



The stately and unique 1886 Victorian mansion of William Carson, lumber baron of Eureka, California, forms a backdrop for the Model A's of the Southern Oregon Tour conducted by Lerrri and Les Deedon.

Southern Oregon Tour 2009

by Dan Foulk

Redding was HOT! Redding California on the 15th of July is always hot. As it turns out, this 15th of July seemed even hotter than it was, because the next day was the day that we were to leave on our much anticipated Southern Oregon Tour. We were all booked into the Holiday Inn the evening before. Our first of many meals together was at Applebee's. We, being the anxious group that we were, decided to do a little site seeing in Redding that evening. We all drove our Model A's to the Sundial Bridge where we got to know each other better, and had a group picture made on the bridge. Those on the tour were: Tour Leaders Lerrri & Les Deedon, John & Judy Hulstrom, Dan & Shelby Foulk, Frank & Janice Gemmell, Ken Kenewell & Shirley Johnson, Clayton & Annette Wohlwend, Sammy Guthrie and his mother, Bonnie, and finally Dave Chance.

The magical day of July 16th finally came, and it was "off to the races!" We saw so much, it is going to be difficult to do it all justice. On the first day, we saw Burney Falls, and visited the Lava Beds National Monument, drove by Tule Lake, and finally ended up in Klamath Falls Oregon. Burney Falls was spectacular, multiple falls with water coming out of earth faults, as well as over the top of the falls. The Lava Beds National Monument was equally fascinating. We toured through the Lava tubes, actually going underground where the Lava flowed so many centuries earlier. After the Lava Beds Monument, we visited Captain Jack's Stronghold, which is a part of the Lava Beds National Monument. Captain Jack was a Modoc Indian chief, who in spite of being outnumbered by approximately 10 to 1, held off a U.S. Army force in January of 1873 during the Modoc War. The Modoc Indians knew the terrain so well, that they easily out maneuvered and out smarted the Army force, until eventually, they were starved out. The Tule Lake area was interesting and is a noted bird refuge. Each year, many duck hunters converge there. This flat section of and is an agricultural area.

The next day, it was on to the beautiful and legendary Crater Lake. The drive



Burney Falls

was spectacular. One place of special interest was the J.F. Kimball State Park. After we viewed the lake, we ate lunch in the Old Lodge, one of the original buildings built at Crater Lake.

Our destination for the night was La Pine, Oregon, a nice little town just south of Bend, with a really nice Best Western Hotel. Bend wasn't very far from LaPine, but there was a lot to see between these two Central Oregon towns. We went up into a real cinder cone and visited the very interesting museum and had a great seminar with ice cream and fresh berries afterwards! The Cinder Cone is a small volcano with a paved road up the side of it, so cars can be driven to the top with a parking lot. The final ascent is up some stairs to a observation deck. It is truly a geology lesson in itself to see how much of the earth was formed by volcanic activity. After the Cinder cone, we went to the High Desert Museum where interesting displays were set up showing how early pioneers lived in the high desert. There was a seminar on Birds of Prey, a working old sawmill, and a working early settler's cabin. Following the museum, we went to the home of fellow MAFCA member, Bill Barlow, for a demonstration of how babbitt



Our cars in Barlow's drive



bearings are poured. Bill went through all the steps involved in pouring the bearings for an engine crankshaft, as well as the connecting rods. Bill does the engine crankshaft pouring as a means to earn money for his club. While the men listened to Bill, the women sat by the creek side with Bill's wife Annie, and talked. After Bill was done, we all went by the creek side and had ice cream with berries, and brownies. After that, we got to see Bill's beautiful collection of Model 'A's. Seven in all, including an A400, and a Victoria. Bill also has a Model T Speedster—a very nice collection. Bill is very meticulous in his work, and ordering parts from him would be about as worry free as it is possible to be.

The trip from Bend to Cottage Grove was very scenic, and uneventful. We drove through Sisters, a “boutique” and upscale little town, very beautiful. We looked around for a while, took a few pictures, bought sandwiches before departing. All of the time on this trip, we were following the McKenzie River. At about noon, we stopped at a waterfall on the McKenzie, and ate our sandwiches. We continued on to Cottage Grove, to attend the NW Regional Meet. We registered and decided to try to get on the wine tour that supposedly we were too late to get on. The Foulks and Hulstroms waited near the gathering place to try to get into a standby spot and were successful in touring the King Estate Winery. We saw the winemaking process then did a little wine tasting. We had a very interesting trip back to the hotel, with Les leading and the “Garmin Lady” (Lerri) doing the navigation with her GPS.

The N.W Regional Meet was outstanding. The McKenzie 'A's, our hosts selected County Fair Days as a theme which was followed throughout the meet in many ways. Following is a partial list of all we did in the five days. We toured the King Estate Winery, went to Carnival Days, did seminars, did Era Fashions, had raffles,

enjoyed Hubley Races, went to a Suitcase Swap meet, drove in the Grand Tour Extraordinaire, watched cars being judged, and enjoyed some excellent entertainment.

Of particular interest was the Grand Tour Extraordinaire, the covered bridge tour. Approximately 750 covered bridges still remain, out of 10,000 in the 1870's. Most covered bridges still in existence are located in Pennsylvania, Ohio, Vermont Indiana, New Hampshire, and in Oregon.

Oregon with 50 covered bridges has more than any other state west of the Mississippi. Of those 50 bridges, 20 are located in Lane County. We saw four bridges on the Grand Tour, within a 510 mile radius of Cottage Grove! Cottage Grove ranks second in the most covered bridges near its city limits. After the covered bridge tour, we had a BBQ in the Park, and listened to two groups, the Hanson Family Singers, and Lee Highway Bluegrass—both were excellent.



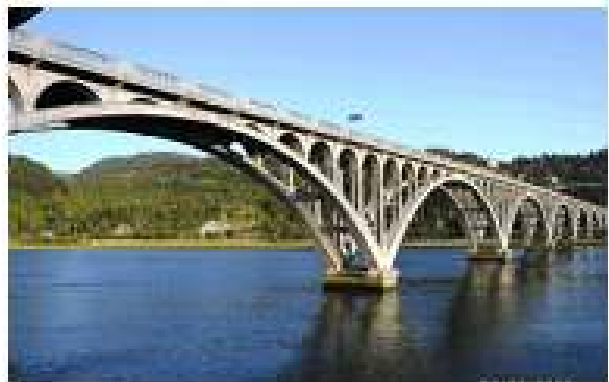
The day had come to leave Cottage Grove, with hot weather predicted, our timing was pretty good. We headed for the coast, Florence in particular, with a destination of Yachats for the night. At the confluence of the Siuslaw River and Wildcat Creek, we all crossed another covered bridge (The Wildcat Bridge), and each had a picture taken. Then walked down to Siuslaw River and took some pictures there. When we arrived at Florence, Les and Lerrri bought whole crab, bread, and salad, then we went to Miller Park and ate cracked crab—very good! Then we started up the coast toward Yachats, stopping at the Sea Lion cave, and also at the Devils Churn. The drive up the coast to Yachats was very windy, and cold, and blew my poor old Model A all over the road. Before we left Florence, we checked out the local Antique Stores. Sammy Guthrie is very much into antiques, and at every small town for the rest of the tour, we went antiquing! Including Yachats in the

tour was made possible by the fact that we were able to leave Cottage Grove one day sooner than had been anticipated. Yachats was very typical for the Oregon Coast, quite cold, and very foggy.

This weather triggered some stubborn behavior from Ken Kenewell's car. It wouldn't start. In diagnosing the problem, it was determined that the problem was a distributor cap in questionable condition, in particular, very porous and cracked. The solution for this? Les suggested that he sleep with his distributor cap the rest of the trip ☺ I don't know if he did though.

In the morning, we finally got underway, had breakfast at the Blue Whale, then off for some antiquing, and sightseeing. Our first stop was at the Haceta Head Light house, it was quite foggy when we got there, but clearing as we left. From there, we drove through Florence and then stopped to see the Darlingtonia Plants and at the Oregon Dunes, the tallest dunes in the USA. The Darlingtonia (also called the Tiger Lilly) plant is particularly interesting. It is found only in the boggy areas of Coastal Oregon and Northern California, they are somewhat like Venus Flytraps, in that they capture insects for food.

One of the highlights of the tour was the trip up the Rogue River on a jet boat. Some of the people had been on this trip before, but at the end of the day, it made no difference as to the level of enjoyment. We had left Coos Bay very early in the morning in order to meet a twelve noon boarding on the jet boat in Gold Beach. These jet boats are specially equipped, flat bottom boats made to traverse the shallow water of a river. The boat that we were on would carry about 40 people, could go in as little as 6 inches of water, and had over a thousand horsepower. The power is in the form of three short block Chevrolet engines, each



Isaac Lee Patterson Bridge,
Rogue River at Gold Beach, Oregon



Front Row L to R - Dan Foulk, Shelby Foulk, Shirley Johnson, Ken Kenewell, Judy Hulstrom, Janice Gemmell, Bonnie Guthrie Back Row L to R - Dave Chance, Clayton Wohlwend, Annette Wohlwend, Lerri Deedon, Les Deedon, John Hulstrom, Frank Gemmell, Sammy Guthrie

producing about 350 horsepower. Normal cruising speed is 30 MPH. These boats are very maneuverable, and as such, spend a lot of the time dousing the passengers, and getting in to water fights with other boats. It is all done in fun, but don't take one of these trips expecting to stay dry. If people on the tour were to be polled, no doubt the boat ride, the NW Meet, and Crater Lake would be at the top of the list of favorites. The abundance of wildlife, the scenic beauty of the river, and the history behind the river makes this a very interesting experience. As far as wildlife, we saw; ospreys, bald eagles, an otter, wild turkeys, deer, and two bears. The boat leaves from Gold Beach, where it was cool, but once upstream a few miles, the temperature starts to warm, and the prospect of getting very wet doesn't seem to be much of an issue any more. The trip that we took was a total of 104 miles. We stopped at Agness on the way upstream for a short break, and a snack, and stopped again at Agness, on the other side of the river for dinner. It was a great, unforgettable trip.

We were back at the hotel by around 8:00 PM, it was starting to get chilly, but most of us had pretty well dried out, except in critical places, like the seat of our pants, and wallets.

The next morning, we hit the road early, but not before driving up the Rouge, and having breakfast at a riverside café. It was very good, and reasonable. Our destination for the day, was Eureka, we were to meet up with Clayton and



A bald eagle and a bear were some of the wildlife observed by members of the tour

Annette Wohlwend again, who had left our tour at Cottage Grove.

In Eureka, we ate in a unique place called the Samoa Cookhouse. It's history dates from 1890, and is reputed to be the last Cookhouse in the West. After dinner, Clayton had a special Victorian mansion in Eureka that he wanted us to see. This was the Carson Mansion, which is privately owned, but is one of the most photographed examples of the Victorian period in the country. On the 28th of July, it was all over. We drove from Eureka to Redding, a beautiful drive, stopping only in Weaverville to see Shirley Johnson's son, Scott. This trip was a fabulous experience. In closing, I would like to thank wagonmasters Les and Lerri Deedon for a job well done. I know that I speak for all those on the tour when I say Thank You!!!!