



February 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 2

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



Just a reminder, the 2023 Club Membership Dues are due. Please make payment ASAP.

You can send your check for \$20.00 to: Volcano A's, PO Box 2513, Battle Ground, WA 98604

**PRESIDENT'S DAY**



What's happening with the Volcano A's? Well... let's see.

The Sweetheart Dinner is coming up. I'm looking forward to a sweet meal with sweet friends and my sweet heart!

January 25<sup>th</sup> the board met at Carma's house. We worked through the proposed budget, planned some tours and set some tour dates. We have planned several more board meetings this year. Remember your input to the board is always welcome and you can attend any of the meetings.

The Lava Ladies have had their planning meeting, thank you Dian.

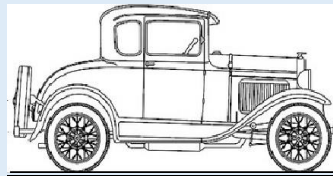
Eirik has this year's club roster just about finished. Please pay your dues so that you will be included.

I keep hearing good things about the NW Regional meet and the Smooth Riders tour.

And a note about the Burtz Block Build Buddies progress. Leonard's engine has been run a couple of times on my new test stand. We found no problems. So we took it to Leonard's shop for paint and then to be installed in his A. My engine is now in the test stand getting ready for its first run.

May your engine have a long life and 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  
 Roger\_o\_green@yahoo.com  
 Vice President: Mike Blick – 360-2816460  
 mblick53@aol.com  
 Treasurer: Leonard Willey - 661-609-1988  
 lindawilley@mac.com  
 Secretary: Karen Huset – 360-609-4102  
 auntcappi@aol.com  
 Member at Large: Jim Kelly - 360-910-4649  
 pdxac@yahoo.com  
 Past President: Jerry Lane - 360-600-3158  
 northforkmuseum@gmail.com  
 Editor: Eirik N Huset - 360-606-0507  
 enhwooddesigns@gmail.com  
 Webmaster: Bob Rusunen - 360-828-5317  
 rrusunen@comcast.net

### Committee Chairs

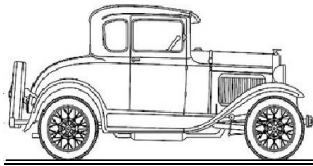
Community Service: Joyce Swartz  
 NW Regional Rep: Roger Green  
 Public Relations: Dian Lane  
 Refreshments Coordinator: Nancy Wooldridge  
 Sunshine: Carma Huset  
 Tour Director: Jim Kelly

### Refreshments

Volunteer members provide refreshments at the monthly meetings.

February – Don Olsen / Dian Lane  
 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 January 6th**

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

**GUESTS:** No longer guests, welcome new members Jerry and Sherry Aliff

**VICE PRESIDENT / TOURS:** Mike Blick, tour Jan 13<sup>th</sup> to the new Kalama Market Place, w/ lunch to follow at McMenamins Kalama.

**TREASURER:** Leonard Willey gave report. Report available upon request. Dian reported our auction raised \$866.00. We have one CD maturing at the end of the month. A financial team will be looking into our options.

**SECRETARY:** n/a

**EDITOR:** 2024 Calendar is available for sale.

**WEBMASTER/EDITOR:** no report

**COMMUNITY SERVICE:** Joyce Swartz, Donation of \$120 turned into 171 lbs. of food. Year end donation was 1,323 lbs.

**LAVA LADIES:** Discussion to follow meeting.

**SUNSHINE:** Carma Huset a few winter sickness reports, but nothing major. Mike Blick added that Jim Kelly was having an issue.

**MODEL A NEWS:** The Burtz Block Build Buddies have got the oil pans, heads on. Leonard's is in the test stand and waiting all those bolt on pieces: carb, generator, distributor, spark plugs, fan belt, oil filler tube, water in & out, and dipstick.

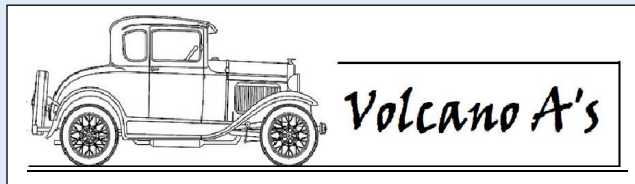
**REFRESHMENTS:** Thanks to Linda Willey and Lynn Mattingley.

**RAFFLE:** Corley Wooldridge won \$45 and the club received \$44

**ADJOURNED:** Meeting was adjourned by Roger Green at 2:30 pm







### Upcoming Lava Ladies Events

**February 10<sup>th</sup> Sweet Hearts Dinner @ Lane's Northfork Musuem**

**March – Camas/ Washougal**

**April – Tea Luncheon**

**May – Cornell Farms**

### Club Calendar of Events

**February 10<sup>th</sup>**

**Sweet Heart's Dinner & Club Meeting @ 2 pm**

**March 2<sup>nd</sup> Club Meeting @ 2 pm**

**March 16<sup>th</sup> Club Tour – Kalama Public Market**

**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 – Tba**

**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**

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

### February

#### **Birthdays**

6 Jack Mattingley

6 Linda Neilsen

11 Steve Pargeter

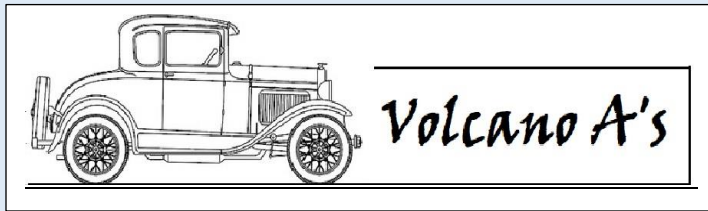
16 Eirik Huset

17 Arnita Mayer

17 Nancy Wooldridge

#### **Anniversaries**

25 Jim & Marylan Kelly



## Misc. News

Either Mother Nature or Disney's Elsa in modern days, whomever you want to blame, they sure gave us some cold weather that caused damaged and power outages throughout Oregon and SW Washington and in general, just a mess to get around in last month.

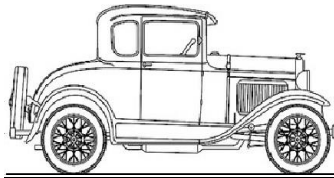
In weather related Club News, the tour was canceled and the Lava Ladies had to reschedule their planning meeting luncheon.

Regardless hopefully everyone stayed safe and warm and we will all move forward in the adventure.

I for one, tried to stay on my exercise regimen of walking. Usually I can fulfill my every day steps goal at work, but with school canceled, I took to the streets around my neighborhood. Imagine my surprise when I stumble across a Model A engine on a stump, and a couple of rusty yard art pieces within a mile from our house.



## Club News



*Volcano A's*



I did take an opportunity to go for a little drive in our Model A, even if it was the rod. I got some strange looks and a few thumbs up.

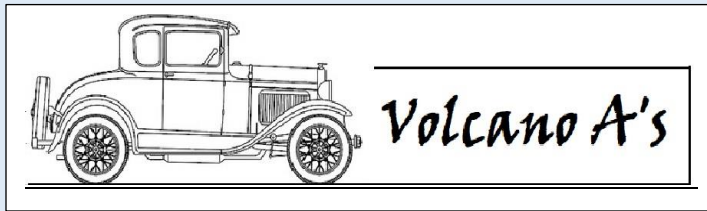
## Board Meeting News

On Thursday night, January 25<sup>th</sup> we were able to hold the first Board Meeting of 2024. The first order of business was to compile a Budget for the year. The second order of business to set the Calendar for the year. In short, the budget will be presented at the February general membership meeting, our meetings will continue to be the first Saturday of the month and for the most of the year, tours will try to be held the third Saturday of the month. Be sure refer to the club calendar, as it will always have a four-month schedule on it. Board Meeting minutes are available by request. In attendance were Board Members; Roger Green, Mike Blick, Leonard Willey, Karen Huset and members Linda Willey, Carma Huset, Eirik Huset and Austin Alling.

## Lava Ladies News

The Lava Ladies were able to reschedule there planning luncheon. On Saturday, January 27<sup>th</sup> the ladies met at the North Fork Museum to plan out there year and some of the clubs social events. They had lunch and discussed details of the Sweet Hearts Dinner, a long delayed trip to the Pendleton Woolen Mill in March, a Tea luncheon in April and a return trip to Cornell Farms in May to start their year. More events will be schedule and dates will be selected soon. Also discussed was having another club garage sale, what is a suitable location and date. Selection of a park for the club picnic in the August, location with amenities as needed. Schedules and details will always be included in the newsletter.





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

## **The Story of the Interstate Bridge**

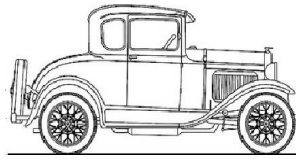
### **Ferry system**

Ages before the Lewis and Clark Expedition paddled down the Columbia River and passed what's now Vancouver, Native Americans had been using canoes carved from trees to travel across the river that, at times, ran thick with salmon. Settlers at the Hudson's Bay Company's Fort Vancouver also used canoes and boats to travel across the river in the 1800s, when supplies and furs were ferried between the two lands.

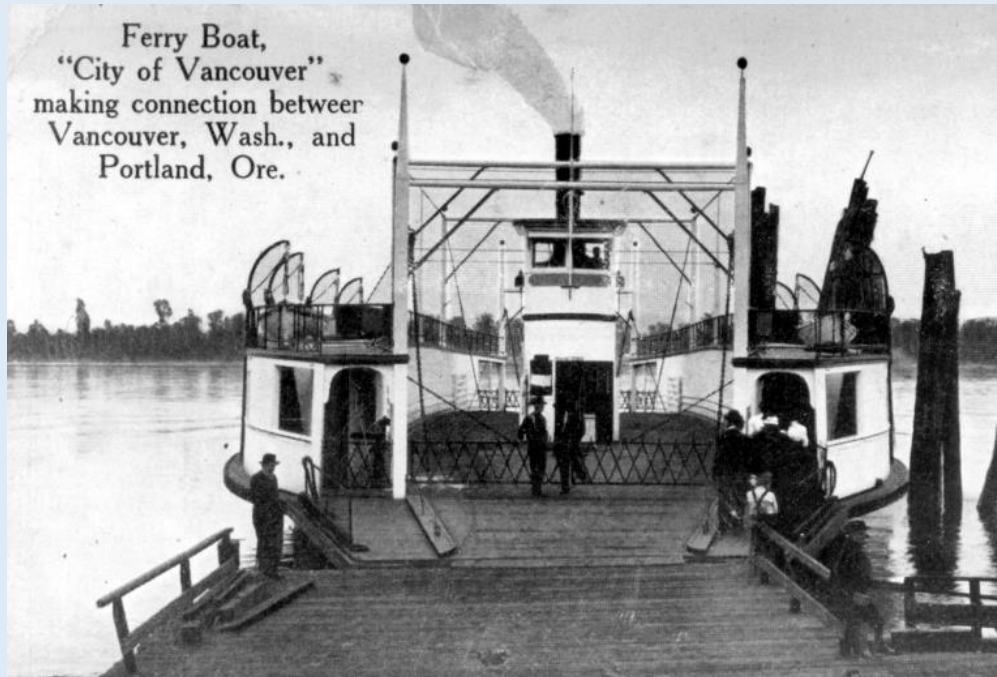
The first ferry service between Vancouver and Portland started in 1846 — seven years before the Washington Territory was incorporated. The ferry mainly carried foot traffic, operating sporadically for about a decade. In 1855, the fee to cross was 50 cents for a pedestrian, and costs increased depending on what animals were accompanying.



Eventually, more ferries began service; at this point they were powered by steam. At least three short-lived operations shuttled people between Vancouver and Portland, but the only lasting ferry was the Veto, which began operations in 1880.



## **The Story of the Interstate Bridge**



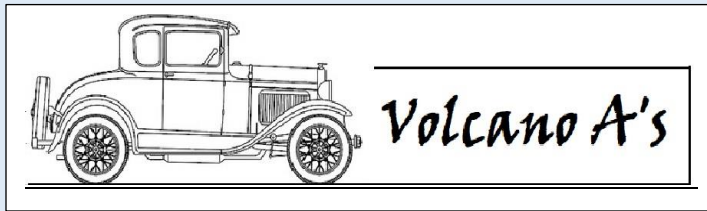
There were a series of several boats that traveled across the Columbia River. The Veto No. 2 replaced No. 1 in 1882. The Albina No. 2 replaced the Veto No. 2, just one year later. It had a 10-year run, but it became clear travelers needed a larger ferry because people were often left on the bank. The ferry was just too small to carry them all. A new boat, the Vancouver, began service in 1893. The City of Vancouver ferry replaced the Vancouver in 1909.

The Portland Railway Light & Power Co., which operated the City of Vancouver, had a monopoly because it controlled rights to the docks on Portland's side and would not let anyone else use them. Because of their monopoly, when Portland Railway Light & Power asked Vancouver for a five-year license to continue operating its ferry, Vancouver granted it for only six months, to hedge against fare hikes. After the six months were up, a one-year license was granted instead. When that was up, it received a three-year license and began to push its fares up. The City of Vancouver operated for eight years, its last run coinciding with the opening of the Interstate Bridge.

### **Talk of building a bridge**

In late June 1905, Vancouver Mayor E.G. Crawford boarded a crowded ferry from Vancouver to Portland among an excited group. They were heading to Portland's 1905 Lewis and Clark Exposition, an unofficial World's Fair that drew 40,000 visitors on the first day.





## The Story of the Interstate Bridge

So many cars and pedestrians had tried to take the ferry across the Columbia River that morning that a blockade formed, even with backup boats to help the one ferry in service. So standing before the crowd, Crawford saw the fair as an opportunity to illustrate the need for a bridge connecting the two states. "We expect to have a bridge across the Columbia within the next few years," he said to the onlookers.

The story of what happened next will sound familiar to us today. There were huge struggles: funding issues, questionable political motives and failed votes.

### Bridge funding

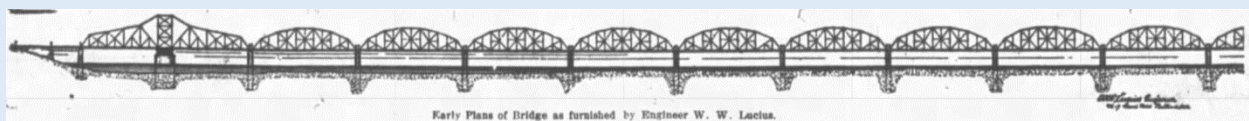
In December 1913, Rufus Holman "pledged himself to do everything in his power toward securing the completion of the bridge within the next two years," according to an article in The Columbian's archives.

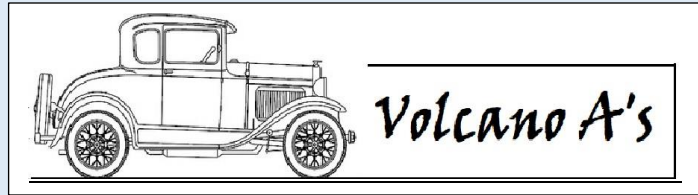
After being elected Multnomah County commissioner in 1913, Holman became chairman of the Joint Bridge Commission between Clark and Multnomah counties. He held a variety of jobs before becoming a commissioner, including working as a schoolteacher, bookkeeper, accountant and auditor. His role now was to ensure that the bridge became reality. Four years earlier, the first real push to build a bridge began from business clubs on both sides of the river.

Vancouver's Commercial Club and Portland's East Side Business Men's Club urged their state legislatures in 1909 to appropriate \$5,000 — roughly \$86,000 today — for preliminary surveys and cost estimates of a bridge. The measure appeared before the legislatures that year. It passed in Washington's Legislature but narrowly failed in the Oregon Senate 14-12. "The men who voted 'no' with reference to this project voted in ignorance of the issues, or, knowing the facts chose to vote against what would have been sound public policy," The Columbian read the day after the vote in the Oregon Senate. The failed vote delayed the process for three years.

A bridge spanning the Columbia had been discussed for ages, however for most of it, a "wagon bridge" was the bridge of choice.

Former president of the Portland Commercial Club, J.H. Nolte, was one of the first advocates for a larger, more durable span, according to research done by Oregon Department of Transportation historian Robert Hadlow. "We should not build the bridge for today, next week or next year, but for the next 40 years," Nolte wrote in 1912. In 1912, the Commercial Club raised the money on its own: \$2,500, half the cost of what it would take to get a survey done. Club members then went to Portland to find the other half.





## **The Story of the Interstate Bridge**

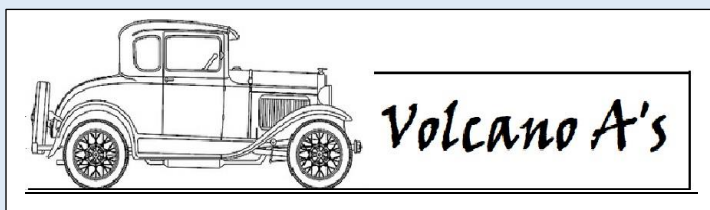
The sound of Scottish bagpipes flooded Portland the morning of March 2, 1912, as 300 Vancouverites rallied throughout the city calling for them to match Vancouver's half and bearing banners that read: "We want the bridge, and so do you. We've done our part. Now you come through!" The Portland business community heard the message and matched Clark County's \$2,500. By April 1, engineer Ralph Modjeski was selected to conduct preliminary bridge surveys and cost estimates.

Bridge support increased in Multnomah County through the years and, in 1913 after Modjeski completed his study, bills funding the bridge, \$500,000 from each state, went before both state legislatures. The bill had the unanimous support of both the House and Senate committees on roads and bridges, and it was passed in the Washington and Oregon legislatures.

In anticipation of the bill passing, Clark County residents organized a celebration and were going to save the pen that Washington Gov. Ernest Lister, a Democrat, would use to sign the bill. Lister vetoed it instead, holding it until March 13, the night before the session ended, preventing the passage of a new bill. There was not enough support to override the veto. Lister's veto was a setback, but did not stall the process for long. A month after, a resolution passed in Clark County, bonding the county for \$500,000 for a toll bridge. Support for the toll bridge was high.

Multnomah County overwhelmingly voted to appropriate \$1,250,000 for the Interstate Bridge by roughly a 4-1 margin on Nov. 5, 1913, ensuring, after many setbacks, that a bridge would be built.





This Month in  
SW Washington's History

## The Story of the Interstate Bridge

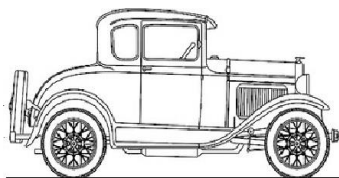
### The first bridge

Ground was broken in a well-attended ceremony on Hayden Island on March 6, 1915. The completion date set for October 31, 1916, wasn't met. On February 14, 1917, the Interstate Bridge opened across the Columbia River between Portland, Oregon, and Vancouver, Washington. The 3,531-foot-long bridge stretches from Hayden Island in Portland to near the foot of Washington Street in Vancouver. Construction took less than two years, and the entire project was completed with money to spare from its \$1.75 million budget.



The original paved roadway was 38 feet wide and had a 5 foot wide sidewalk. It was the first automobile bridge across the river between Washington and Oregon, and the second to span the river at all, after the Wenatchee Bridge of 1908. It was originally a toll bridge costing 5 cents per vehicle or per horse and rider. In 1928 the states of Washington and Oregon jointly purchased the bridge from the counties and in 1929, discontinued tolling.





## Volcano A's

### This Month in SW Washington's History

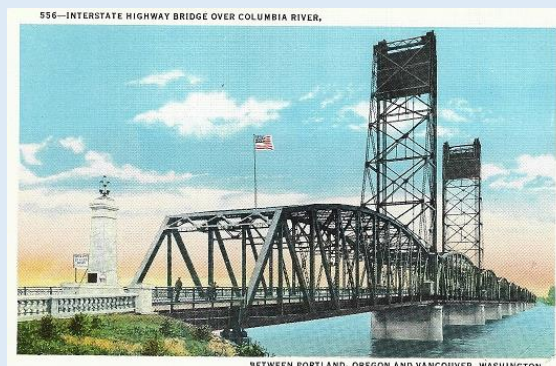


BETWEEN PORTLAND, OREGON AND VANCOUVER, WASHINGTON

Electric streetcars operated across the bridge from opening day in 1917 until 1940. The bridge's deck carried dual gauge track, to accommodate both Vancouver's standard gauge cars and Portland's 3 foot 6 inch gauge cars. Before the bridge, Portland had a Vancouver streetcar line since 1893, but it ran to Hayden Island, where passengers transferred to a ferry owned by the street railway company to continue across the river to Vancouver. Streetcar service across the Interstate Bridge ended on September 3, 1940.



194. "PACIFIC HIGHWAY INTERSTATE BRIDGE," SPANNING COLUMBIA RIVER, PORTLAND, ORE. TO VANCOUVER, WASH.

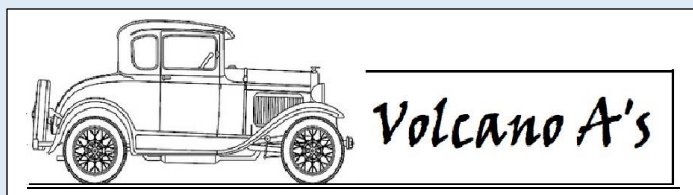


556-INTERSTATE HIGHWAY BRIDGE OVER COLUMBIA RIVER.

BETWEEN PORTLAND, OREGON AND VANCOUVER, WASHINGTON

The bridge became part of then-new Interstate 5 in 1957. It was previously part of U.S. Route 99 when that route was established in 1926.

*Article content and photos from oldoregon, historylink.org, Clark County Historical Museum and the Columbian archives.*



**This Month in  
Fashion & Entertainment**

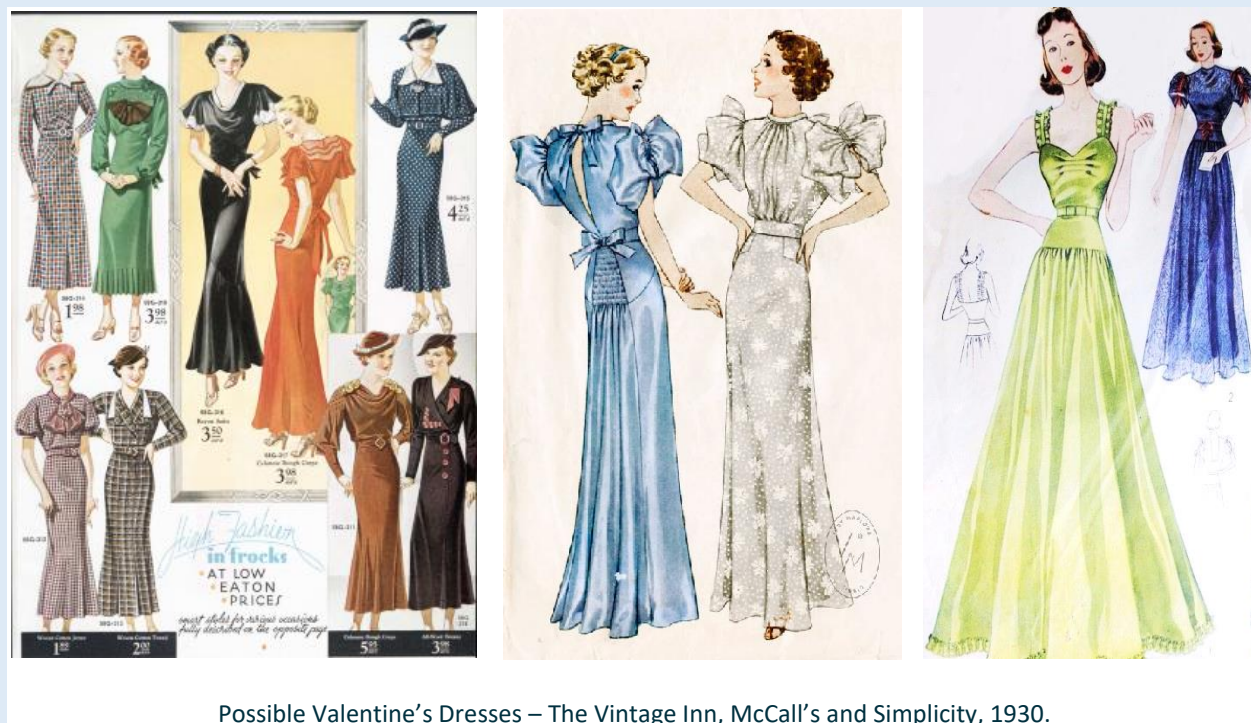
## A Brief History of Valentine's Day

Where did Valentine's Day originate? The history of the holiday—and the story of its patron saint—is surrounded in mystery. We do know that February has long been celebrated as a month of romance, and that St. Valentine's Day, as we know it today, contains vestiges of both Christian and ancient Roman tradition. But who was Saint Valentine, and how did he become associated with this ancient rite?

The English poet Geoffrey Chaucer was the first to record St. Valentine's Day as a day of romantic celebration in his 1375 poem "Parliament of Fowles," writing, "'For this was sent on Seynt Valentyne's day / Whan every foul cometh ther to choose his mate.'"

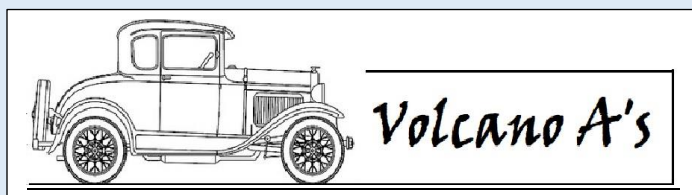
Valentine greetings were popular as far back as the Middle Ages, though written Valentine's did not begin to appear until after 1400. The oldest known valentine still in existence today was a poem written in 1415 by Charles, Duke of Orleans, to his wife.

When people think of American holidays, they typically think of big ones, like Christmas, Thanksgiving, and the Fourth of July. However, one holiday that gets little attention is Valentine's Day. Whether you love or hate it, it is clear that many Americans love Valentine's Day.



Possible Valentine's Dresses – The Vintage Inn, McCall's and Simplicity, 1930.





### **A Brief History of Valentine's Day**

Valentine's Day is a big business, with the commercial industry and consumers spending billions, yes billions of dollars every year. (Example of a figure I found from 2017... \$18 billion dollars changed hands. That is roughly \$137 per person in the US at that time.)

Valentine's Day has everything to do with Fashion and Entertainment. From the act of giving and receiving gifts to the design of the cards and boxes. From the dinners and dances to the decorations in the room. When you think about it, you can better understand how it all adds up.

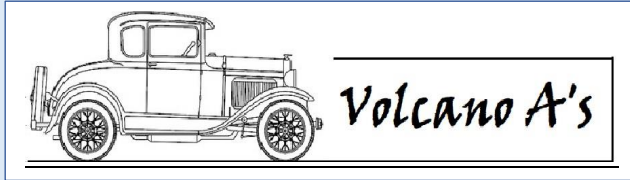
Hallmark founder J.C. Hall began selling Valentine's Day postcards in 1910. As postcards declined in popularity, Hallmark added greeting cards to its line in 1912. Valentines were added to the company's inventory in 1913. The company's first Valentine's Day cards appeared on store shelves in 1916.



Remembering that this is the era of the great depression, not everyone could afford lavish cards and gifts. Magazines published illustrations and cut outs to be used for decorations.







**This Month in  
Fashion & Entertainment**

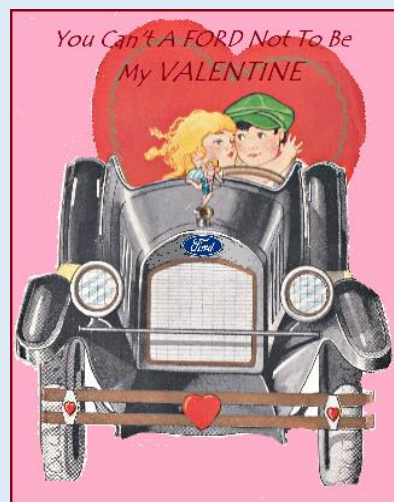
However, not everyone was too broke to attend grand dinners with dancing to celebrate the day and relationships. Or to go on a date to see a new movie.

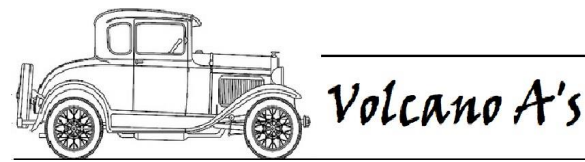


*Dance, Fools, Dance* opened in theaters in 1931 starring Joan Crawford, Clark Gable, and Lester Vail.

Here in SW Washington, like New Year's celebrations, I could not find any happens around Valentine's Day. Remembering that this area was the wild, wild west and people lead a simple life. Along with the great depression fall out, I can assume the Holliday just wasn't as popular in these parts.

*Information for this article was gathered from Hallmark, The History Chanel, Vogue and Wikipedia.*





### Snap-on History (from [snapon.com](http://snapon.com))

In 1920, a cultural shift was underway in the United States as the automobile was rising in popularity, creating the need for an emerging automotive repair industry. Joseph Johnson, an engineer from Milwaukee, had an idea that would revolutionize repair and make work easier for professional mechanics.

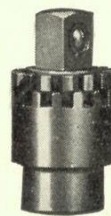
*Five unique handles and ten sockets that snapped on interchangeably, coined "Five do the work of Fifty," launched a company that would shape an industry.*

Joe and his co-worker, William Seidemann, spent weekends using crude bending jigs and pure muscle to fashion two sample sets of five handles and ten sockets. Using only these demo sets and brochures, Johnson and Seidemann generated over 500 C.O.D. orders. With this initial success, the Snap-on Wrench Company was formed. Johnson and Seidemann sought out the expertise of Stanton Palmer and Newton Tarble to market and sell their product. They would quickly leave their mark with groundbreaking ideas. Production was ramped up with the opening of a 2,500 square foot manufacturing facility in Milwaukee, WI, and the first 500 orders were filled within six months.



### Attachments

#### No. 6. RATCHET



A patented Snap-on feature. The strongest and fastest ratchet made. Fits all of the above handles and sockets.

Price Each..... \$3.00

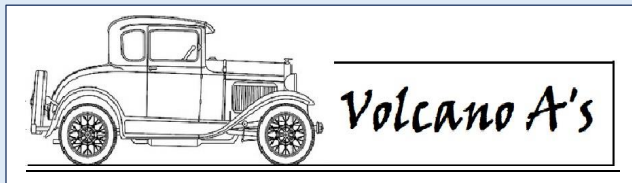
### 1920s

#### First Patent, The No. 6 Ratchet

In 1923, Snap-on filed for its first patent, a ratcheting attachment. The No. 6 Ratchet was designed by Joseph Johnson and was the first ratcheting attachment made for use with the original set of interchangeable socket wrenches.

#### First Product Catalog

Throughout the 1920s, the Snap-on product line continued to grow. In 1923, Snap-on published its first product catalog.



## Model A Garage

### Establishing Branches Nationwide

With initial success in the Chicago-Milwaukee corridor, the founders decided to expand geographically. In December 1920, Stanton Palmer and Newton Tarble identified 20 cities where branch offices would be established. By 1925, there were 17 branches and 165 salesmen selling Snap-on hand tools direct to mechanics.

### New Home in Kenosha

As Snap-on continued to prosper, the growth strained its rented Milwaukee facility. In 1929, an eleven-acre site was purchased on the outer edge of Kenosha to consolidate manufacturing and its general offices, then located in Chicago. The Kenosha Chamber of Commerce and the Greater Kenosha Land Company recruited Snap-on to diversify the economy.

### Custom Kits Meet Customer Needs

With car models expanding, Snap-on saw an opportunity to produce customized tool sets for each model. The Model T kit contained a diagram indicating where each tool was to be used. Snap-on was praised for this timesaving innovation in a December 1924 article in Ford Owners and Dealer publication.

### Reaching Beyond Auto Repair

Early Snap-on salespeople capitalized on industrial sales by offering Heavy Duty, Extra Heavy Duty and Jumbo socket lines to customers repairing trucks, airplanes, farm equipment, and road machinery and for maintenance in mills, mines and power plants.

## 1930s

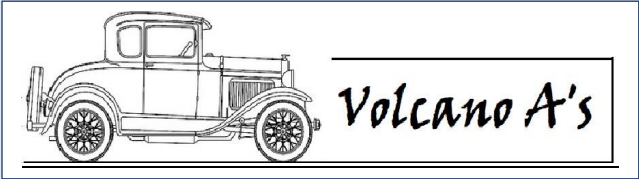
### Dream Orders & Needs List

In the grip of the Great Depression, Snap-on salesmen would say to their customers, “Everybody is in a fix today – no money – but when you have money again, what tools will you need?” They called these “Dream Orders.” The novel idea quickly developed into a “Needs List,” and is still used with success today.





### Model A Garage



## Volcano A's

FIRM NAME Paul Pickering  
 ADDRESS 6034 Lacey St.  
City: Wisconsin STATE Pa.  
 SPECIALIZED SERVICE General NOT MECHANICAL 1  
 BUYER'S NAME Paul Pickering  
 NEED LIST  
 HAWK ☒ 1  
 NEEDS ☒ 1

Clutch W/lyn Tool	X		
Able Retrauder	X		
Q.E. Ventrach Set	X		
Boxer Ref. W/ry Set	X		
Pinch Bars	X		
R.D. Sichel Set	X		
Plaster	X		
Extruder	X		
Mudjet	X		
Graham Tools	X		
Right Angle Wrench	X		
Pliers	X		
Hammers	X		
Screw Drivers	X		
Small Hack Saw	X		
Ford Bus Gauge	X		
Cutter Pin Puller	X		
Universal Tool Wrench	X		
Feetless	X		
W/ry Wrench	X		
Wire Wheel	X		
Lap Wrench Set	X		
Carb. Ring Set	X		
Tap and Die	X		
Carbon Scraper	X		
Valve Key Replacer	X		
Spring Compressor	X		
Valve Cover Screw	X		
Screw Puller	X		
Wheel Puller	X		
Bearing Puller	X		
Ball Joint Puller	X		

12 men in business for 20 years.  
 Called on once a week.  
 Buying things on Tools 10 years.

## Needs List

[illegible]

## Needs List

### TABLE FOR SELLING TIME PAYMENT ACCOUNTS

A.

Amount	Fee	Minimum Down Payment	Minimum Selling Payment
\$1.00	10¢	\$0.40	1.00
2.00	15¢	1.10	1.00
3.00	20¢	1.20	1.00
4.00	30¢	1.40	1.00
5.00	40¢	1.50	1.00
6.00	50¢	1.60	1.00
7.00	60¢	1.70	1.00
8.00	70¢	1.80	1.00
9.00	80¢	1.90	1.00
10.00	90¢	2.00	1.00
11.00	1.00	2.10	1.00
12.00	1.10	2.20	1.00
13.00	1.20	2.30	1.00
14.00	1.30	2.40	1.00
15.00	1.40	2.50	1.00
16.00	1.50	2.60	1.00
17.00	1.60	2.70	1.00
18.00	1.70	2.80	1.00
19.00	1.80	2.90	1.00
20.00	1.90	3.00	1.00
21.00	2.00	3.10	1.00
22.00	2.10	3.20	1.00
23.00	2.20	3.30	1.00
24.00	2.30	3.40	1.00
25.00	2.40	3.50	1.00

B.

RATE

10¢ on all amounts from \$1.00 to \$20.00. Add 1¢ for each \$1.00 over \$20.00, disregarding cents.

C. All orders over \$20.00 are at least 1/3 down, and balance in ten weekly payments, unless otherwise S.E.C. or Fraud Manager or Field Man. To be signed on each TP sale up to \$25.00.

LARGE Lease Form must be used for all sales of \$20.00 and over.

### Time Payment Sales Table

## Credit Approved

During the Great Depression, struggling mechanics couldn't afford the tools they needed and no institution at the time would lend them money. Snap-on became the first tool company to do so, offering "Time Payment" selling, or "T.P." The program allowed mechanics to earn while they paid. At the same time, it enabled salesmen to build long-lasting goodwill. T.P. became a precursor to the Revolving Account payment plan used today.

## International Expansion

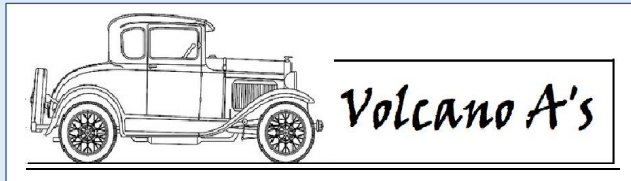
As word spread of Snap-on, orders began to come in from around the world. In the 1920s, international orders were filled through a New York City export office and through various trade shows. With Canadian demand for Snap-on tools surging, the first branch was opened in Montreal in 1927. Snap-on Tools of Canada Ltd. was incorporated and became the first international subsidiary on July 29, 1931.

## The First in a Long Line

Snap-on paid its first dividend to shareholders in 1939, beginning a streak of unreduced quarterly dividends that has continued without interruption to this day.

## Precision Torque

In the late 1930s, Snap-on responded to the need of taking the guesswork out of applying torque. Snap-on reached an agreement with Precision Instruments, Inc. to manufacture “Torqometers.” The torqometer is a wrench and gauge combination that ensures accurate and uniform nut tightening, providing proper clamp loads and durability. Snap-on was one of the first companies to offer a complete range of torqometers, which were essential in automotive, aerospace and industry, and enjoyed a patented position in the market for many years



**Model A Garage**

**1940s**



**Essential to the War Effort**

The early 1940s were marked by World War II and the military experienced severe tool shortages as a result. As a preferred supplier to the government, Snap-on was called into action, producing tools that kept air and ground equipment operating. Wartime demands also led to product innovations. To increase durability of hand tools, the military upgraded the Snap-on material specifications and authorized buying nickel alloy steel, which ultimately became a Snap-on standard. To meet specific demands, hand tools for aviation and large sockets and wrenches for heavy military equipment were also developed.

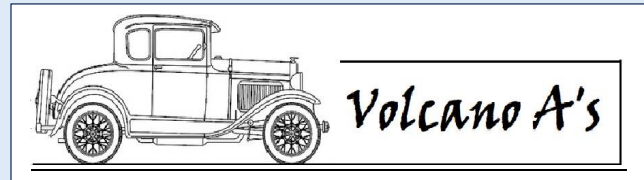
**The First Aligners**

Following the war, there were 40 million cars on the road. People were driving more and traveling farther distances. Roads were often in poor condition and many were unpaved. Because of this, wheel alignment became a necessity, with roughly six million wheel alignments being performed each year.

**Railroad**

The evolution of transportation from passenger rail to automobile and growth in moving freight by truck sparked changes in the railroad industry. The launch of the diesel locomotive created efficiencies for railroads and an opportunity for Snap-on. Even though Snap-on tools were used for railroad maintenance since the early years of the Company, demand began to increase. So, in 1944 Snap-on created a railroad department because of the highly specialized nature of their product line. It was likely the only such department in any tool company in the United States—perhaps in the world.

## Model A Garage



### Independent Businessmen

With the primary focus of the Company on supplying tools to the military during World War II, the civilian market was suffering tool shortages. In response to the challenge, Snap-on developed an important new selling system. Any available tools were released, sold or consigned directly to Snap-on salesmen, to maintain customer loyalty. They took these products directly to their customers in the most expedient way possible—in their personal cars, stations wagons or vans. As a result, the concept of the salesman as an independent businessman was born.

### 1950s

#### Booming Auto Industry

Post-war America began an era of optimism and growth of the middle class. The baby boom created a surge in home construction and a departure from the city to the suburbs. Economic prosperity paved the way for the interstate highway system and demand for new cars. Car ownership in the 1950s grew from 25 million to 70 million registrations and one in six workers were said to have been tied to the auto industry. The car culture created new business segments such as malls, drive-in theatres, fast food restaurants and car related sports, like drag racing, and stock car racing emerged. Snap-on was well positioned to take advantage of this cultural shift; the dealer network continued to expand as a result of the fast developing auto repair industry and industrial sales accelerated as factories returned back to pre-war production.

#### Aviation & Aerospace

Snap-on has participated in aviation milestones since the 1920s. From the Spirit of St. Louis crossing the Atlantic in 1927, to Richard Byrd's Antarctic Expedition in 1933, to Howard Hughes' record breaking around the world flight in 1938, Snap-on delivered confidence to aviation mechanics. During the 1950s, thousands of "tight-access" or "thin-wall" special application tools were made. These innovations were the direct result of Snap-on customer connection early on. Today, "thin-wall" sockets are a standard offering of the Snap-on® socket product line.

#### Weidenhoff & Judson

Snap-on's product portfolio continued to expand in the 1950s with the addition of test equipment and wheel service products. The Weidenhoff Corporation of Algona, IA was acquired in 1956. This brought the manufacture of automotive test equipment into the Snap-on line. Voltmeters, Ammeters, Distributor and Alternator Testers and the Anal-O-Scope, the first oscilloscope for automobiles in the United States, were among the early innovations. The Weidenhoff plant more than doubled its size in 1959 to manufacture tool storage cabinets and housings for meters, previously provided by outside manufacturers. Judson Engineering of Natick, MA was acquired in 1959. This brought new design and manufacturing of wheel alignment equipment, such as caster-camber gauges, as well as wheel balancers, into Snap-on's portfolio.

**Snap-on**

**Snap-on**

**Snap-on**

**Snap-on Tools**



Recipe of the Month

In honor of National Banana Bread Day, February 23<sup>rd</sup>, we have a spin-off recipe...  
Banana Cookies originally from Linda Willey.

Ingredients:

1 ½ cups Flour	¾ cup Shortening
1 cup Sugar	1 Egg (well beaten)
½ cup Brown Sugar	1 Cup Banana (mashed)
½ tsp Baking Soda	1 ¼ cups Oatmeal
¼ tsp Nutmeg	½ cup Nuts
¾ tsp Cinnamon	1 Tbsp Vanilla
½ tsp Salt	

Instructions:

Sift together flour, sugar, soda, salt, nutmeg and cinnamon in a mixing bowl.

Cut in shortening.

Add egg, banana, vanilla, oatmeal and nuts, beat until blended.

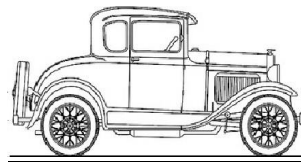
Drop by tsp, about 1 ½ inches apart on a ungreased cookie sheet.

Bake for at 375 to 400 degrees, for 15 minutes. (makes 3 ½ dozen)

Notes:

These can be made into bar cookies. Pam spray sheet pan and bake.





*Volcano A's*

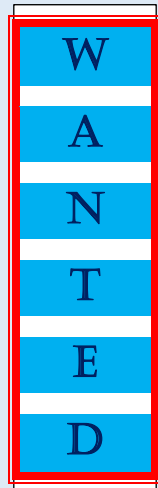
Articles and contributions are encouraged and may be used as space permits. The deadline for all articles is the 20th of the month. The Volcano View is a monthly publication of the Volcano A's Chapter. E-mail all proposed articles to: [enhwooddesigns@gmail.com](mailto:enhwooddesigns@gmail.com)

**Buy / Sell / Trade / Wanted Business**



Looking for a car or have a car for sale ???  
Looking for a part or have some parts for sale ???  
Do you have other Antiques or Vintage items for sale ???  
Place your free advertising here.

To place an "Ad" send your information  
to [enhwooddesigns@gmail.com](mailto:enhwooddesigns@gmail.com) , or call  
Eirik Huset at 360-606-0507.



**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.



## Support Our 2023 Club Sponsors

 *Sally's*  
**BECKER'S** LLC est. 1965  Parts

'T' and 'A'

P.O. Box 374 - Eagle Creek, OR 97022-0374

(503) 367-9676

beckersautoparts@yahoo.com

**C'S AUTO MACHINE SHOP**

- FLYWHEEL GRINDING
- RESURFACING
- BORING
- THERMAL CLEANING
- ROD REBUILDING
- BLOCK DECKING
- VALVE GRINDING
- ENGINE REBUILDING
- KNURLING
- PIN FITTING
- PRESS WORK
- ROTORS & DRUMS

**ANTHONY**  
**574-4934**

OPEN M-F, 8 am-6 pm  
800 NE 86th Street  
Vancouver, WA 98665

EDM  
SPECIALISTS IN  
REMOVING BROKEN TAPS,  
DRILLS, STUDS & EASY-OUTS

WHOLESALE FLEET



KEN HEARD  
(360) 256-7985  
(503) 252-5505  
FAX (360) 256-7465

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

*We Save You Money* [www.costlessautoparts.net](http://www.costlessautoparts.net)

**Cost Less Auto Parts™**

**"NO EXCUSES, Get it done!"**

Orchards  
360-254-5710  
10507 NE 53rd St  
Vancouver, Wa 98662

Hazel Dell  
360-695-4423  
7215 NE Highway 99  
Vancouver, WA 98665

 **HART RADIATOR**  
*Complete Radiator Service*

501 Grade Street, Kelso  
Fax 360-425-1189

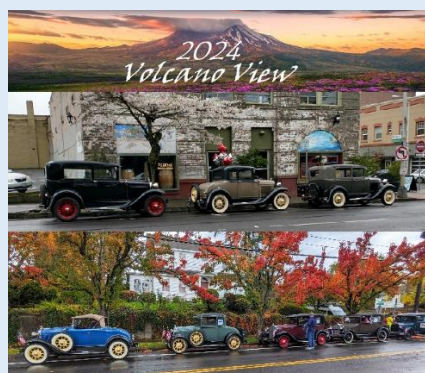
*Auto, Truck & Industrial  
Radiators, Heaters, & Air Conditioners*

**360-425-6220**

Doug Hart  
360-430-3615 Cell

Allen Hart  
360-430-9169 Cell

Looking to advertise your business,  
send your information to  
[enhwooddesigns@gmail.com](mailto:enhwooddesigns@gmail.com) ,  
or call Eirik Huset at 360-606-0507.



The 2024 Volcano A's Car  
Calendar will be available at the  
February Meeting. I have  
available 3 available, but can  
reorder if necessary.





## 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/>

<https://www.instagram.com/modelafordclubofamerica/>

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

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](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



## February 2024

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 at least for Elaine and me, and driving our Model A only a little more than 5,000 miles, my resolution is to drive my Model A weekly during 2024, weather permitting. Not to necessarily make it my daily driver but to get it out and about 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 your Model A out and about on a more regular basis in 2024.

I recently met Bruce Witwer, current President of the Tyler, Texas Model A Ford Club. We met at the Winnsboro Autumn Trails annual tour held in beautiful Winnsboro, Texas. Last year was the 65th annual tour so you can see it has deep Model A roots. Brothers, David "Tex" Willis and Kevin "Scarecrow" Willis along with the rest of the Autumn Trails A's members put on a great tour.

Anyway, back to Bruce. Bruce had recently completed some historical research on a 1931 A400 Convertible Sedan he acquired and determined a previous owner had a rich history with MAFCA beginning with the founding days of MAFCA. The car was purchased in 1949 for \$125 for Mr. William Robert "Bob" White by his father so Bob could use it to commute from his home in Carlsbad, CA to San Diego State University. Bob wrote an article on his car titled "my bAby" and it was published in Vol 1 Issue 3, Sept - Oct 1956 issue of The Restorer. Besides having a long rich history with the A400, which included driving the car ~2,700 miles one way to Detroit, MI to attend the first MARC national meet in 1957, Bob was also very instrumental in leading MAFCA in the early years. In 1955 Bob White was on the list of 15 Model A owners that Claude 'Red' Grow sent notes to asking them to attend a casual meeting to form the MODEL A FORD RESTORERS CLUB OF SOUTHERN CALIFORNIA, which we all know later became the MODEL A FORD CLUB OF AMERICA; our beloved MAFCA. Bob became a founding member and served as Corporate Secretary for the club. Bob wrote many of the articles in MAFCA's "Restorer" magazine in the first years of operations. He and other members of the original group can be seen on the cover of the 10th anniversary "Restorer" magazine (Vol 10 Issue 4). Bob White served on the MAFCA board in many capacities through 1971. His last position with MAFCA was Director of Membership.

I always enjoy stories of car owners that can determine this level of history on their cars and the pride they must feel making the connection with their cars past. In this case, not only has Bruce Witwer, President of the Tyler Model A Ford Club, acquired a very collectible Model A but he has also been able to connect it to one of the founding fathers of MAFCA. A double treat if there ever was one.

"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 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

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 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)

\*First Name

\*Last Name

Spouse's First Name

Last Name

\*Address

\*City, State, Postal Code   ,

\*Country

E-mail

\*Telephone

☐ Permission to publish my telephone number in future Membership Rosters

☐ Optional Initiation Package (Only \$9 extra)

**For New Members Only!**  
1 - Back issue of *The Restorer*  
1 - MAFCA Decal  
1 - Name Badge

☐ **Would you like to purchase a gift membership?**

How did you hear about us?

OK Reset