



March 2024

Volume 13

Issue 3

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

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

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

The First Saturday of Month – 2:00 PM







#### Presidents Note March 1, 2024

A big thank you to the Lane's for hosting the Sweetheart Dinner. It was a sweet meal with sweet friends and my sweet heart! It seemed that we all had plenty to talk about – That was great.

During our March meeting we will present the boards proposed budget. Your input is always welcome.

The weather is getting better and the sun is staying out longer. Everybody (except Jack) should get their A out and wash it. Let's get ready to drive somewhere.

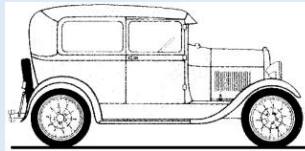
The Portland Swap Meet is April 5, 6 & 7. You can sort out those parts that you can part with at the club booth.

Recently Ron Hall made it to the Friday lunch, it was great to see him again. Also Chris Guin, who has recently purchased a '30 Tudor came.

A note about the Burtz Block Build Buddies progress. We ran my engine in the test stand for 20 minutes with no runs, drips, spurts or other indignities. I think we had 8 or 9 guys show up for the first start, thanks for coming. I was much relieved that it ran, it's the first engine that I have built. Since then the engine has been painted, the old engine has been removed from the '30 Townseden, the radiator went to Harts to be worked on and I have removed the Float-A-Motor engine mounts and replaced with original motor mounts.

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

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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

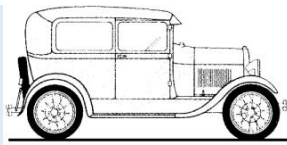
#### Refreshments

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

A brief informal meeting took place before our annual Sweet Hearts Gathering...

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

**SECRETARY:** Lewisville Park was selected for the location of the Club Picnic in August, after Bibbi Lee did some research on availability and amenities throughout the parks in the county.

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

**WEBMASTER/EDITOR:** no report

**COMMUNITY SERVICE:** no report

**LAVA LADIES:** no report, but a calendar of events is available

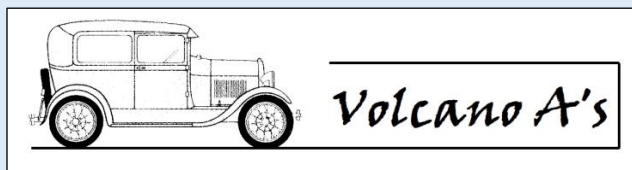
**SUNSHINE:** n/a

**MODEL A NEWS:** Further details will be coming available about Smooth Riders Tour and NW Hub Tour in Redmond.

**REFRESHMENTS:** Please sign up if you have not already

**RAFFLE:** Leonard Willey won \$29 & \$29 went to the club. (Linda pulled the winning ticket 😊)





### Upcoming Lava Ladies Events

March – Camas/ Washougal

April – Tea Luncheon

May – Cornell Farms

June – Crystal Springs Rhododendron Garden

### Club Calendar of Events

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

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

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

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

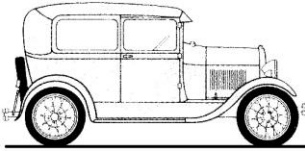
### March

#### **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  
29 Jerry & Sherry Aliff  
30 Tom & Sandy Pagel



### Annual Club Sweet Hearts Dinner

Last July, the Lava Ladies held the first Club Garage sale. With those proceeds, they were able to fund this year's Sweet Hearts gathering. A group of them put together beautiful table settings and an even better meal.

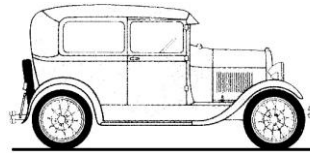
A big Thank You to all of you ladies!!!



The afternoon started with these assortments of finger foods and graduated to salad, rolls, cheesy pataoes and Tri Tip steak.





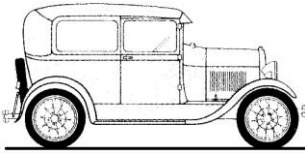


## Annual Club Sweet Hearts Dinner



Some of us gathered for a great meal and these tasty desserts at the Northfork Musuem on Febuary 10<sup>th</sup>.





*Volcano A's*

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

## **The History of Vancouver**

The Vancouver area was first inhabited by several Native American tribes, most recently the Chinook and Klickitat nations. After the Lewis and Clark Expedition arrived in the area in 1806. Meriwether Lewis wrote that the Vancouver area was "the only desired situation for settlement west of the Rocky Mountains."

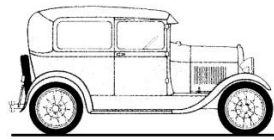
### **Founding Settlements**

The first permanent European settlement did not occur until 1824, when Fort Vancouver was established as a fur trading post of the Hudson's Bay Company. From that time on, the area was settled by both the US and Britain under a "joint occupation" agreement. Originally established in 1825 around Fort Vancouver, a fur-trading outpost, the city is located on the Washington–Oregon border along the Columbia River, directly north of Portland.



"Breaking a bottle of rum on a flag-staff, and repeating the following words in a loud voice, in behalf of the Honorable Hudson's Bay Company, I hereby name this establishment Fort Vancouver", Governor George Simpson of the Hudson's Bay company founded Vancouver, March 19, 1825. The object of this christening ceremony was to become Vancouver, the oldest permanent settlement in the state of Washington. This outpost was the headquarters of the Hudson's Bay Company for the Pacific Northwest. It was run by Dr. John McLoughlin, the chief factor for the company in this area. However, it was more than an outpost, it was the oasis of civilization in all this vast wild land; it was the hub of empire.



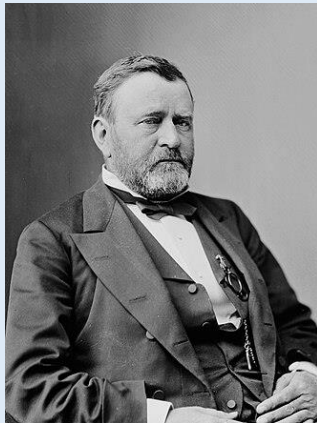


## **The History of Vancouver**

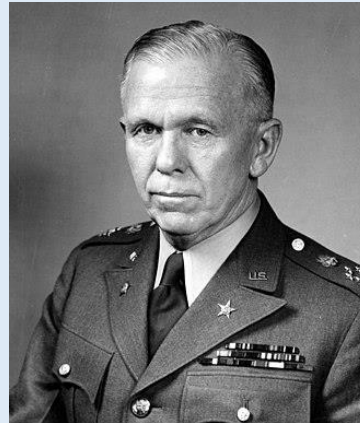
### **Military presence**

The Vancouver Barracks was the first United States Army base located in the Pacific Northwest, established in 1849. The U.S. Army chose to build their base immediately adjacent to Fort Vancouver because of the settlers and institutions already in place there.

During 1852–54, future United States President Ulysses S. Grant, then a captain in the U.S. Army, was quartermaster at what was then known as Columbia Barracks. Soon after leaving Vancouver, Grant resigned from the army and did not serve again until the outbreak of the American Civil War in 1861.



Ulysses S. Grant



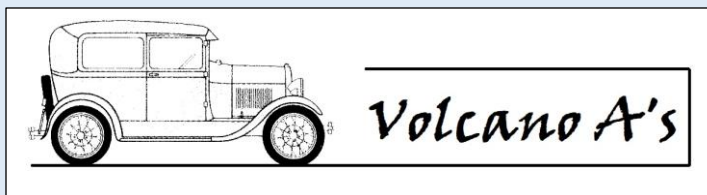
George C. Marshall

As conflicts between indigenous peoples all around the Pacific Northwest and American settlers escalated and became violent, a number of wars broke out. This series of "Pacific Northwest Indian Wars," lasted from around 1848 until 1879. Forces from Fort Vancouver actively campaigned against the native peoples. The Vancouver Barracks was involved in nearly every operation against Native Americans throughout the Pacific Northwest.

Other notable generals to have served in Vancouver include George B. McClellan, Philip Sheridan, Oliver O. Howard and 1953 Nobel Peace Prize recipient George C. Marshall.

Later, it served as a recruitment, mobilization and training facility for the Spanish-American War, the Philippine War, and other foreign engagements. During World War I, Vancouver Barracks was the principal district for the U.S. Army Signal Corps' Spruce Production Division and the site of the world's largest lumber mill. Army troops to work side by side with civilian loggers in the forests of Oregon and Washington.





This Month in  
SW Washington's History

## The History of Vancouver

### The Spruce Mill



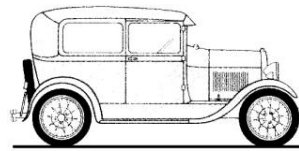
In 1917, the Northwest was the national center of the lumber industry, and its forests were rich with aviation-grade spruce. That tree may have won World War I. It formed airplane bodies and wings since aviation's early days because its wood possessed the unique qualities of durability, strength, flexibility and lightness. Early airplane builders, including the Wright Brothers, had difficulty getting spruce.

Brice Disque, former Army captain, head up the Spruce Production Division. The new division would settle the disruptive labor conditions that might slow the war effort. The Army took over lumber production and quelled labor unrest for the first time.

Disque gained unprecedented power over a lumber industry not yet organized around the production of airplane-grade spruce. Loggers usually worked 12- to 14-hour days but had been striking for the eight-hour day. Disque shifted to the shorter day in March 1918 and said he would assign Spruce Production Division soldiers to the camps that complied.

The Sitka spruce growing along the Pacific Northwest coast grew to the heights needed for plain building. Existing sawmills couldn't meet the demand, so a big one was constructed in Vancouver, near the Columbia River and the railway. By 1918, the mill reached the required total of 10 million board feet a month and reached 22 million by the war's end.





## **The History of Vancouver**

### **Architecture and notable buildings**

Mother Joseph was one of the first architects in the region, and because of its relatively long history, Vancouver contains a variety of buildings. Homes vary from Victorians and craftsman bungalows downtown, to small wartime tract housing and ranch-styles mid-town, with rural styles and larger homes in the outer ring.

- The Covington House at 4201 Main Street, a log cabin and boarding school built 1846–1848
- Officers Row, including the Grant House (first house on the Columbia Barracks) and the Queen Anne-style 1866 Marshall House.

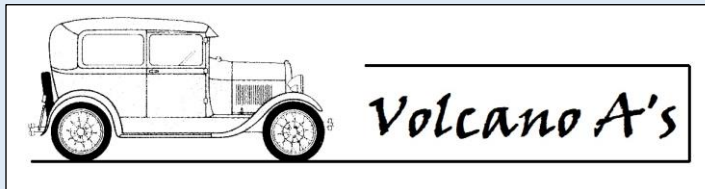


- Mother Joseph's Providence Academy, dedicated in 1873, where Evergreen Boulevard crosses Interstate 5
- The Proto-Cathedral of St. James the Greater (formerly St. James Church) saw its first Roman Catholic Mass celebrated August 16, 1885
- The Carnegie library at Sixteenth and Main, which opened on New Year's Eve 1909, to showcase its unusual electric lights; it is now the site of the Clark County Historical Museum

No single person in the history of southwest Washington has had a greater impact on the physical built environment than architect Day Walter Hilborn. His projects span a 40-year period and define many of the cultural institutions of the city of Vancouver and the surrounding communities.

In 1930 however, Hilborn had moved to Vancouver and began working as a construction superintendent for architect Richard V. Gough. Together Gough & Hilborn's work included a variety of period revival pieces from the remodeling of the A.L. Curtin House (Spanish Revival) to the Tudor Revival style T.W. Jeffers House. Hilborn began exploring a new mode of architectural designs keeping with the architectural fashions of the day. Many of his buildings exhibit both architectural details and design forms of the Art Deco style. A good example is Hilborn's design for Vancouver City Hall. Completed in 1930, the buildings simple central bocks and subsequent lower side wings are typical of many Deco structures. Other Deco design include the CC Store (1932) in Vancouver and the Stoller Building in Camas. Among Hilborn's more celebrated works during this time was Kiggins Theater.





This Month in  
SW Washington's History

## The History of Vancouver



Hilborn designed, Kiggins Theater



Mural painted to commemorate the original Trolley in Orchards.

### Early Transportation

As reported last month, the first ferry service between Vancouver and Portland started in 1846 — seven years before the Washington Territory was incorporated. Most of the ferry systems ended with the opening of the Interstate Bridge in 1917.

The first bridge did incorporate electric trolley's. Electric streetcars operated across the bridge from opening day in 1917 until 1940. However they were not the only trolley's in Vancouver.

The first trolley system was horse drawn and constructed in 1889. It was electrified in 1892, but was abandoned in 1895. In 1908, after a succession of owners with mixed financial success, the line was reintroduced. In 1910, they expanded the original line to the east.

The neighborhood of Sifton had an early electric trolley operated by the Northcoast Power Company that also served nearby Orchards from 1910 until 1926. The trolleys made ten stops and ran once per hour, charging 15 cents each way. The public's growing preference for motor cars in the 1920s heralded the end of the trolley system.







### Saint Patrick's Day Traditions & Fashions

Saint Patrick's Day is coming up on March 17, and you best be caught wearing green. But why exactly do we do we celebrate this holiday? Why exactly do we celebrate on March 17? Who was St. Patrick, when was he born, and why do we care about the patron saint of Ireland in the United States? What exactly do leprechauns have to do with it all? Where did all those St. Patrick's Day traditions like parades and all things shamrock come from?

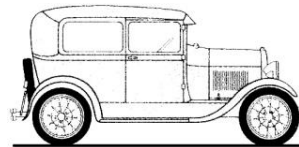
In America, St. Patrick's Day slowly shifted from a religious observation to a secular celebration of Irish heritage thanks to Irish immigrants, and while the Irish-American population was increasing.

The coastal city of Savannah, Georgia, has staked its claim as the St. Patrick's Day capital of the South, with celebrations dating back to 1812, while Chicago, famed for dyeing its river green since 1962, has been parading since 1843. These American cities still offer some of the biggest celebrations dedicated to the man who allegorically drove the snakes out of Ireland. The holiday's Irish-American roots also explain why some traditional St. Patrick's Day foods, like corned beef and cabbage, are not actually Irish (the Irish prefer pork).

Saint Patrick was born around 386 CE in Roman Britain, possibly in the area that is today known as Wales. At the age of 16, he was enslaved and taken to Ireland, where he spent six years in captivity. He then escaped, only to later return to bring Christianity to the people of Ireland—not the kind of light-hearted hijinks you might think would inspire a holiday so devoted to it.







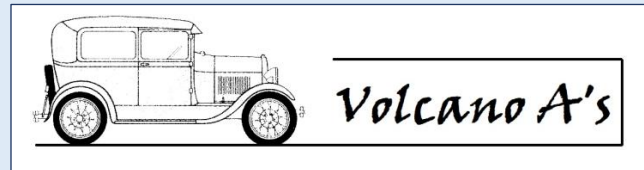
Leprechauns and the legends behind them are an important part of Irish culture.

It's only since the Irish Rebellion of 1798 that the shade has become associated with the holiday. Blue, which adorned the ancient Irish flag, was first identified with St. Patrick's Day. But the rebels wore green to differentiate themselves from the British, who clothed themselves in red, and the color has since come to denote Ireland and the Irish to all the world.

Shamrocks, the national plant of Ireland, also add to the sea of green on March 17. Though legend holds that Saint Patrick used three-leafed shamrocks to explain the Holy Trinity, there is no historical evidence to prove it. However, the shamrock has been used as a symbol of the Emerald Isle since the late 17th/early 18th century.

So when you think of Saint Patrick's Day, hopefully you now understand more about the Fashions and traditions.





*This is an edited version of original articles by Willie Priaulx from the Central Iowa Model A Club*

## Understanding Spark Advance & Mechanical Spark Advance System

I think the hardest part for a new driver, or maybe even seasoned driver of Model A's has to do with Spark Advance and Ignition Timing. Of course these topics are related, but the manual adjustment of the spark advance is the least understood. Since all production cars after the Model A (so by 1932) have had an automatic spark advance, it's not a common topic for drivers today. You did not learn this in Drivers Ed! Your Driver's Ed teachers more than likely does not even know about it!

Have you ever had trouble starting your Model A, stalled at a stop sign, lugged the engine up the hill, or worse snapped the starter bolts off because you forgot to push the spark lever up? Do you keep stalling at idle, or just sputter along getting up to speed because you forgot to move the lever down? If you're reading this article at least some of this probably sounds familiar, we have all been there. These issues are all related to proper ignition timing.

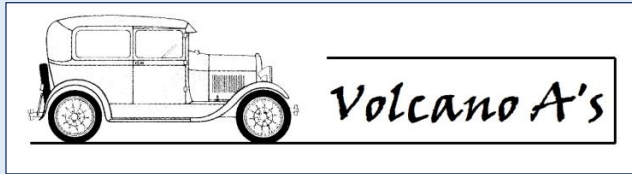
The ignition timing needs to become increasingly advanced as the engine speed increases so that the air-fuel mixture has the correct amount of time to fully burn. As the engine speed (RPM) increases, the time available to burn the mixture decreases but the burning itself proceeds at the same speed, it needs to be started increasingly earlier to complete in time. It's critical to engine performance that the spark occurs at the correct time.

The Model A Ford (1928-1931) controls this spark advance adjustment with a manual lever on the steering column. It is found where the modern turn signal lever is located. The amount of timing advance is normally expressed in degrees of crankshaft rotation, Before or After the piston is at Top Dead Center in the cylinder. The Model A distributor has an initial timing point of 0 degrees TDC plus an actual manual maximum advance of 40 crankshaft degrees. The breaker plate arm slot in the bakelite distributor cover limits this travel.

The Model A ignition uses a zero degree (TDC) initial timing point so that the engine can be easily started by hand crank. Move manual spark advance lever all the way up for the TDC starting position, however the engine should never be run in this "retarded" position. The advance lever should be moved about 1/4 travel down on the steering column after starting the engine (6 to 8 degrees BTDC) for the correct idle timing. The spark then continues to be gradually advanced as the engine RPM increases, and conversely retarded (lever up) as the engine RPM slows. The maximum spark advance should generally not go more than 3/4 advanced (30 degrees BTDC) under normal running conditions.

The functional Model A spark advance range is then from 0 degrees TDC to 30 crankshaft degrees BTDC, (0 to 15 distributor degrees). The amount of advance to be delivered is solely dependent on the speed that the engine, and distributor, is rotating.





## Understanding Spark Advance & Mechanical Spark Advance System

The correct timing and spark advance is critical to the efficient performance of the engine. Ford recognized early on that this timing function was too important to be manually controlled. They came up with a “better idea” and developed a mechanical spark advance mechanism that was matched to the RPM of the engine. Virtually all production vehicles made after the Model A incorporate an automatic spark advance system, including the modern car in your driveway. This problem can be solved by installing an automatic spark advance on your Model A.

For all you “Henry Ford didn’t do it like that” types out there... here are some directions for adjusting the spark advance direct from the “Ford Model A Instruction Book”.

### Before Starting the Engine

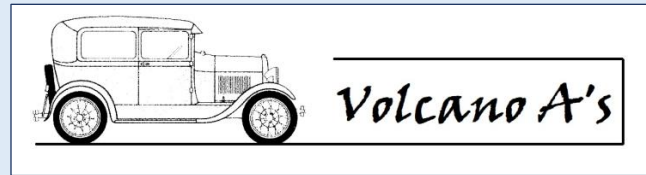
Place the spark lever (left hand) at the top of the quadrant (the notched quartercircle on which the lever is operated). This is the retard position. The spark lever regulates the timing of the spark which explodes the gas in the cylinders.

Always retard the spark lever when starting your car. Starting the engine with the spark advanced may cause the engine to kick back, and damage the starter parts. After the engine is started, advance the spark lever about half way down the quadrant.

### The Spark Control

For average driving the spark lever should be carried about half way down the quadrant. Only for high speeds should the spark lever be advanced all the way down the quadrant. When the engine is under heavy load as in climbing steep hills, driving through heavy sand, etc., the spark lever should be retarded sufficiently to prevent a spark knock.

The problem is... there’s more to it than that. The amount of spark advance required equates directly to the engine speed (RPM). The spark that ignites the air-fuel mixture needs to incrementally occur sooner (advance) as the engine speed increases, so the gas has enough time to fully burn. Advance is expressed in degrees of rotation Before the piston is at Top Dead Center in the cylinder. The advance needed on a Model A engine is roughly 10 degrees per thousand RPM. The functional spark range for the Model A is therefore from 0 degrees TDC to advance 30 degrees BTDC. The spark lever quadrant has a range of 40 degrees, with 0 degrees at the top of the quadrant to 40 degrees advance with the spark lever all the way down. This means we typically will use only the top 3/4 of the spark lever range.



## Understanding Spark Advance & Mechanical Spark Advance System

### Enhanced Spark Control

Always retard the spark lever all the way up when starting your car. Lever up, 0° advance, Starting

After starting, advance the spark lever about 1/4 down to a high idle / low speed position. Lever 1/4 down, 10° advance, 930 RPM

For medium speed driving move the lever down to around the 1/2 way mark. Lever 1/2, 20° advance, 1870 RPM

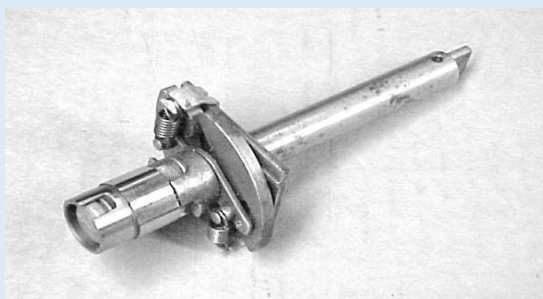
For high speed driving move the spark lever to the 3/4 *maximum* position. Lever 3/4, 30° advance, 2800 RPM

When the engine is under heavy load, as in climbing hills, or any time the RPM drops, the spark lever should be retarded accordingly to prevent lugging the engine. Conversely, remember to advance the spark as RPM increases to prevent stalling when taking off from a stop or just sputtering along with low power as you punch it up to speed.

### Model B Engine vs. Model A Engine & the Automatic Spark Advance

With the Model B (1932-1934), Ford introduced a mechanical spark advance system that works with the changing engine speed (RPM). This is possible by using the centrifugal force of the spinning distributor shaft. Weights and springs inside the distributor rotate and affect the timing advance according to engine speed by altering the angular position of the points cam. This type of automatic spark advance is referred to as centrifugal timing advance.

The Model B used a distributor similar to the Model A, except it was equipped with a centrifugal advance weight mechanism as part of the rotating shaft assembly. These weights and springs can be seen mounted on the Model B distributor shaft (Fig. 1), and again in the exploded parts view shown in the red circle (Fig. 2).

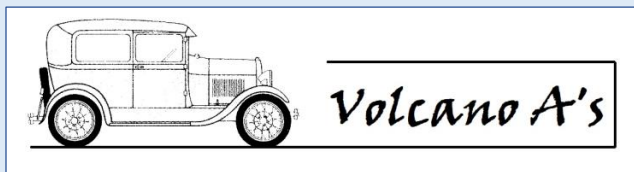


Model B Distributor

Fig. 1



Fig. 2



## Understanding Spark Advance & Mechanical Spark Advance System

Now for that “Better Idea” on the Model A. The Nu-Rex Company of Akron, Ohio has designed and manufactures a mechanical spark advance system specifically for the Model A Ford. <http://www.nurex.com/>

Their design is a centrifugal timing advance system that replaces the lower distributor shaft and is shown below in Fig. 3. In this way the timing mechanism is completely hidden from view behind the valve cover (Fig. 4) and requires absolutely no modifications to the Model A distributor, engine, or timing procedures.



Nu-Rex Mechanical Advance

Fig.3



Fig. 4

The Nu-Rex automatic spark timing system has been designed to deliver between 10 to 12 degrees advance per thousand engine RPM. This provides the full spark advance range from zero degree (TDC) initial timing point for starting, through about 6 degrees BTDC at normal idle, and up to 30 degrees BTDC maximum at 2800 crankshaft RPM.

With a few common tools and moderate mechanical ability the installation process will take about an hour and a half. A very nice step-by-step instructional video is available on YouTube at [NuRex Mechanical Advance Installation Video](#). The Nu-Rex Spark Advance Kit (A-12176) sells for \$186 *at time of printing* and is available direct from Nu-Rex or through all of your favorite Model A parts suppliers.

The centrifugal advance mechanism will replace the lower distributor shaft and is located behind the valve cover on the passenger side of the engine. To install you will remove the distributor, carburetor, oil return pipe, and valve cover. The intake and exhaust manifolds do not need to be removed. The video suggests draining the engine oil, however this is not necessary as the oil level is well below the valve cover when not running. When putting the parts back together you will want to use new gaskets, unless they were recently replaced and are still serviceable. This includes the valve cover gasket (A-6521), oil return pipe gaskets (A-6648) and the carburetor to manifold gasket (A-9447). Once installed the distributor is re-installed completely unmodified, but will need to be re-timed as normal. A Nu-Rex timing wrench is included with the kit along with full instructions.

Why would I put a mechanical advance on my Model A? No more backlash during starting because you forgot to retard the spark. No more poor idle because you forgot to advance the spark. No more stalling at stop signs. No more sputtering along as you speed up. No more lugging the engine going up a hill. No more broken starter bolts to fish out of the flywheel housing.

The engine automatically adjusts for the correct ignition timing, and you Just Drive like your modern car! But hey, there is still that double-clutching thing you can worry about.



### Recipe of the Month

In honor of St. Patrick's Day, when you have lots of corned beef left over and are tired of making sandwiches, try this soup that tastes like a Reuben and eats like French onion soup. Submitted by Bibbi Lee.

#### REUBEN SOUP

For Four

##### Ingredients:

3 tablespoons butter	2 medium Yukon Gold diced potatoes
1 onion diced	1 tablespoon Worcestershire sauce
2 cloves chopped garlic	1 tablespoon pickling spices
1/2 teaspoon (or more) red pepper flakes	1 teaspoon caraway seeds
1/4 cup flour	2 bay leaves
4 cups chicken broth	1/2 cup heavy cream
1 cup shredded or bite size corned beef	4 slices dark rye, lightly toasted
1 cup sauerkraut, drained	2 cups shredded Swiss cheese

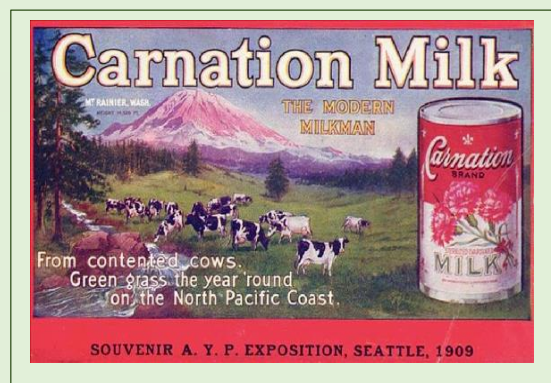
##### Instructions:

Melt butter in a large saucepan over medium heat, saute onion 5-7 minutes, add garlic and red pepper, saute 1 minute. Mix in the flour and cook 2-3 minutes.

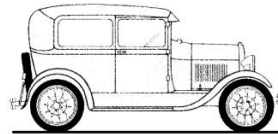
Add the broth, deglaze the pan, then add cooked corned beef, sauerkraut, potatoes, Worcestershire, pickling spices, caraway and bay leaves. Bring to a boil, reduce heat to simmer for about 10-15 minutes.

Add the cream, season with salt and pepper and remove bay leaves.

Divide between 4 oven-safe bowls, top with the rye bread with cheese on top and broil till cheese melts (about 1-3 minutes).



Wanted Recipes for this page in the future. Email them to [enhwooddesigns@gmail.com](mailto:enhwooddesigns@gmail.com)



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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W  
A  
N  
T  
E  
D

**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.

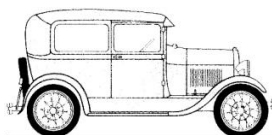
**Wanted:** July 1928 Open Cab Doors right & left. They would be the type that accepted the dovetails on the doorposts.

**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.





*Volcano A's*

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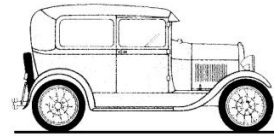
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or call Eirik Huset at 360-606-0507.



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





## Smooth Riders Tour



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

Well, after last year's cancelation 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

## 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/>

<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

March 2024

I don't know about you but time sure seems to slip by faster as I get older. I remember how time seemed to drag by when I was younger. Day to day activities seemed to move along at a snail's pace. I've finally reached the age where I have trouble keeping up with the world around me. Either I have too many things going on or I'm just not as efficient as I once was. Since I've spent 50 years of marriage trying to convince my wife that I'm perfect it must be that I have too many "things" happening in my life. I guess having too many activities is better than having none but sometimes it sure gets hectic.

I do have a couple of items to mention that are time sensitive. If any of the following item's appeal to you now is the time to be acting on them. If you are like me, they will be in our rear-view mirror before we know it.

1. 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: <https://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. Having a sufficient number of volunteers to run our club is essential to MAFCA's future. There is no better time to get involved than now.

2. 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. The registrations are steadily coming in and we're sure to have a great convention. Sounds too good to miss so start your planning now!

3. 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. Two great organizations: The Model A Youth Restoration Award, MAYRA, provides financial support to youth whose interest in the hobby is demonstrated by their efforts in restoring a Model A and the Model A Youth Scholarship Fund provides financial support to assist children and/or grandchildren of any MAFCA/MARC member in pursuing their undergraduate education, whether it be a state university, college or technical school. Both organizations have website links on the MAFCA website under Youth, Grants and Scholarships. 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 begin to publicize their event. I look forward to reading about the many different ways our chapters are involving our youth in the hobby.

It's shaping up to be a great year in the Model A hobby. On a national level we have a MAFCA presence at the annual MAFFI Model A Days, MAFCA's national convention in Ruidoso, NM, MAFCA's annual award banquet in Salt Lake City, UT and a MAFCA tent and seminars at Hershey. Throw in a few local state tours along with some local club tours and everyone call fill out their calendar with Model A touring events. Looks like I'm going to have a big mileage year, I hope you do as well.

"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

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	
<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"/>
*Address	<input type="text"/>		
*City, State, Postal Code	<input type="text"/>	<input type="text"/>	<input type="text"/>
*Country	<input type="text"/>		
E-mail	<input type="text"/>		
*Telephone	<input type="text"/>		
<input type="checkbox"/>	Permission to publish my telephone number in future Membership Rosters		
<input type="checkbox"/>	Optional Initiation Package (Only \$9 extra)		
<b>For New Members Only!</b>			
1 - Back issue of <i>The Restorer</i>			
1 - MAFCA Decal			
1 - Name Badge			
<input type="checkbox"/>	Would you like to purchase a gift membership?		
How did you hear about us?	<input type="text" value="MAFCA Chapter"/>		
		<input type="button" value="OK"/>	<input type="button" value="Reset"/>