



September 2025

Volume 14

Issue 9

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

www.volcanoas.net

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

The First Saturday of Month – 2:00 PM



Rarest of Rare Ford Model A's in this month's Model A Garage, page 8

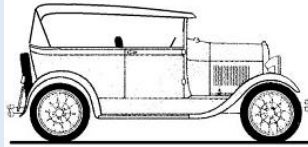


Northwest Regional Hub Tour

Long Beach, Washington

September 21-26

Having A Blast In 2025



Volcano A's

Upcoming Lava Ladies Events

No Scheduled Events

Volcano A's Calendar

September 6th – Club Meeting 2 pm
Sept 21-26th - NW HUB Tour
Chautauqua Resort & Conference Center
Long Beach, WA

Oct. 4th - Club Meeting 2 pm

Nov. 1st - Club Meeting 2 pm

Nov. 11th – Veterans Day Parade

Dec. ?

Annual Club Banquet, Action & Club Meeting

September Celebrations

Birthdays

13 Sharon Cook

23 Robin Crawford

28 Richard Simpson

30 Sherry Rusunen

Anniversaries

6 Richard & Sandra Pargman

7 Darrel & Linda Freimuth

9 Larry & Pat Cox

12 Ron & Jane Hall

17 Jerry & Dian Lane

20 Sam & Connie Salzman

21 Eirik & Karen Huset

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Roger_o_green@yahoo.com

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enhwooddesigns@gmail.com

Webmaster: Bob Rusunen - 360-828-5317

rrusunen@comcast.net

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Tour Director: Gary Swartz

Refreshments

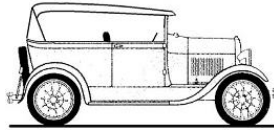
Volunteer members provide refreshments at the monthly meetings.

Sept. - Karen & Eirik Huset

Oct. - Becky Blick

Nov. - Dian Lane

Dec. - Club Banquet



Volcano A's

Presidents Note September 1, 2025

It appears that September is a busy month for Model "A"ers. The Northwest Regional Model "A" meet will be held in Long Beach, Washington September 21st thru the 26th. Our group will caravan down, meeting at Iliana gas station at 9:45am September 21st, 1 Cowlitz Wy, Ridgefield, Washington 98642. Those wishing to caravan down with us are welcome. The weather looks promising and comradery at the meet will be abundant. Various activities are planned, as well as several tours in the scenic area landscape.

Jim Kelly, Cruising with style in my Model A.

General Membership Meeting Minutes

I am sorry to report that no August Meeting Minutes were taken.

Club News

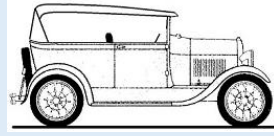
The August club tour was early in the month. Several members went to Pomeroy Farms for their August Days event on the 2nd. We were included in the vintage car display. There was live music, dance lessons, plenty of things for the kids to do and food trucks. The day was sponsored by the Lewis River Rotary Club.

The Annual Club Picnic was on August 10th at Lewisville Park. The weather was great and comfortable, with about 28 people attending. I am sure everyone had an enjoyable time.

I would like to welcome a few new members to our club; Mike & Michelle Lehman, Dale Hanley and Jerry Melton have all joined our club this past month.

A big congratulation and celebration go out Jack & Lynn Mattingley and Darrel & Linda Freimuth for their 25 year membership with MAFCA.

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



The History of Kalama



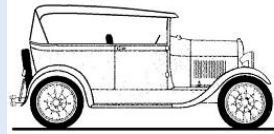
Kalama was first settled by Native Americans, particularly members of the Cowlitz Indian Tribes. Others maintain that the town was named for John Kalama (1814 ish), a carpenter from the Hawaiian island of Maui who came to the Pacific Northwest on a fur-trading vessel in the 1830s. Kalama married a Nisqually woman, Mary Martin, and worked on a farm repairing fish barrels, among other jobs.

The first white settler recorded was in 1853. That first settler was Ezra Meeker and his family. Only one year later, Meeker moved to north Puyallup, Washington, but he sold his Donation Land Claim to a Mr. Davenport, who, with a few others, permanently settled in the Kalama area.

In early 1870, Northern Pacific Railway scouts came to Cowlitz County to find an ideal terminus along the Columbia River. After a failed negotiation for a Donation Land Claim in Martin's Bluff, four miles south of Kalama, Northern Pacific officials purchased 700 acres in Kalama for the terminus of the new railroad as well as a new headquarters. After that purchase, the population swelled with employees of the Northern Pacific Railway.

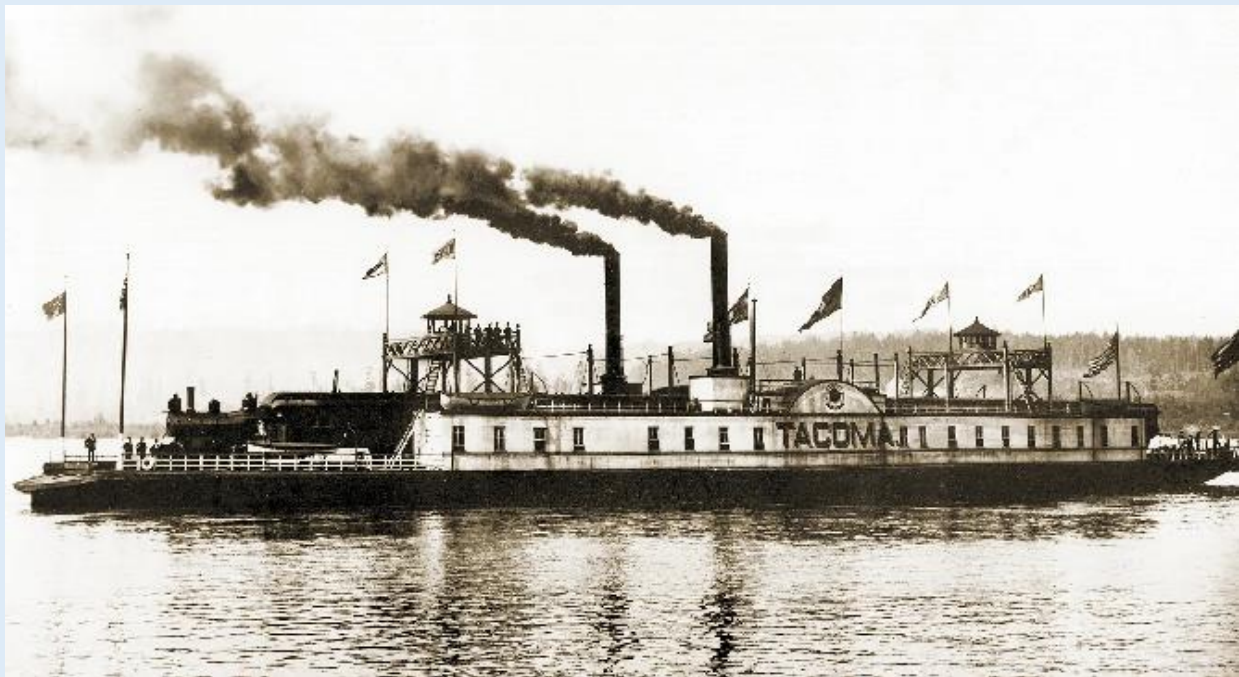
Northern Pacific built a dock, a sawmill, a car shop, a roundhouse, a turntable, hotels, a hospital, stores, homes. In just a few months in 1870, the working population skyrocketed to approximately 3,500 and the town had added tents, saloons, a brewery, and a gambling hall. Soon the town had a motto: "Rail Meets Sail". Recruiters went to San Francisco and recruited Chinese labor, who moved to their own Chinatown in a part of Kalama now called China Gardens. The population of Kalama peaked at 5,000 people, but in early 1874, the railroad moved its headquarters to Tacoma, and by 1877, only 700 people remained in Kalama.

Kalama was the northern terminus of a railroad ferry operated by the Northern Pacific Railway from Goble, Oregon. This was a critical link in rail service between 1883 when the service began until 1909 when the major rail bridges in Portland were completed. Kalama originated with a stake driven by Gen. John W. Sprague of the Northern Pacific Railway who in March 1870 selected a spot near the mouth of the Kalama River to mark the beginning point of Northern Pacific's Pacific Division. From that stake, the Northern Pacific began building north to Puget Sound, ultimately reaching Commencement Bay at what was to become Tacoma before going bankrupt.



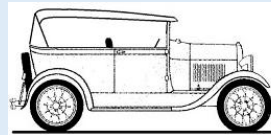
The History of Kalama

Construction began in April 1871 with a crew of 800 men, with the official 'first spike' being driven in May 1871. Scheduled service from Tacoma to Kalama began on January 5, 1874. The Portland-Hunters line was completed about the same time that the ceremonial spike was driven west of Helena, Montana to mark the completion of the transcontinental Northern Pacific Railroad in the fall of 1883. The following year in October 1884, a 3 track, 360-foot (110 m) long railroad ferry marked the beginning of 25 years of ferry service across the Columbia River. Hunters was located near the south end of Sandy Island about a mile south of Goble. However, the crossing times were excessive when the Tacoma had to work against the tide, and the ferry slip was soon moved to Goble at the north end of Sandy Island and directly across from Kalama. The ferry could handle 12 passenger cars or 27 freight cars.



The first postal service was established in Kalama in 1868. In 1871, the Vancouver Steamboat Company was making daily stops in Kalama to deliver the mail by boat. Kalama's first school opened in 1871 in a one-room space in the Masonic Hall. The town's fire department was established in 1889. By 1896, the town was the proud owner of a fire bell, which cost \$65.98, and 400 feet of fire hose. The first telephone in Kalama was installed in 1904 by the Pacific Telephone Company. In 1919, local business leaders met to promote formation of a public port district in Kalama in an effort to improve shipping conditions and take better advantage of the town's strategic location at one of the deepest points along the Columbia River. The following year, the Port of Kalama became the state's second public port on the Columbia after Vancouver.

Today Nestled on the banks of the Columbia River in southwest Washington, the Port of Kalama boasts miles of riverfront. The Port of Kalama is home to more than 50 companies employing nearly 1,300 people. the Port of Kalama is the 3rd largest exporter on the West Coast, and the 15th largest exporter in the United States. of Kalama is home to more than 50 companies employing nearly 1,300 people



The History of Kalama



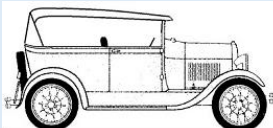
In Kalama, timber and fishing were the twin economic engines that shaped the town's development, with the railroad serving as a key partner in both industries. The deep-water port on the Columbia River allowed for the efficient transport of lumber and processing of the region's abundant salmon catches.

The confluence of the Kalama and Columbia rivers made Kalama an ideal location for the commercial fishing industry. The port facilities enabled easy access for fishermen and direct processing of their catch.

Founded in 1895 by railroad worker turned entrepreneur Chauncey Albert Doty, the Doty Fish Company built Kalama's first fish packing plant. Fishermen could offload their catch directly to the plant from their boats. With assistance from the local electric company, the Doty plant could process up to 3,000 pounds of salmon at a time and efficiently store the fish with refrigeration. The company utilized the railway to ship its products to distant markets. A fire in 1924 significantly impacted the company, though it was later rebuilt.

In that same fire the Kalama City Hall burned down, but the books from the library housed in City Hall were saved. When the Community Building, funded under the federal Works Project Administration, was planned and constructed in the 1930s, the original courthouse vault was incorporated into one of the Community Building offices. The library -- now numbering 3,000 volumes -- was also part of the planning process and given a dedicated space in the Community Building.





Jewelry Trends of the Model A Era



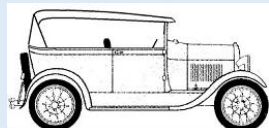
The stock market crashed and with it prices of clothing and accessories dropped dramatically. A dress that cost \$24 in 1928 cost only \$4 in 1931. Budgets were being stretched very thin and clothing designers had to make cutbacks in design and material quality. For 1930s jewelry, the same economical reductions were being made yet because of the glamorous Hollywood effect more women were wearing more jewelry and jewelry trends shifted from simple to extravagant.

Sparkling 1930s jewelry styles in the form of necklaces, pins, earrings, dress clips, buttons, buckles and bracelets were made cheaply with faux materials such as painted glass instead of real pearls or Bakelite, a form of plastic, instead of gemstones. Rich looking 1930s women's jewelry was necessary to making a poor dress look like a million dollars.

The genuine gems that costume jewels were imitating would be incredibly expensive to purchase. However, with imitations using clever new technologies and processes, suddenly everyone could adorn themselves in glittering gems and strands of beads and wear them all day long. Dressmakers often sold coordinated jewelry with each dress. Many dressmakers were also jewelry designers (like Coco Chanel.)

Jewelry designers who sold to Hollywood, where they were mimicked and mass-produced, looked to the latest modernistic (now called Art Deco) movement for design inspiration. Unlike the 1920s, where jewelry was long, thin, light and delicate 1930s styles returned to heavier origins in the Victorian style. Shapes were angular- squares, rectangles or ovals set in black and silver settings. The main difference between Victorian and 1930s jewelry was in the variety of colored gemstones offered: ruby red, amethyst purple, topaz orange, emerald green, aquamarine blue, as well as black onyx.

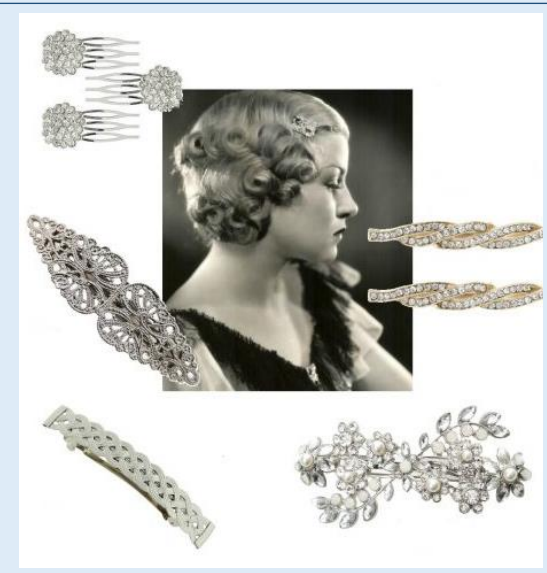
Throughout the decade, designs shifted from dark and heavy to silver, white, ivory and clear diamond sets. Even gold set gemstones came back in fashion by the end of the 1930s, something that hadn't been seen since before 1900.



Jewelry Trends of the Model A Era

Sparkle Jewelry Styles

One of the most prevalent styles of costume jewelry during the 1930's was sparkle – the more sparkle, the better! This trend was interpreted and used in a few different ways – the 'white on white' style, and 'paste' being two of the most popular. One of the reasons "Sparkle" became so popular during the 1930's was the rise of the silver screen. Increasingly, more people were going to the movie theatres to see the latest releases – which would be in black and white. This meant clear gems and jewels stood out on the movie screen more prolifically than colored stones and gems. Costume and set designers realized this, and so began bejeweling their stars in densely concentrated sparkling stones. This trend filtered through to the movie-going audiences. Clear gems were set into pale silver, white gold and platinum fittings to mimic the trend.



Paste Jewelry

To achieve maximum sparkle, stones were set closely together, or were produced using 'paste.' In the 17th and 18th centuries, paste was used in a similar way to the early 20th century costume jewelry – to imitate real gems. Back then, even if genuine gems could be afforded, replicas were often made to safe guard against theft. Paste was made from ground glass heated with other elements and mixed to form a paste – hence the name. It became an incredibly popular method of producing imitation gems, and would remain so for the next few centuries.

Star & Moon Shapes

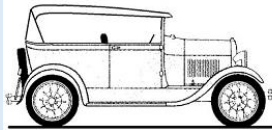
During the art deco period, stars and moons were frequently seen in jewelry and accessory designs. Chanel was so inspired by star motifs, that she designed jewelry in the early years of the decade with beautiful clusters of shooting stars.

Pearl Jewelry

Pearls have been popular for centuries, and even today are still a favored choice of jewelry. Given a new lease of life by Chanel in the 1920s, long strands of pearls suddenly became popular once again. Pearls were not only present in necklaces, but also in brooches – sometimes incorporated with the 'white on white' paste style, earrings and bracelets. Pearls really are a timeless jewelry item, and can be worn in so many different ways – perhaps proving way they are still so popular.

Bracelets

The bracelets of this decade were varied, sometimes sparkling with paste set as imitation diamonds, or sometimes as a simple bangle style. The actual fit of bracelets tightened during this era, mostly due to Hollywood. Movie studios did not want their actresses creating the unwanted sounds of bangles and bracelets clanking together. Therefore, bracelets were worn tighter on the wrist to minimize movement.



Volcano A's

**This Month in
Fashion & Entertainment**

Jewelry Trends of the Model A Era



Here are some key characteristics to help identify 1930s costume jewelry:

Materials: Expect to find faux materials like painted glass instead of real pearls and Bakelite (a type of plastic) used instead of gemstones.

Style: Designs were influenced by the Art Deco movement, featuring geometric shapes (squares, rectangles, ovals), angular forms, and streamlining. Some designs were inspired by fine jewelers like Cartier, such as "fruit salad" or "tutti frutti" pieces made with molded glass imitating carved gemstones. Towards the end of the decade, designs became more whimsical and naturalistic, with motifs inspired by flowers, birds, and other animals.

Colors: Early in the decade, "white on white" styles with clear gems (often rhinestones) set in silver or white-toned metal were popular. Later, colors like ruby red, amethyst purple, topaz orange, emerald green, aquamarine blue, and black onyx became prominent.

Popular Pieces: Necklaces, pins, earrings, bracelets, dress clips, buttons, and buckles were common. Dress clips were a particularly popular accessory during the Depression. Bracelets tended to be tighter-fitting, partly due to the influence of Hollywood studios wanting to minimize noise during filming. Earrings were typically clip-on or screw-on as pierced ears were out of fashion during this period.

Maker's Marks: Some manufacturers like Trifari stamped their pieces or used small logos, while others, like Miriam Haskell, rarely marked their creations. Finding a maker's mark can significantly impact a piece's value.

Pricing the Model A Era jewelry requires careful consideration of several factors:

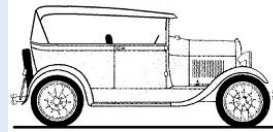
Condition: Well-preserved pieces with all stones intact, minimal wear, and functioning clasps will command higher prices.

Maker: Pieces by renowned designers like Trifari, Eisenberg, Coro, and Miriam Haskell are generally more valuable.

Materials: Bakelite pieces, especially those with unique designs or colors, can be highly sought after.

Rarity and Demand: Unusual designs, limited editions, and highly desirable styles will naturally fetch higher prices.

Model A Garage



Volcano A's

Rarest of Rare Ford Model A's

A total of 4,849,340 Ford Model A vehicles were produced between late 1927 and early 1932. This figure includes various body styles, including coupes, sedans, roadsters, and commercial vehicles. Obviously, the Model A replaced the Model T and was followed by the Model B and Model 18 in 1932. But what is the rarest of rare Model A?

Here's a breakdown of rare Model A variants:

The Model A Town Car Delivery is generally considered the rarest Model A body style. Only 1,198 of these were produced, making them highly sought after by collectors.



The 1931 Model A400, introduced in May 1931, this convertible sedan is the most collectible due to its limited production run of 4,864 units, all produced in 1931, and its unbelievably beautiful styling.

Also in 1931, the Model A Deluxe Phaeton, while not as rare as the A400, it is still considered a desirable and collectible body style within the Model A family.



Another 1931 car, the Model A 160c Deluxe Fordor, is considered the rarest passenger vehicle within the Model A era, with only 761 cars produced.



The Model A Taxi Cab, while not a specific model year, is an ultra-rare vehicle. It is estimated that only a few of the roughly 500 originally produced still exist.

Recipe of the Month



Flash-Fried Smashed Red Potatoes Recipe

Are potatoes the most versatile vegetable? Yes, potatoes are widely considered one of the most versatile vegetables due to their adaptability in various cooking methods and dishes. They can be baked, boiled, fried, mashed, roasted, and incorporated into countless recipes across different cuisines. Their ability to absorb flavors and be a base for both simple and elaborate meals contribute to their versatility.

In honor of National Potato Month, I give to you a Flash-Fried Smashed Red Potatoes Recipe. Follow this recipe for the lightest and fluffiest Jo Jo like potatoes.

Ingredients:

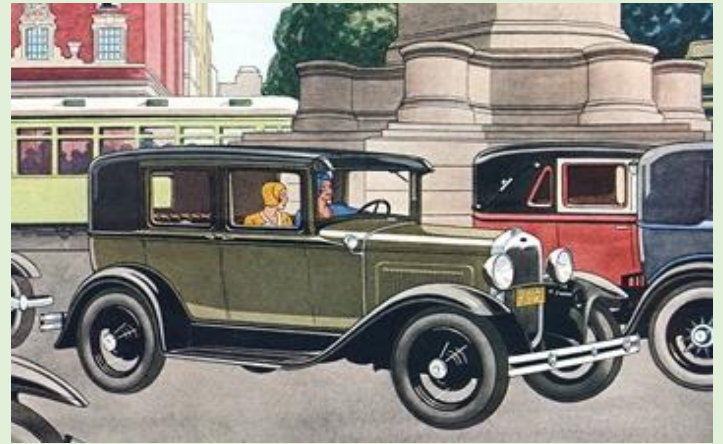
2 pounds baby red potatoes (about 1 ½ to 2 inches in diameter)
1 tablespoon salt, plus more to taste
¼ cup olive oil, plus more for the pan
Freshly ground black pepper, to taste
(Optional) Garlic powder, onion powder, paprika, chili powder, dried herbs (rosemary, thyme, sage), or grated Parmesan cheese for extra flavor

Instructions:

Place the red potatoes on a baking sheet. Bake the potatoes until they are fork-tender but not mushy, about 30 to 40 minutes at 400 degrees. Let the potatoes cool on a baking sheet, leaving some space between them. After cooling, using a potato masher, the back of a sturdy cup, or even the palm of your hand, gently press down on each potato until flattened to about ¼-inch thickness, ensuring they remain in one piece.

Heat ¼ inch of olive oil in a large skillet or cast-iron skillet over medium-high heat until it shimmers. Add the smashed potatoes to the hot oil in batches to avoid overcrowding the pan. Fry the potatoes for 2 to 3 minutes per side, or until golden brown and crispy. You may need to add more oil as you go.

Remove the potatoes from the pan and transfer them to a plate lined with paper towels to drain excess oil. Season generously with salt, pepper, and any optional seasonings of your choice. Serve the flash-fried smashed red potatoes immediately and enjoy!



Sea the Waves in Your Model A's
Northwest Regional Hub Tour Long Beach, Washington September 21-26
Hosted by the NWRG



Long Beach is a city in Washington state, known for its beach, boardwalk, World Kite Museum, the mouth of the Columbia River, Cape Disappointment and North Head lighthouses that overlook the Pacific Ocean. Long Beach is also known for its razor clam harvest, cranberry harvest and the Ocean Spray Cranberry Museum, the World's Largest Frying Pan and world class fishery. Join us and explore the Long Beach Peninsula and the surrounding area, in the beautiful Pacific NW.



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1927 Model T Coupe

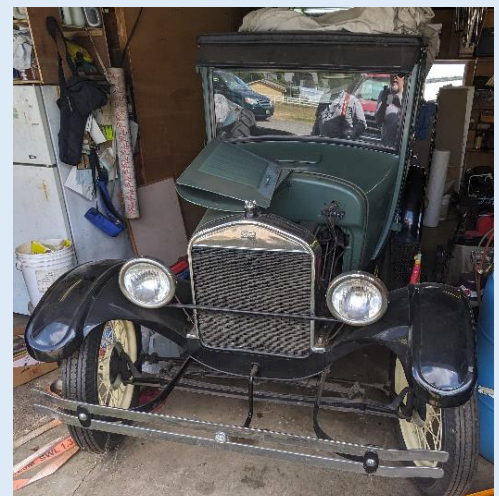
Solid car with extra parts. Last ran before the April Swap Meet.
\$4500

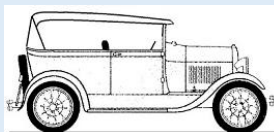
1940 Ford Coupe

Solid mostly complete parts car. Been in storage for over 20 years. Many extra and new parts.
\$4500

For more information or to make an appointment
to view either car...

Call John 360-907-7260





Volcano A's

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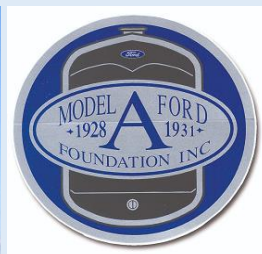
Committed To The Restoration, Preservation, and Enjoyment of the Ford Model A

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Model A Ford Club of America
250 South Cypress.
La Habra CA 90631-5515



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

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

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



The Model "A"
RESTORERS CLUB

The Model "A" Restorers Club
6721 Merriman Rd. Garden City, MI 48135
734-427-9050
model-a-ford.org

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



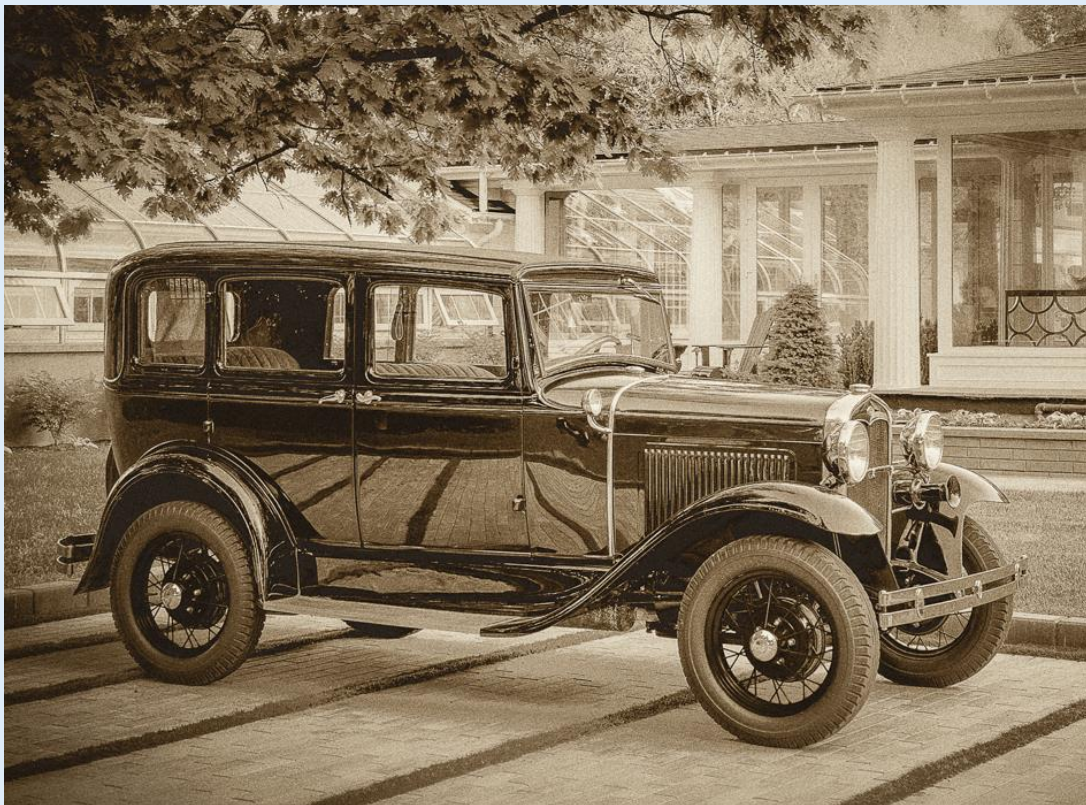
MAFCA President's News, September 2025

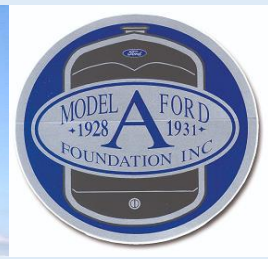
There's nothing like summer in full swing to find opportunities to get the old Model A out and take her for a spin. And with that statement, why do we refer to the Model A as a she? This isn't just in today's world but has been historically since the very first one rolled off the line. You're no doubt familiar with the saying of the day that "Henry's made a Lady out of Lizzie". In my humble opinion, the Model A is too beautiful to be a Dude!

Many of us have heard of the Model A Ford museum in Hickory Corners, Michigan but how many have ventured there to see just what we've supporting over the years. If you've never been please mark your calendars and make your reservations to attend the Grand Opening this September 19th and 20th.

I wish the buck stopped here. I could use a few.

Ed Tolman
MAFCA President





Following is an update to the Model A community regarding our museum expansion plans.

When the Model A Museum was built, it was designed to allow for future expansion. The plan was to expand at some point in time. After successfully operating for 12 years, the Trustees spent the past year evaluating our long-term strategy to support the Model A hobby. The decision was made to expand the Museum using new space for more Model A vehicles shown in era designed vignettes, adding more interactive displays (such as the Interactive Starting Exhibit) and creating a working garage (Service Center), that will also serve as a learning center.

We've learned that having the ability for visitors to actually interact with Model As, in addition to viewing the collection at The Museum, supports the Museum's educational mission and promotes growth in our hobby. Frankly, once you get someone to interact with the Model A, the chance of making them hobbyists really increases. For example, the Interactive Starting Exhibit is the most popular exhibit on The Gilmore grounds. It allows visitors to learn the starting operations of the Model A in an educational and enjoyable way. I can state from my own personal experience, that once I began driving and working on Model As, I was hooked.

The mandate of the Museum expansion includes remaining debt free and to not increase our current annual operating costs. We will also not use endowment funds for construction or up fitting costs, such as the creation of the new Service Center. We know the importance of being fiscally responsible to the many donors that have made the Model A Museum a reality. There is a reason we started with a smaller footprint at the beginning and are now able to move forward with expanding the museum. When completed, the expansion will fill our contracted acreage on the campus. In other words, we started out at half our long-term projected size of square footage back in 2010.

The Gilmore Car Museum is a great partner. Including The Model A Museum, there are seven partners on the Gilmore campus that annually greet over 120,000 visitors. We own the building, pay an annual operating fee to The Gilmore, operate with non-paid volunteers (we have no paid staff) and our 50 year contract with The Gilmore requires them to buy back our Museum if we ever decide to leave. The annual fee we pay to The Gilmore covers all maintenance, admission, docents, grounds keeping and security fees. The annual fee is less than what it would cost to employ just one person, let alone a staff of people required to operate a museum as a free-standing operation.

Many times we'll hear comments like..."can you show more trucks?"...or "what about showcasing cars owned by celebrities?", etc. The Model A Museum has a large variety of exhibits and displays. Not all of them appeal to everyone's interest, but they help tell the story of the importance and impact of the Model A and the Model A era. When we hear questions like those mentioned, it does a couple of things. First it shows the amazing interest in The Model A Museum, which we believe to be the crown jewel of The Gilmore campus. Second it helps the Trustees and volunteers remain creative and focused on bringing in new exhibits and displays for our hobbyists. Although we can't say yes to every idea, some of these discussions have led us to initiatives such as our long-term partnership with NATMUS, in Auburn, Indiana, where we have an excellent collection of Model As on display. In addition, and in collaboration with The Gilmore, we have six Model As on display in the "C" Barn which is part of The Early Ford Exhibit (1903-1953). We also have partnered with The Gilmore to give free rides, year-round in Model As and last year we initiated a Model A Driving School to bring more people into our hobby. We are committed to the Model A hobby, its sustainability and growth.

In closing, I welcome your suggestions, comments and questions. Feel free to e-mail me through the MAFFI website, or call me at 803-727-4392. I'm happy to talk to you...really, I'd love to hear from you.

Thank you for your support and we hope to see you during this year's Model A Days. We will talk more about expansion plans during the event and provide plenty of opportunity to address any questions.

Best Regards,
John W. Begg
President
Model A Ford Foundation, Inc.

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 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 checked="" type="checkbox"/>	Permission to publish my telephone number in future Membership Rosters		
<input checked="" type="checkbox"/>	Optional Initiation Package (Only \$11 extra)		
For New Members Only!			
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"/>		
		<input type="button" value="OK"/>	<input type="button" value="Reset"/>