Like many definitions, it describes but does not restrict. There's a reason for that. When viewed in context with its historical peers, a speedster would stack up like this: *Cabriolet*: convertible-top cruiser, seating up to seven, luxuriously outfitted. *Roadster*: convertible-top cruiser, fewer luxury accessories, stock engine. *Speedster*: stripped-down, outfitted with the basics, with a powerful engine for going fast and adventuring.

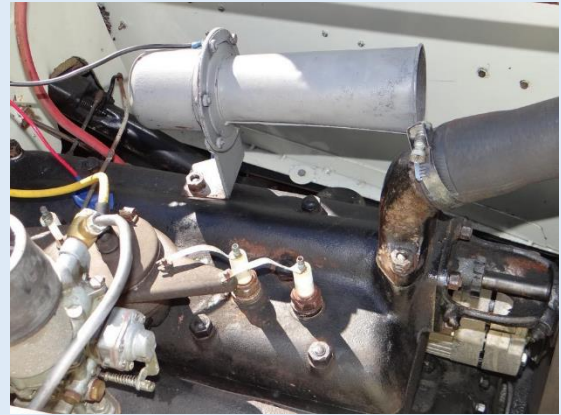
Because style, technology, and creature comforts changed with the times, the speedster of 1912 was not at all the same as the speedster of, say, 1922 or even 1932. However, when a speedster is compared with its same-ear peers, it was clearly different and met its definition.



1921 Model T speedster from the AACA Library via classicsspeedster.com



The Classic 1929 Ford Model A Speedster known as the “SKIPIT III”, was built using the original drivetrain of a 1929 Ford Model A, and powered by the correct 4 cylinder Ford engine with the familiar 3-speed manual transmission.



Photos from heacockclassics.com

This car, the Paul Normand Special was designed and hand-built in old school fashion by the man with more than 40 original museum-quality automotive masterpieces to his credit in a nearly 40 year career building imaginative speedster-bodied automobiles as a tribute to the 50's.

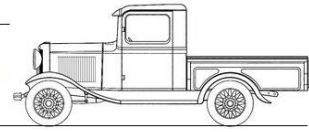


PreWarCar.com

teamtwirp.co.uk

Photo from the Jalopy Journal

While Speedster might be an American term, the style did crossover to Europe, like this Belgian built '29. Trails Car is the more known style overseas, like this '29 from Belfast. The Trails Car is one of the oldest forms of rallying or off-road motor sports, dating from the beginning of the 20th century. Originally, the challenge was just to complete a long, challenging, road course but eventually the races progressed to be off road. Another form of European racing is the endurance car, like this 1930-based car, also from Belgium.



Back in the states these style of cars did go unnoticed by the racing industry, like these first Indy cars in 1911.



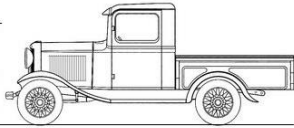
Photo from Britannica

Harry Miller is the most important figure in American racing history. He teamed up with Ford in 1935. Henry Ford wanted to go racing in a bad way and contacted the ever colorful Preston Tucker to get his program going. With only months until the 1935 Indy 500, Preston and Henry hired Harry Miller to build a number of race cars to compete. Ten cars were built in total, but only a few made the May deadline.



Photo from the Jalopy Journal





The cars were as beautiful as they were mechanically advanced. Each featured front wheel drive, reverse mounted 21-stud Flathead Fords, and four wheel independent suspensions – all were firsts in an Indy field. However, it was the low slung chassis and aerodynamic styling that really made a statement. Never had a more graceful or simply beautiful race car been built in America. Unfortunately they were an epic failure, with heating and mechanical issues.

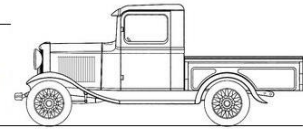
All of these cars led up to one particular Ford being produced at the factory. An elegant speedster, like no other designed by Eugene T. “Bob” Gregorie for Edsel B. Ford.

Edsel B. Ford was the President of Ford Motor Company from the age of 25 until his premature death in May of 1943. But his father (and company founder) Henry Ford called all of the shots. Nonetheless, Edsel Ford managed to exert considerable influence, first on the styling of early Lincolns, then on milestone cars such as the 1928 Model A, the 1932 Ford, and many models that followed, including the Lincoln-Zephyr, the first Mercury Eights, and the original Lincoln Continental. He was an automotive enthusiast with an elegant flair for design.

Edsel got involved in the engineering department and set up Ford’s first styling group in the spring of 1935, hiring Eugene T. “Bob” Gregorie to head a small team. But before this, Edsel and Gregorie began their collaboration early in 1932. Ford design folklore insists that the talented Gregorie made certain that Edsel saw his sketches of yachts and speedboats. He asked Gregorie to design and supervise the construction of a “sports car” similar to those he’d seen “on the continent.”

Gregorie was able to use idle craftsmen from Ford’s aircraft division. To finish the car, he had an entire Lincoln plant at his disposal, because automobile production there briefly stopped during the Depression. Edsel wanted something “long, low and rakish.” Although that was a challenge on the 1932 Model 18’s short 106-inch wheelbase, Gregorie cleverly designed a jaunty, full-fendered, boat-tailed speedster that visually stretched the roadster’s appearance. The body panels were hand-hammered from sheet aluminum. In one of Ford Motor Company’s oral history recordings, Gregorie credited the Lincoln Plant Manager named “Robbie” Robinson for much of the work on the Speedster. And what a smart-looking car it was!





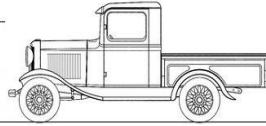
Photos from the sportscarmarket.com

The Speedster's hood was longer than a stock 1932 Ford's, and it extended all the way to the windshield, incorporating two small cooling vents. Rakish tapered fenders were adapted from Tri-Motor aircraft "wheel pants." The grille resembled a '32's at the top, but at the bottom, it was vee'd forward, anticipating the flared grille on the forthcoming 1933 model Ford. The Speedster's slanted hood louvers and handle-less suicide doors also evoked the '33. Its windscreen was a low, rakishly pointed, split-post effort that pre-dates George DuVall's California custom creations. There was no provision for a top. Capping a very smart-looking ride were spun aluminum wheel covers over the wire wheels, gracefully curved frame side covers, the absence of bumpers and running boards, and the use of distinctive bullet-shaped polished aluminum headlights. Edsel drove the Speedster to work occasionally. An updated Ford flathead V-8 was later installed for more performance.

This car, sold for \$770,000 at the RM Sotheby's Amelia Island, FL, auction on March 12, 2016.

Today it is becoming increasingly difficult to find old world artisans who can still manually hammer and bend steel over wooden buck molds in order to achieve their vision of style, engineering, and taste. Or to find a craftsmen that has the desire and time to bend wood into a boat tail. Therefore, when we come upon a car that has these qualities, it still holds are interest and fascination.

Volcano A's



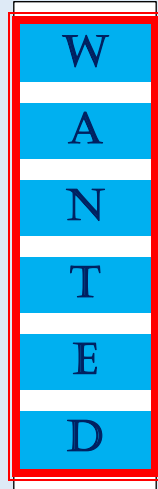
Articles and contributions are encouraged and may be used as space permits. The deadline for all articles is the 20th of the month. The Volcano View is a monthly publication of the Volcano A's Chapter. E-mail all proposed articles to: [enhwooddesigns@gmail.com](mailto:enhwooddesigns@gmail.com)

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**Wanted:** Type 2 or Generation 2, 1928 left & right front fenders. Left fender must have the original wheel opening installed. The fender flange must be 5 3/4". Type 1 was 7" and Type 3 was 3 1/8". Decent to good condition, with minimum repair work needed...Please. Not asking for much, am I.

**Wanted:** July 1928 Open Cab Doors right & left. They would be the type that accepted the dovetails on the doorposts.

**Wanted:** Original Glass Rear View Mirror, which is a Type 3, M-3.

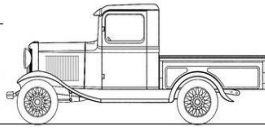
**Steve Plucker (509) 749-2211 [pif@bmi.net](mailto:pif@bmi.net)**

For more information on the fenders, please go to the Vintage Ford Forum, Model A Ford section, Plucks Articles / Research, Evolution of the 1928-1929 Front Fenders. Information on the rear view mirror can also be found on the Vintage Ford Forum, Plucks Articles / Research, Part 4 of the Evolution of the Model A Ford Rear View Mirrors. There you will see the type of glass mirror.

**FREE - Looking for Good Home**

Complete collection of "The Restorer" magazines from the first edition to present. Most of the magazines are in very good condition. I am trying to downsize and looking for good home for them. If you are interested, call Steve Pargeter at (360) 887-0676.

Volcano A's



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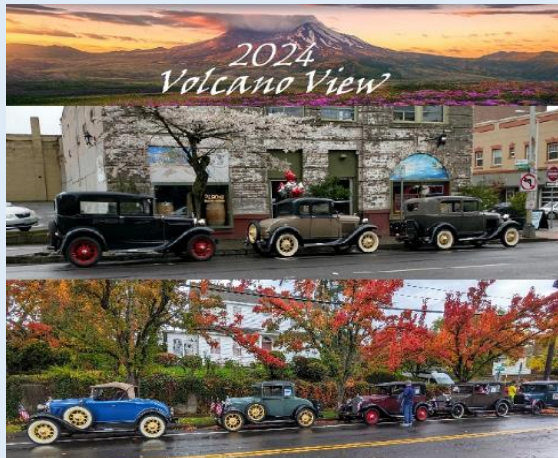
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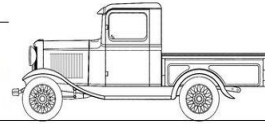
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The 2024 Volcano A's Car  
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 there is interest I can reorder  
 another lot. Email me at  
[enhwooddesigns@gmail.com](mailto:enhwooddesigns@gmail.com)



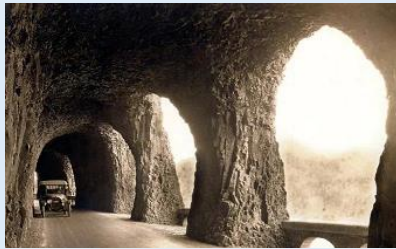
### Smooth Riders Tour



#### Smooth Riders Tour, May 30<sup>th</sup> – June 2<sup>nd</sup>

Well, after last year's cancellation due to unsafe driving conditions. The Smooth Rider Tour 2024 is on. It will follow the same route from Walla Walla, WA to Clarkston, WA except we will take a different route through the wheat fields of central Southeastern Washington. There will be about 12 miles of gravel road but it is very, VERY scenic to say the least. At least we will be off of Highway 12 for a bit. I know this might not be good for some of you BUT you can always take the pavement route to Clarkston where we will spend the nights of May 31 and June 1, 2024! If you wish to get on the mailing list, please let me know. Steve Plucker, Walla Walla Sweet A's, pif@bmi.net

### Friends of the Historic Columbia River Highway, Mosier Twin Tunnels Tour, July 13, 2024



The Historic Columbia River Highway is the nation's oldest scenic highway. The original 300+ mile road began at Seaside, OR and terminated at Pendleton, OR.

Today it is a 75-mile-long scenic highway in the state of Oregon between Troutdale and The Dalles. The highway was built through the Columbia River Gorge between 1913 and 1922 as the first planned scenic roadway in the United States.

### Northwest Regional Hub Tour Redmond, Oregon USA September 9 - 12



September 9, 2024 (Monday) Registration will begin at 8:00 a.m. at the Sleep Inn & Suites Conference Center. You will receive a Hub Tour booklet containing the schedule and all of the available tours listed.

September 10, 2024 (Tuesday) Touring on your own. Restorers Class Evaluations start at 9:00 a.m. Tailgate Swap Meet is from 2:00 to 4:00 p.m. Hubley check in at 4:00 pm, NWRG Representatives meeting at the Sleep Inn & Suites Conference Center at 5:00 pm, dinner on your own and Hubley races start at 7:30 p.m.

September 11, 2024 (Wednesday) Grand tour will include sites around Central Oregon and will stop at Baldy's BBQ in Redmond for lunch between 1:00 — 2:30 p.m. After lunch you will be free to tour on your own, explore downtown Sisters, Redmond, Prineville or Bend.

September 12, 2024 (Thursday) More touring on your own and Farewell Dinner at 6:00 p.m.



## Model A Ford Club of America

Over 25 Years on the Web - 1997-2024  
"The Largest Car Club in the World Dedicated to One Type of Automobile"

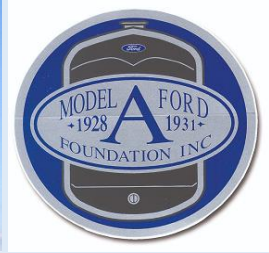


<https://www.facebook.com/groups/MAFCA/>

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Model A Ford Club of America  
250 South Cypress.  
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Over Eighty Years Ago...Henry Ford created his legendary Model A Ford, now an icon of Americana representing the transition from flappers to breadlines as the depression rolled across the continent.

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Model A Ford Foundation, Inc,  
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## The Model "A" RESTORERS CLUB

The Model "A" Restorers Club  
6721 Merriman Rd. Garden City, MI 48135  
734-427-9050  
[model-a-ford.org](http://model-a-ford.org)

The Model "A" Restorers Club - MARC, founded in 1952, holds as its aims the encouragement of members to acquire, restore, preserve, exhibit and make use of the Model "A" Ford. And most importantly, to enjoy the fellowship of other Model "A" Ford owners around the world.



## Model A Ford Club of America

Over 25 Years on the Web - 1997-2024

"The Largest Car Club in the World Dedicated to One Type of Automobile"



### Presidents News - April 2024

For those that subscribe to the Flying Quail newsletter, I'm sure you've noticed the revised look and enhanced content. The new Flying Quail appearance is vibrant and refreshing. I would like to especially thank **Will Langford**, Chapter Coordinator Director and **Gary Price**, Secretary for their efforts to renew and revitalize the publication. I would also like to thank all those that contribute articles and material to be included in the newsletter. Keep those articles coming. If you do not subscribe, you should check it out. I think you will find it very informative and interesting.

A couple of months into the new year and I hope you haven't broken all your new year resolutions. I hope you are still getting that "little bit of exercise" each day, eating wiser and healthier and haven't slipped back into that bad habit you swore to yourself to stop. Staying true to the course on our new years' resolutions, as my father once said after trying to hit a golf ball for the first time in his fifties: "It's harder than it looks".

After a slow year in 2023, for Elaine and I at least, and driving our Model A only a little more the 5,000 miles my resolution is to drive my Model A weekly, weather permitting. Not to necessarily make it my daily driver but to get it out on a regular basis. So far, so good. Good 'ol south Texas weather makes that possible. Maybe not in your area, but good luck getting you Model A out and about on a more regular basis in 2024.

Now is the time for you to decide if you are interested in participating in MAFCA's leadership as a National Director. Information is available on the MAFCA website at: [www.mafca.com/elections.html](http://www.mafca.com/elections.html). Additionally, each Director is available to answer your questions and help steer you in the right direction to run for office.

Our 2024 MAFCA national convention, Southwest "A"ventures", is scheduled for June 23 – 29 and is being hosted by the Southwest Model A's. They have planned a great list of activities and are working diligently to put together a great outing. Check their webpage: <https://www.southwestaventures.com> for information on registration, including the registration forms, convention clothing items, raffle items and access to purchasing raffle tickets. Sounds too good to miss, so start your planning now!

In prior years, MAFCA has clearly supported the concept that youth are essential to the Model A hobby's future and chapters are the means to introduce youth to the hobby. Establishing club activities that invite youth participation is a fundamental key to turning our youth into lifelong hobbyists. May of each year has been designated as Model A Youth Month. Now is the time for chapters to complete their planning and to begin publicizing their event. I look forward to reading about the many different ways our chapters are involving our youth in the hobby.

On another note, **Bob Moore**, President of the Model A Youth Restoration Award organization (MAYRA), provided me the following statistics: 2024 is the 30th year that MAYRA has been donating to youth. Through the last award in July 2022, they have made 105 awards to 85 youth. Awards have grown over the years, and in 2022, ten recipients each received \$3,000 in gift certificates. Currently, MAYRA is pushing to get the word out that **May 31 is the final date** to apply for a restoration award. They would love to have 20 applicants this year. Information on the award is on their website at [www.modelarestorationaward.org](http://www.modelarestorationaward.org).

I look forward to reading about the many different ways our chapters are involving our youth in the hobby.

"See you down the road!"

**Robert Bullard**, 2024 MAFCA President

**VOLCANO A's - Ford Model A Club**  
**P O Box 2513**  
**Battle Ground, WA 98604**

The Volcano A's is a non-profit organization dedicated to the restoration and preservation of the Model A Ford. Membership is open to all persons that are interested in the Model A Ford.

Membership in MAFCA National Club is optional for all members except 'Officers' of the Volcano A's, who must be MAFCA members.

Alcoholic beverages are not served at club functions. Any member choosing to partake of such beverages during club functions shall stand accountable for his own actions. Neither Volcano A's nor fellow officers shall be held responsible.

**Meetings are the First Saturday of Month @ 2:00 PM**

**Ridgefield United Methodist Church, 1410 South Hillhurst Road, Ridgefield, Washington 98642**

**Annual dues are \$20.00**

**Please right click and print this Application Form and send to above address**

**NEW MEMBER INFORMATION**

Date: \_\_\_\_\_ Year Joined: \_\_\_\_\_

Please complete the following information for our Club Secretary

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SPOUSE \_\_\_\_\_ BIRTHDAY \_\_\_\_\_

ADDRESS \_\_\_\_\_ ANNIVERSARY \_\_\_\_\_

CITY, STATE, ZIP \_\_\_\_\_

TELEPHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

Other Family Members living at home

Names \_\_\_\_\_ Birthday \_\_\_\_\_

CAR Information: (Model, Year, Body Style) \_\_\_\_\_

Revised 9/2/2023



# Invitation to Join Model A Ford Club of America

## ~Membership Benefits~

The *Restorer* magazine (6 issues per year) - Technical Support (free via mail or email)  
MAFCA Chartered Chapters in your local area - National Meets  
National Banquets - National Tours  
MAFCA also produces publications for sale including  
Restoration Guidelines & Judging Standards; Paint and Finish Guide; Hardware Standards  
A series of publications on How to Restore Your Model A; Era Fashion Guidelines; a number of  
Other publications related to the Model A Ford and its era

## Membership Form

\*Please select your membership type? \* Required Fields

U.S. Membership - \$50

Canada/Mexico Membership - \$60

International Membership - \$70

International Membership w/ only online publication of *The Restorer* magazine - \$50

*The Restorer* Print Publication is included with every membership.

Digital Edition E-mail (optional)

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\*City, State, Postal Code  ,

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Permission to publish my telephone number in future Membership Rosters

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1 - Back issue of *The Restorer*  
1 - MAFCA Decal  
1 - Name Badge

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