



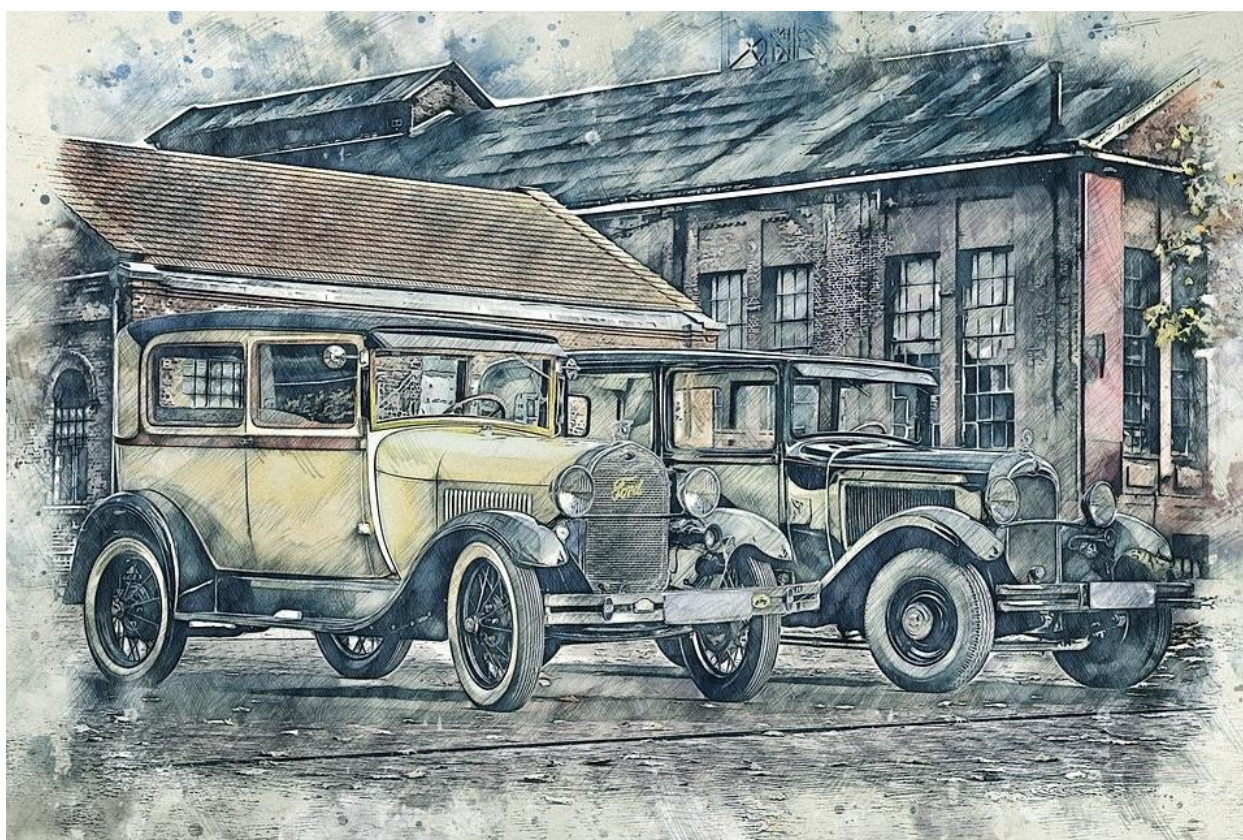
March 2023

Volume 12 Issue 3

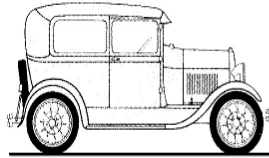
Volcano A's, PO Box 2513, Battle Ground, WA 98604

www.volcanoas.net

Meeting: Church of the Nazarene – 16850 NE Fourth Plain Blvd, Vancouver, WA 98682 - Second Monday of Month – 7:00 PM



Portland Swap Meet
March 31st, April 1st & 2nd



Volcano A's



President's Message

Presidents Note March 1, 2023

At our February club meeting, we had 7 family's show interest in the NW Regional Tour to Victoria, BC. That's great and there is still plenty of time to think about it. When I sent in my registration, I discovered that the \$100 registration fee is per couple, so please note that as you sign-up.

I have been over to Pat & Jack Dusenberry's a couple of times recently to help them get ready to move to a retirement home. It's good when the club can help each other out.

The Wednesday morning breakfasts at The Last Frontier Casino in La Center at about 7:30 is still going strong and the Friday lunch (11:00 AM) at Lisa's Country Kitchen continues to draw a group of hungry guys each week.

What do you want to do this year? Please let any of the board members know.

The day light hours are getting long and the Model A life style is looking up! Have fun out there.

Sincerely, Roger Green, President, Volcano A's

Board of Directors 2023

President: Roger Green - 503-602-2668
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Vice President: Gary Swartz - 360-666-0637
Garyswartz4@msn.com
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Committee Chairs

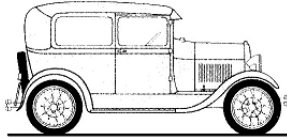
NW Regional Rep: Roger Green
Public Relations: Dian Lane
Refreshments Coordinator: Nancy Wooldridge
Sunshine: Carma Huset
Tour Director: Gary Swartz

Refreshments Committee

Volunteer members provide refreshments at the monthly meetings.

March: The Huset's
April: Joyce Swartz
May:
June:

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



Monday, February 13th, 2023

Call to Order: President Roger Green called the meeting to order at 7:05 pm

Guest: There were no guest in attendance.

Vice President/ Tours: Gary Swartz, Sweet Heart Luncheon @ McGraths.

Treasurer: Leonard Willey gave the financial report.

Secretary: Karen Huset, no report

Editor: Eirik Huset, looking for members willing to be featured in the newsletter.

Webmaster: Bob Rusunen, n/a

Community Service: Joyce Swartz, cash donation and foods donations report, 91 lbs.

Lava Ladies: Bibbi Dixon reported on the upcoming dinner and play, March 18th.

Sunshine: Carma Huset, reported Marylan Kelly still not feeling 100%

Model A News: Roger reported on the upcoming Regional event in Vancouver B.C. in September and the Smooth Rider tour, also in September. Sign Up Sheet was passed around.

Budget 2023: The budget was presented by Roger Green for the year of 2023 to the club and was approved as voted by the members present.

Meeting Time & Place: We are looking to move the meeting place and possible time of our club meetings for the safety and personal well-being of all members. We are looking for options throughout the county.

MAFCA Information: The Model A Ford Club of America, Inc. (MAFCA) no report

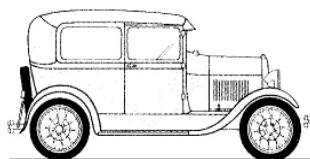
General Announcements: Rusty Chappell donated a few items. John Durr announced the Jens Neilson cars for sale.

Refreshments: Following the meeting refreshments were served by Becky Blick. There are still open months available to sign up for future meetings.

Raffle: John Durr won the 50/50 (\$40), Pat Schroeder won the torque wrench donated by Rusty Chappell, Rusty Chappell won the bacon donated by Don Olson and Marlin Binder won the Valentine Chocolates donated by Roger Green.

Adjourned: Meeting was adjourned by Roger Green at 7:35 pm

Submitted by Karen Huset



Volcano A's

Upcoming Lava Ladies Events

March 18th Love Street Playhouse
April TBA Pendleton Woolen Mill Tour
May TBA Cornell Farms
June TBA Club Garage Sale

Club Calendar of Events

March

13th Meeting
25th Tour (TBA)
31st Portland Swap Meet

April

1st & 2nd Portland Swap Meet
10th Meeting
15th Tour (TBA)

May

8th Meeting
13th Tour (TBA)

June

12th Meeting
17th Tour (TBA)

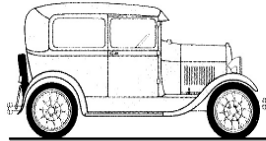
March Club Celebrations

Birthdays

1 Tom Pagel
4 Karen Huset
13 Ken Holtmann
16 Bob Rusunen
21 Angela Parrish
22 Sandy Pagel
24 Corley Wooldridge
25 Sam Salzman

Anniversaries

1 Jack & Lynn Mattingley
20 Steve & Marjorie Pargeter
30 Tom & Sandy Pagel



At the Board Meeting we set our club's yearlong calendar so that everyone had the opportunity to save the dates. We realize that we all have our own busy schedules and we hope by doing this, it helps everyone's opportunity to fit our club's events into your schedule.

March 25th Club Tour

March 31st April 1st & 2nd Portland Swap Meet

April 15th Club Tour

May 20th Club Tour

June 17th Club Tour

July 4th Ridgefield 4th of July Parade & Picnic

July 22nd Club Tour

Aug. 11th – 13th Pres. Tour (2 night stay)

Aug. 20th Club Picnic

Sept. 9th Club Tour

Sept. 18th – 22nd NW Regional Hub Tour Victoria B.C.

Sept. 27th – Oct. 2nd Smooth Rider Tour, Walla Walla to Grangeville, ID.

Oct. 14th Club Tour

Nov. 11th Veterans Day Parade

Dec. 10th Club Holliday Banquet & Auction

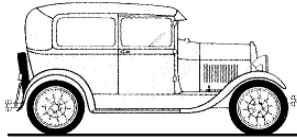
Dec. 16th Christmas Light Tour (night tour w/ a dinner).

Along the lines of these dates and events, I would also like to ask for help! Help documenting these events and any other Model A stories that you can think of. I may not always be able to make events or if I am in charge of the event, document it. Anyone that is there can help by just taking pictures and sending them to me. If you have captions for your photos, that will always be appreciated.

We also want to let everyone know that we are looking for another sight, one main level, for our club meeting. We are doing this to accommodate everyone's physical wellbeing. With this change, we may also change the day and time in which we have these meetings. If you have a recommendation, please contact any one of the Board Members or you may report it at our meetings. This will be an ongoing topic of conversation. For now, we will continue to meet the second Monday of every month.

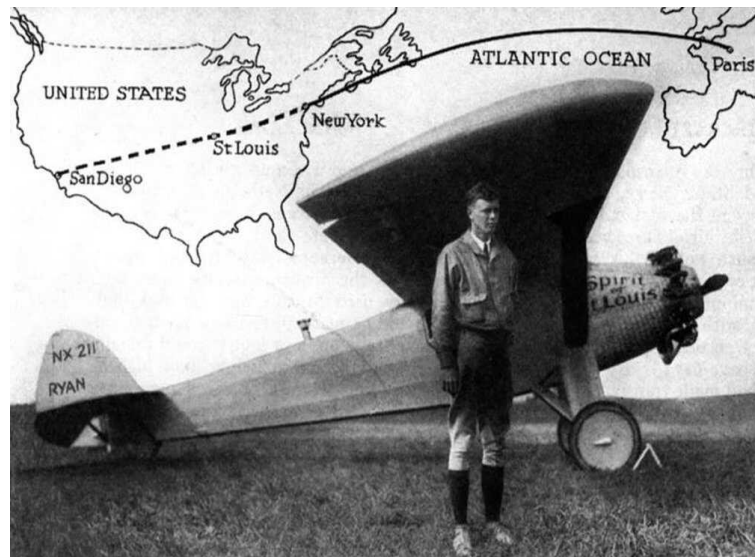
With our February and March Snow predictions, this might be the scene at our next tour. Brrr





1928

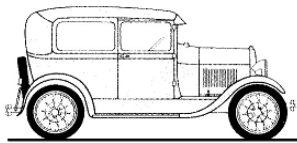
21st – Charles Lindbergh is presented the Medal of Honor for his first trans-Atlantic flight.



1929

2nd – The longest bridge in the world at this time, the San Francisco Bay Toll-Bridge, opens. It has since went through several remodels and expansions, the latest was completed in 2011.





Volcano A's

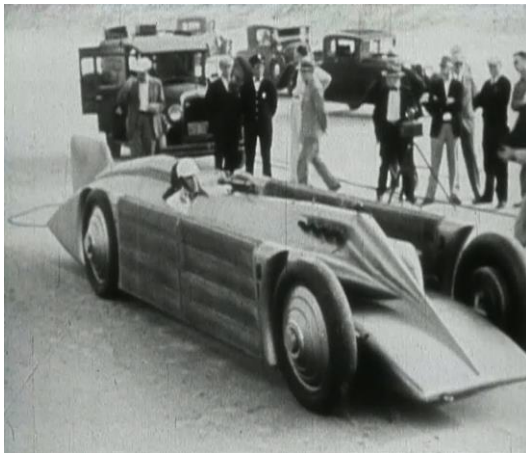
This Month in History

March 1928 - 1931

4th - Herbert Hoover is sworn in, as the 31st president of the United States.



11th – The Irving-Napier golden arrow set a new land speed record of 231 mph at Daytona Beach. Henry Segrave drove the car.



IRVING NAPIER 'GOLDEN ARROW'

Driver:	Major Henry Segrave (Great Britain)		
World Record:	40th World Record 11th March 1929		
Record Held For:	2 Years	Length:	8.43 m
Speed:	231.446 mph	Height:	1.14 m
Power Source:	23948 cc Napier Lion aircraft engine	Weight:	3661 kg
Power Output:	930 bhp	Wheelbase:	4.07 m

231 Miles per Hour!
the Highest Speed ever attained on land

Of course Segrave used

Walsfield Castrol Motor Oil

CASTROL Reduces Friction to a Fraction!

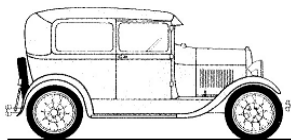
Famous Speed Racers on the Measured Mile, Daytona Beach, Fla.

THE MEASURED MILE

FROM 1901 TO 1931 THE FASTEST CAR IN THE WORLD HAS BEEN RACED ON THE MEASURED MILE AT DAYTONA BEACH, FLORIDA.

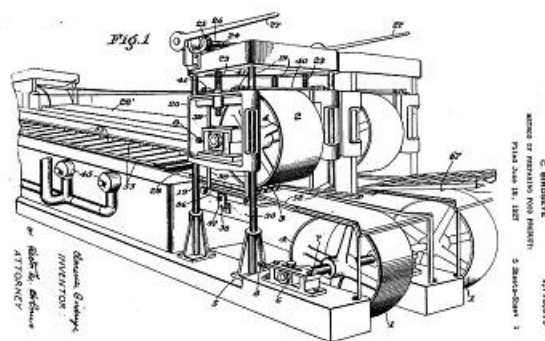
THESE ARE THE FASTEST CARS EVER RACED ON THE MEASURED MILE:

Year	Driver	Car	Speed (mph)
1901	Frank Dyer	Winton	58.0
1902	Frank Dyer	Winton	60.0
1903	Frank Dyer	Winton	62.0
1904	Frank Dyer	Winton	64.0
1905	Frank Dyer	Winton	66.0
1906	Frank Dyer	Winton	68.0
1907	Frank Dyer	Winton	70.0
1908	Frank Dyer	Winton	72.0
1909	Frank Dyer	Winton	74.0
1910	Frank Dyer	Winton	76.0
1911	Frank Dyer	Winton	78.0
1912	Frank Dyer	Winton	80.0
1913	Frank Dyer	Winton	82.0
1914	Frank Dyer	Winton	84.0
1915	Frank Dyer	Winton	86.0
1916	Frank Dyer	Winton	88.0
1917	Frank Dyer	Winton	90.0
1918	Frank Dyer	Winton	92.0
1919	Frank Dyer	Winton	94.0
1920	Frank Dyer	Winton	96.0
1921	Frank Dyer	Winton	98.0
1922	Frank Dyer	Winton	100.0
1923	Frank Dyer	Winton	102.0
1924	Frank Dyer	Winton	104.0
1925	Frank Dyer	Winton	106.0
1926	Frank Dyer	Winton	108.0
1927	Frank Dyer	Winton	110.0
1928	Frank Dyer	Winton	112.0
1929	Major Henry Segrave	Irving-Napier 'Golden Arrow'	231.446
1930	Major Henry Segrave	Irving-Napier 'Golden Arrow'	231.446
1931	Major Henry Segrave	Irving-Napier 'Golden Arrow'	231.446



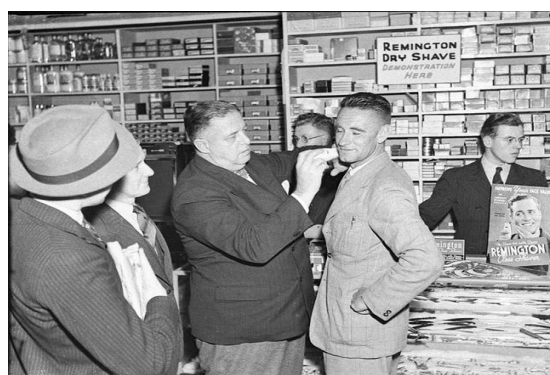
1930

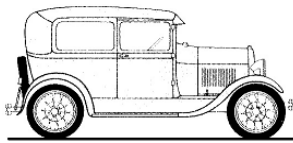
6th - The first frozen foods of Clarence Birdseye go on sale in Springfield, Massachusetts. Clarence Birdseye found a way to flash-freeze foods and deliver them to the public - one of the most important steps forward ever taken in the food industry.



1931

18th - The first electric razors, manufactured by the Schick company, went on sale in New York.





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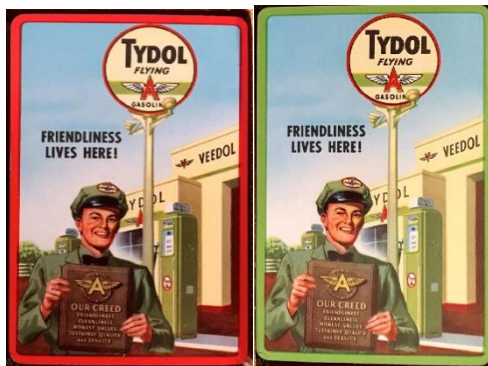
This Month in History

March 1928 - 1931

19th - Nevada legalized gambling.



Busy downtown main street and inside the Owl Club, Reno Nevada after the legalization of gambling.



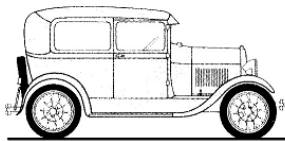
A set of advertising playing cards for the Tide Water Oil Company, 1930.



Calavada Auto Company, Reno Nevada



Virginia Street, Reno, Nevada post card



Volcano A's

Fashion & Entertainment

March 1928 - 1931



1928

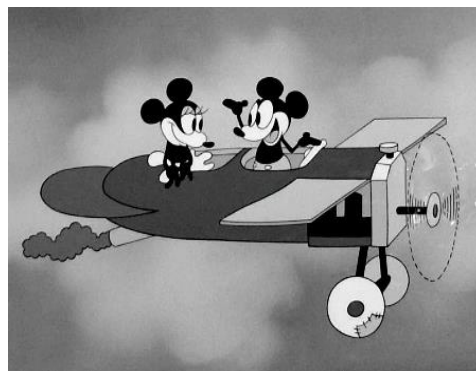
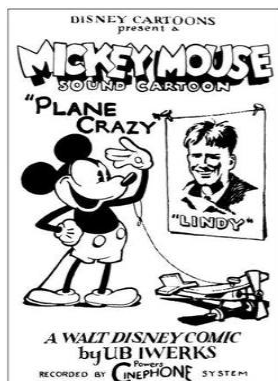
19th - The popular radio comedy show *Amos 'n' Andy*, with white comedians Freeman Gosden and Charles Correll mimicking African Americans in the style of a minstrel show, first aired, originally as a local program on WMAQ in Chicago.

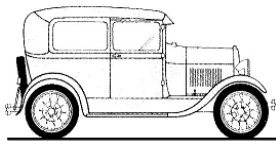


1929

17th - The part silent, part sound romantic drama film *Show Boat* premiered in Palm Beach, Florida.

The Mickey Mouse cartoon short *Plane Crazy* was released. It was the first Mickey Mouse film made but the fourth to be shown in theaters.

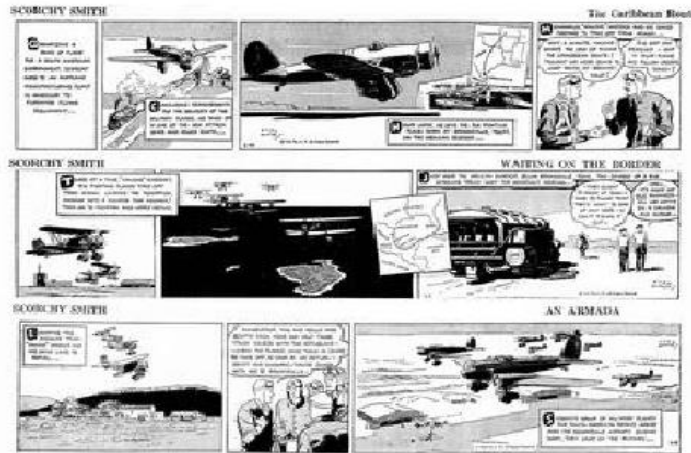




Volcano A's

Fashion & Entertainment

March 1928 - 1931



1930

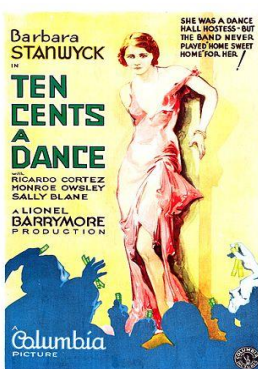
17th – The popular US adventure comic strip Scorchy Smith first appeared.

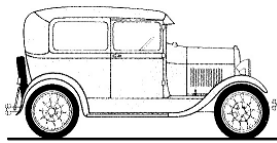
G PG R X

31st – The Motion Picture Production Code, "Hays Code" is instituted in the United States, imposing strict guidelines on the treatment of sex, crime, religion and violence in films for the next 40 years.

1931

6th - The Lionel Barrymore-directed romance-drama film *Ten Cents a Dance* starring Barbara Stanwyck was released.



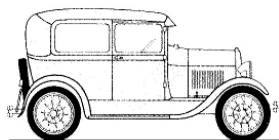


Saint Patrick's Day

St. Patrick's Day - Irish national and religious holiday celebrated on March 17. It is named after Saint Patrick, the saint patron of Ireland. Saint Patrick's Day is widely recognized and also celebrated in the United States. It is observed as a celebration of Irish and Irish-American culture.



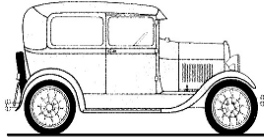
Lucile Ball's St Patrick's Day glamour photo shoot 1930.



Saint Patrick's Day Parades

Many towns and cities across America celebrate Saint Patrick's Day, and Model A's and Parades go hand in hand. Here are some vintage photos from Boise, Las Vegas and Byron, Texas, as well as modern photos from Savannah and Atlanta, Georgia, Dublin, California and Long Island, New York.



**Model-A Hydraulic Brake Conversion** as written by Brian Laine

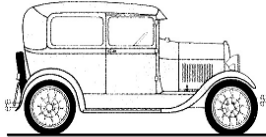
Stock Model-A brakes are very marginal in their ability to bring the car to a stop in a timely fashion. Back in the 20's and 30's, traffic didn't hum along bumper to bumper at the speeds we are used to now. So, in a continuing effort to make my Model-A safe and usable in today's environment, I decided to switch over to hydraulic brakes. While this has been a modification that has been done countless times through the years, it is sparsely documented on the web. I hate to say it, but it might be that the typical person who did this modification is a little old to be with us, or maybe didn't move over into the computer age to document it.

Web-surfing provided some initial data about this change: the target brakes are the first series of hydraulic brakes offered by Ford. This series began in the '39 model year, and ended in '48. Ford didn't make cars for the consumer during WWII, so the '42-45 production years are missing. These brakes are all similar, with the same diameter (12") and width (1 3/4") drums - much larger than the original Model-A brakes. Unfortunately, these "new" brakes are at least sixty years old now, so you aren't going to run down to the local junk yard and easily score a set of donor parts. I started looking for parts. Between people I knew and swap meets, I came up with some backing plates and various conversion parts, but not the major pieces. These came from a Craigslist ad in Tucumcari New Mexico. He had most of the pieces I needed and was willing to put them into a crate for me. I checked into UPS/FedEx ground rates, and found that the cost based on estimated weight (about 100 lbs) wasn't horrible. So after paying him, and waiting for him to do the crating, I get a report back that it's 180 lbs - more than UPS or FedEx will haul, so it will need to be trucked, more than doubling the shipping cost and approaching the cost of the parts themselves.

Well, some things go smoothly, and some don't, and I didn't know where else to turn. You can buy just about all the parts you need new from various suppliers, but once you start adding up the prices, you are looking at \$2,000 or more, and you still need to ship them. Somewhat offsetting this purchase, however, I bought a box of brand new adaptor parts at a swap meet for a buck, and got some other parts for free. It made me a little nervous that all the parts I had acquired were from people who were going to do a Model-A conversion, but didn't. Is this going to an overwhelming job?

Along the way, I ran across a book that tells all the details about how to perform this change. It's by Les Andrews, and is called "*Model A Ford Mechanics Handbook II*". It's available from Cottage Hill Publishing in Grass Valley, California. Call 530-268-3018 to order. If you're going to make this change, I would consider this book to be an absolute must-have. Even after reading this description of the job on my web site, you will still want to have Les' book for detailed information, such as dimensions for holes and parts lists. I'm just going to give you an overview of what needs to be done. I had a little trouble initially figuring out the big picture, so maybe this will be of some help for you.

To make the change, it's necessary to round up a complete set of brake backing plates, hubs, and drums from a '39-48 Ford. If you are running wire wheels on your A, the '39 drums won't work (but the '39 backing plates will). Those are the major parts, but in addition, you will need a master cylinder and various hoses and fittings. The only difference on the backing plates during this series is that on the early years ('39-41), the lower shoe pivots can be adjusted. As a result, slightly different shoes are used (early had round pivot hole, late had oblong pivot hole). There are subtle differences in the drums through these years, but they are functionally the same.



So, do you just bolt these new parts on, and you're ready to roll? Not exactly. Here's some more detail about changes necessary.

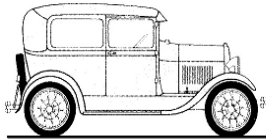
Front Brakes

This is what the donor front brakes looked like when I got them. These are from a '46-48 car since they have the simple pivot in the bottom for the brake shoes.



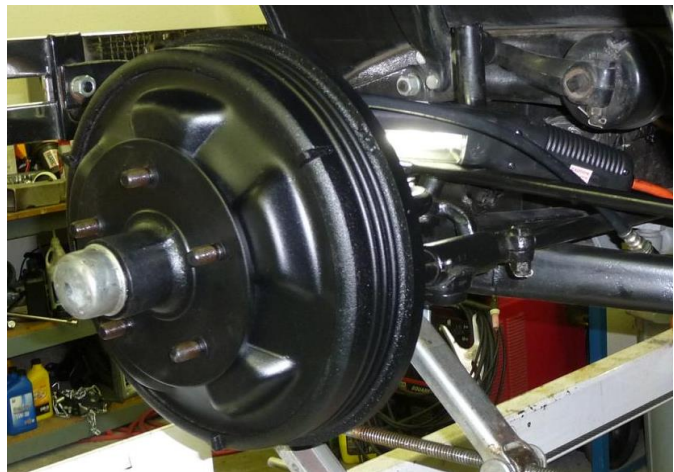
Modifications necessary are welding plugs into the original 4 1/2" mounting holes in the backing plate, then, drilling new 3/8" holes on a smaller bolt circle. The suppliers of conversion parts (e.g., Clings, Mt=T Sacramento Vintage Ford) sell a ring that reduces the inside diameter of the backing plate hole for mounting – this forces the alignment to be just right, rather than relying on the four bolts for centering. Another part that is required is a spacer that is slid over the axle prior to installing the hub. This moves the hub out slightly so there is enough space for wider shoes. Even with the spacer, it is necessary to sand a chamfer on the outside edge of the shoe to give a tad more clearance. Here is what the modified and rebuilt front brakes look like, you can see the two spacers on the right part of the picture.





It is interesting that these slave cylinders have a different diameter piston on each end; I had not run across that before. Evidently, it was an attempt to direct more force to the front shoe, which is the self-actuating one. A further attempt to change the balance was making the lining shorter on the rear shoe of each hub. In the front, the slave cylinders are $1\frac{3}{8}$ " x 1" diameter ($1\frac{1}{4}$ " x 1" in the early cars), and in the rear they are $1\frac{1}{4}$ " x 1" diameter. The master cylinder that came with these has a 1" diameter piston.

Here are the front brakes, mounted on the car ...

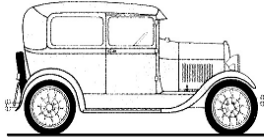


A couple of the drums (one front, one rear) had balancing weights installed. I could see that these would interfere with the hubs on the 19" wire wheels of my car, so I removed them. It's not like a Model-A is going to be shooting along at supersonic speeds, needing these weights.

Rear Brakes

Here are the rear brakes as I got them. These are the earlier '39-41 style, as evidenced by the bottom shoe pivots being adjustable.



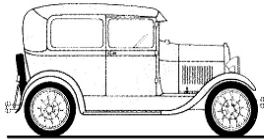


The rears require more modification than the front brakes. The big problem is the slave cylinder and the end of the rear spring want to be in the same place. I read that one solution to this is to run the backing plates upside down so that the slave cylinders are at the bottom. This seems Ok to me except that the bleeder screws are then lower than the pistons – it must be really tough to bleed them effectively (Note: see my “next time” notes at the end – I have revisited this thought). So the solution that most people take is to re-drill the backing plate mounting holes so that the backing plates are rotated about 15 degrees. This moves the slave cylinder to be in the front of the spring. Also, for spring clearance, a little hole needs to be machined or ground into the backing plate. You can obtain a cover for the hole from suppliers I have previously mentioned.

Here is the left one as I modify it:



After the mounting holes are plugged (optional) and re-drilled, and the clearance relief for the spring are made, it's time to deal with the shoe width problem. Since the rear wheels are mounted on a tapered shaft, you can't move them out with a spacer as in the front. So it's necessary to allow them to run closer together. First, the rib around the outside edge of the backing plate is ground or machined down about 1/8" so that the drum can fit closer to the backing plate. Then, the inner ridge of the drum needs to be trimmed down a like amount for the same reason. Finally, the shoes are made a little narrower (about 1/16" on the outside) and the edge chamfered. When bolting the rear backing plates on, the original Model-A bolts will bottom out before tightening if you don't use a spacer on the bolts. These spacers are available from the various suppliers. The grease retainer boxes (sheet metal in the center of the brakes) from the '39-'48 brakes are used in the rear, while the Model-A grease retainer boxes are used on the front.

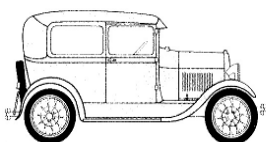


Here's what the rears look like after refurbishing and modifications are made:



Part of the package of parts from Tucunari was a new set of brake shoes. Unfortunately, all of the brake shoes were for the late style brakes, but my rears were the early style. Rather than buy new shoes, I made a little modification to make the late shoes work with the early backing plates. This involves turning the ridge down a little on each bolt, then using the later style oval pivot washers in conjunction with some washers (.50" ID, .75" OD, .180" thick) that I got from McMaster Carr. Much cheaper than replacing the shoes, and it eliminates the need to make the lower adjustment.





Emergency Brakes

Since the original Model-A brakes are operated with a rod, and these brakes want to work with a cable, some changes are necessary. I bought a kit from *Cling's Aftermarket Parts* to accommodate this.

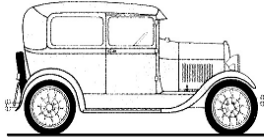
The kit is nicely made. Here's what the parts look like for each side:



You bolt these to where the original emergency brake cross shaft is bolted, so some of the mechanism is as original. When installed, the front looks like this; (above)

To keep the cable out of the way, I made little brackets that hold the cable to the original anti-rattle brackets for the rods: I took a picture after the hydraulic system was ran, opps, ignore that for now, we will get to it soon.





Volcano A's

Model A Garage

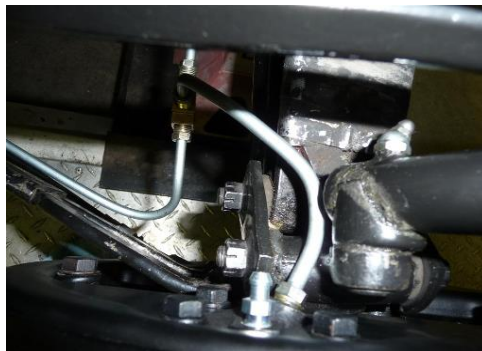
Master Cylinder

Now it's time to think about the master cylinder. I ordered up a '39-'48 Ford original master cylinder. It looks like this: (above)

Then I started searching under the car for where I was going to put it. Since I had installed a T5 transmission, there's no room to put it beside the transmission, such as with a kit you can buy from Cling's. So there were three problems I could see: (1) it's really big, (2) since I was destined to have it to the rear of the transmission to make room, it would be very difficult to have access to filling it, and (3) the rod from the pedal wanted to be pulling, while the master cylinder rod wanted to be pushed.

So I decided that I would go a little different direction. I had used a Tilton master cylinder on my 240Z V8 project for the clutch, and was impressed with the size, quality, and price (well under a hundred bucks with multiple reservoirs, fittings, etc). They also allow you to remotely mount the reservoir. So this took care of two of the problems: size and access to the reservoir. I ordered one with a 1 1/8" bore. I figured it wouldn't hurt to make it a little larger. I could always go smaller if the pedal pressure was too much. **Note:** looking back, I think a 1" bore would have been fine.

Now, how to reverse the direction? I decided to mount it under the driver's butt, bolted to the cross member. So, I made a little lever arrangement to reverse the direction. It is a 1:1 ratio on the lever arm:



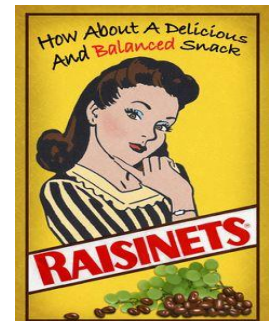
Foodimentery



National Milky Way Day
March 12

National Chicken Noodle Soup Day
March 13

National Chocolate Covered Raisin
Day – March 24



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

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1930 Phaeton – Nice Body – Make Offer 1930 Coupe – Old Restoration – Black on Black - \$10k

1930 Coupe – Unrestored Body on Rolling Chase- Rebuilt Motor – Missing Sheet Metal - \$3K

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Unrestored with all the Documentation – 11K

Wanted

1928 - 31 Model A Sports Coupe Top Bow Main Roof Brackets,
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Please contact Sandra Guyot (360) 907-3566

Wanted

The Club is looking for Model A Parts to be sold at the
Portland Swap Meet March 31st, April 1st & 2nd.

Please contact Jerry Lane (360) 600-3158

Support Our 2023 Club Sponsors


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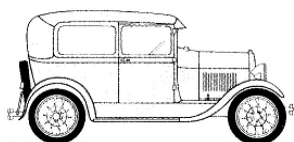
5913 NE 127TH AVE. #200
VANCOUVER, WA 98682

Do you know of a company in the automotive, antiques or collector industry? I am looking for more advertising and could use your help. Please reach out to me, Eirik at enhwooddesigns@gmail.com with that information and I will contact them.

Thanks In advance.



This 1930 Model A Woody was on display at the Luana Hotel in downtown Honolulu. I drove by and saw it, then tried to walk back and take a picture. That truly ended up being harder than it should have been. On the first trip, we got lost and ended up in the middle of a pouring Hawaii rain storm. Our second trip however end with success.



Northwest Regional Group Meet Victoria BC, September 18 – 23, 2023

The NWRG sent this information: I'm pleased to announce that we'll be headed to Victoria BC in September 2023 for the next NWRG Meet. I would have liked to schedule this meet during the summer break, however, Victoria is a real tourist destination so to eliminate extra fees and congestion it will be held on:

Sept. 18th: Check In
Sept. 19th: Welcome Breakfast & Tour
Sept. 20th: Touring & hopefully Hubley Racing
Sept. 21st: Grand Tour & Farewell Dinner
Sept. 22nd: Check Out

We're still in the process of organizing this event so we'll keep you posted on our process. For now, add it to your calendars, share with your club members so they can save the date, and get your cars tuned up.

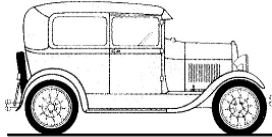


Smooth Riders Tour, Sept. 28 – Oct. 1 2023

Most of you remember the Smooth Rider Tour of 2019...Well, I am thinking about a Smooth Rider Tour 2023. It will follow the same route to Clarkston except we will take a different route through wheat fields. 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 first night. However, we will vote on this to go or not to go on this segment, as I would like all of us to be together.

From Clarkston we will tour to Grangeville, Idaho for the second night stay. Returning to Clarkston the next day for our third night stay. Then from Clarkston to home.

If you wish to get on the mailing list, please let me know. Steve Plucker, Walla Walla Sweet A's, pif@bmi.net



Volcano A's

Misc. Model A News



Model A Ford Club of America

Over 25 Years on the Web - 1997-2023

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



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Model A Ford Club of America

250 South Cypress,
La Habra CA 90631-5515



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.

You can help to preserve Henry's Lady, the Model A Ford and the dynamic era of 1927 through 1931 by joining the Model A Ford Foundation. MAFFI is dedicated to the preservation of historical information and memorabilia of this time of change in America.

Model A Ford Foundation, Inc,
P.O. Box 28,
Peotone, Illinois, 60468



The Model "A"
RESTORERS CLUB

The Model "A" Restorers Club
6721 Merriman Rd. Garden City, MI 48135
734-427-9050
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 - 1997-2023

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



Presidents News



March is my favorite month of the year. Besides being my birth month (I get to celebrate yet another birthday) it also ushers in the first day of spring (March 20th) and the return to daylight savings time (March 12). With the optimism, that comes from Spring being just around the corner I look forward to the longer days and more daylight in the afternoon and evenings. I love driving my Model A later in the day with the world has started to quieten down and the pace of life slows down a little. The soft light of late afternoon along with the long shadows makes for great Model A driving on the rural roads in our area. You can almost feel mother nature's anticipation of the trees, flowers and fields coming back to life after winter. To me it is a great time to be outside and no time better to driving a Model A.

A couple of exciting products are nearing distribution. First, the latest edition of our Membership Roster should be available for delivery by late Spring. Our 2023 edition will have all the latest membership information available for use at home or on the road, additionally it will have all our domestic and international chapter information sorted by state and/or country. This is also a must have book when Elaine and I travel out of our home area. Our 50 years of MAFCA magazine technical articles USB flash drive is being updated to 65 years and should be available in late summer.

The membership director, Jay McCord had his selection for the National Nominating Committee members approved. They will be conducting a nationwide search for members to run for election to the 2024-2025 Board. Please contact Jay at membership@mafca.com if you have a desire to serve as a director of MAFCA. On the MAFCA webpage on the left ribbon click MAFCA Info then click on Elections. You will find a link midway down the page titled: What you can expect if you become a MAFCA Board member. This is an excellent source of information on the expectations for serving on the Board.

I'm looking forward to seeing you soon,

See You Down the Road, Robert Bullard

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 2nd Monday of each month at 7:00 p.m. at the
Fourth Plain Church of the Nazarene – 16807 NE Fourth Plain, Vancouver.**

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

NAME _____ BIRTHDAY _____

SPOUSE _____ BIRTHDAY _____

ADDRESS _____ ANNIVERSARY _____

CITY, STATE, ZIP _____

TELEPHONE _____ EMAIL _____

Other Family Members living at home

Names _____ Birthday _____

CAR Information: (Model, Year, Body Style) _____

Revised 12/23/2022

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	
<input checked="" type="radio"/>	U.S. Membership - \$50		
<input type="radio"/>	Canada/Mexico Membership - \$60		
<input type="radio"/>	International Membership - \$70		
<input type="radio"/>	International Membership w/ only online publication of <i>The Restorer</i> magazine - \$50		
The <i>Restorer</i> Print Publication is included with every membership.			
Digital Edition E-mail (optional)	<input type="text"/>		
*First Name	<input type="text"/>	*Last Name	<input type="text"/>
Spouse's First Name	<input type="text"/>	Last Name	<input type="text"/>
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*City, State, Postal Code	<input type="text"/>	<input type="text"/>	<input type="text"/>
*Country	<input type="text"/>		
E-mail	<input type="text"/>		
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<input type="checkbox"/>	Permission to publish my telephone number in future Membership Rosters		
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How did you hear about us?	<input type="text"/>		
		<input type="button" value="OK"/>	<input type="button" value="Reset"/>