



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

Meeting: Church of the Nazarene - 16850 NE Fourth Plain Blvd, Vancouver, WA - Second Monday of Month - 7:00 PM  
 Guys breakfast meeting every Wed. (7:00am) at Hockinson Café, 219 NW 20<sup>th</sup> Ave, Suite 100, Battle Ground, WA  
 Guys lunch on Fridays (11:30 am) at Benny's Pizza & Café on 4219 St Johns Rd NE, Vancouver, WA

**Volume 4 Issue 4**

**April**

**2015**

*2013 MAFCA Newsletter of the Year 2013 Chapter Website of the Year*

**2015 Club Officers**

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

**Photo of Month**



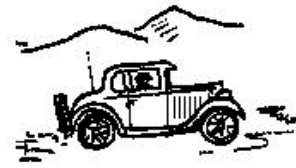
*Gene Thompson's 1931 Roadster*

**April 10 - 12, 2015**





## President's Note March 23, 2015



Many thanks to Lynn Mattingley for leading a great tour on March 14<sup>th</sup> to the Western Antique Aeroplane & Automobile Museum in Hood River, Oregon. It was such a great pleasure to see these historical machines as the museum has expanded very much since we last visited. The lunch at Egg River and touring along Hwy 14 made this day very enjoyable.

Last Wednesday after breakfast Mike Blick, Jim Kelly, Austin Alling and I drove over to Marlin Binder's home to help lift his 1929 Coupe body onto the just completed frame and running gear. The car is looking very good as Marlin and Tom Gotish are doing a very high quality restoration. Marlin is planning on driving their Coupe to NW Regional this June, and it will be a hit of the show.

**Jerry**

### Committee Chairs

**Community Service:** Open  
**Garage Workshop:** Tom Pagel  
**Library/Historian:** Terry Findley  
**NW Regional Rep:** Jack Dusenberry  
**Public Relations:** Dian Lane  
**Refreshments Coordinator:** Nancy Wooldridge  
**Sunshine:** Pat Dusenberry  
**Tour Director:** Lynn Mattingley

### Lava Ladies



*March 28<sup>th</sup> we will begin by having lunch at the Hockinson Café at 11:00 am and then carpool to Amboy Museum for a Quilt Show. Hope to see you there!*



**Front Page Photo: In remembrance of Gene Thompson who passed away in March. See the tribute to Gene on page 5.**

## Volcano A's General Membership Meeting Minutes March 9, 2015

**Meeting called to order** by Jerry Lane who then led us in the flag salute.

**Guests:** Pete & Jan Hazard.

**New Members:** Mike Grimm and Austin Alling.

**Treasurer's Report:** Linda Willey gave us a detailed accounting of our finances.

**Tour:** Lynn Mattingley reported we would be going to the WAAAM Museum in Hood River on March 14<sup>th</sup> meeting at the Pendleton Woolen mills at 8:30 am and leaving at 8:45. After exploring the museum we will have lunch at the Egg River Café. Lynn questioned whether or not we would like an April tour as the Swap Meet is in April, she asked for a show of hands if anyone wanted an April tour and there were none - so no April tour.

**Librarian:** Terry reported that Frank Mayer donated 2 years' worth of FAST magazines.

**Community Service:** We donated 36 lbs. last month for a total of 500 lbs. for the year.

**Sunshine:** Sandra Pargman spent some time in the hospital for heart problems. A Memorial Service for Gene Thompson, Sr. will be held on March 16<sup>th</sup> in Camas and the family has asked if we could drive our Model A's. Rod Rice is doing well with his cancer treatments and Eddy Pitts is just beginning his cancer treatments. John Glenn, a Cowlitz member who has traveled with us is now cured of his lymphoma cancer. Larry Cox had a health scare but new medication is helping.

**Seminar** tonight will be on brakes.

**Old Business:** February Meeting Minutes were read and approved as written. June 13<sup>th</sup> is the 10<sup>th</sup> Annual picnic at Fletcher Anderson and Rod Rice's place. It's a potluck with burgers and dogs provided.

A group of us will be leaving on June 22<sup>nd</sup> traveling to the NW Regional Meet in Walla Walla.

**New Business:** April 10, 11 & 12 is the Swap Meet; our booth is #4064, same as last year. If you have parts you'd like to sell bring them to breakfast and Jerry will take them to the Swap Meet. Breakfast weekly is at the Hockinson Café; gather at 6:30 - 7:00AM. A sign up for booth time was sent around the room.

**Lava Ladies:** March 28<sup>th</sup> we will meet at the Hockinson Café at 11 AM for lunch then go to Amboy to attend a Quilt Show.

50/50 Raffle was won by Mike Grimm who took home \$28.75.

**Refreshments:** Thanks to Becky Blick and Dian Lane for the St Paddy's Day themed goodies.

Respectfully submitted by Dian Lane.



## Future Events & Tours

Apr 10-12	Portland Swap Meet - Expo, Center, Portland, OR
Apr 18	Sacramento Car & Parts Swap Meet, Sacramento, CA
May 9	Papa's Toys Museum Tour, Cornelius, OR
Jun 23-28	NW Regional Group Meet, Walla Walla, WA
Jul 4	July 4 <sup>th</sup> Parade Tour, Ridgefield, WA
Jul 11	WAAAM Auto & Aero Swap, Meet, Hood River, OR
Jul 19	Forests Grove Concours d' Elegance, Forest Grove, OR
Aug 7-8	Pig-n-Ford Races, Fair Grounds, Tillamook, OR
Aug TBD	Annual Club Picnic and Tour, La Center, WA
Sep TBD	Volcano A's President's Tour
Nov 8	Fort Vancouver Veterans Day Parade Tour, Vancouver, WA
Dec 14	Club Christmas Dinner and Auction, Lane's Museum, La Center, WA

### NW Regional Meet June 23-27, 2015



Now is the time to get excited about this summer's Northwest Regional Group Convention hosted by the Walla Walla Sweet A's. Plan to spend your time experiencing the unique culture of the Walla Walla Valley, with its rich historical heritage and diverse agricultural environment. Nestled in the foot hills of the Blue Mountains this area sports the best Sweet Onions on the planet and is also home to over a hundred wineries many with International Award Winning Wine. There is plenty to keep you busy.

### WAAAM Museum Tour 3/14/2015 Pictures



### *Happy Anniversary*

Bill & Karel Wilkerson 7  
Tom & Jennie Ryan 7

### *Happy Birthday*

Roderick Rice 1  
John Earnest 10  
Pete Hazard 11  
Arleta Thompson 15

### Refreshments

April: Marylan Kelly & Nancy Wooldridge

May: Marilyn Elvestrom & Diana Carlile

June: Open

July: Carma Huset & Patty Sondena

August: Club Picnic

September: Sandra Guyot & Jennie Ryan

October: Joyce Swartz & Open

November: Dianne Earnest & Roberta Emerick

December: Club Potluck Dinner & Auction

### New Members!

#### **Mike & Maly Grimm**

360-907-1433

18117 NE Cramer Rd.

Battle Ground, WA 98604

1928 Roadster & Tudor

#### **Pete Hazard & Jann Jones**

360-225-7087

120 Maple Ridge Rd.

Woodland, WA 98674

[Jannymj885@msa.com](mailto:Jannymj885@msa.com)

1931 Victoria Leatherback

### Factory Foto of the Month



1931 400A-Convertible Sedan 3

### Gene Thompson Tribute

*We said our good byes to Gene Thompson, Sr. at a very well attended Memorial Service on March 16<sup>th</sup>. The Service emphasized Gene's love of family and God, I think most of us knew him as a very enthusiastic Model A guy who loved cars and getting together with others with a passion for cars. Gene always said that he met the nicest people at the Regional Meets and anywhere he went in his Model A. We have Gene to thank for getting the popular Gentlemen Start Your Engines car game established as the Volcano A's contribution to Regional Meets. Gene had a giving spirit and we'll miss his welcoming smile and encouragement to keep the Model A tradition alive. We extend our deepest sympathy to Gene's family for their loss of such a kind man.*

### **Trivia Knowledge Nugget**

In 1928 Scotch tape was first marketed by the 3-M Company.



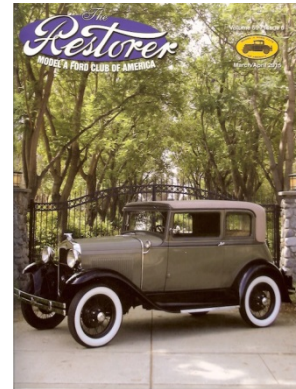
Header from the MAFCA Website

## MAFCA Membership

### How to Join? What do you get?

Membership in MAFCA includes ...


- A one year subscription to *The Restorer*, our award-winning bi-monthly magazine including your ability to place free classified ads.
- The right to register and participate in all **National and Regional MAFCA meets**
- Voting privileges in National elections of officers and bylaws revisions
- Free classified advertising on the MAFCA web site and posting of photo of your car in the **Photo Album** section
- Technical advice to help **restore your Model A and keep it in top shape**



**MAFCA membership runs from January 1 to December 31 (calendar year).**

<u>Information</u>	<u>Events</u>
<p>The <b>Model A Ford Club of America, Inc. (MAFCA)</b> is a California non-profit corporation and a national historical society dedicated to the restoration and preservation of Model A Ford vehicles as manufactured from 1928 through 1931.</p> <p>MAFCA's members are dedicated to the restoration, preservation, and enjoyment of Ford vehicles of that era. MAFCA is the largest club in the world dedicated to one make of automobile. Volcano A members are urged to join the Model A Ford Club of America, Inc. Visit the MAFCA website for a membership application. Dues are \$40 yearly and include a subscription to <b><u>The Restorer</u></b>.</p>	<p><b>Central California Regional Group Jamboree</b> April 10-12 Santa Maria, California Host: Santa Maria A's</p> <p><b>Northern California Regional Group Roundup</b> May 22-25 Sacramento, California Host: Capital A's</p> <p><b>MAFCA National Tour - 2015</b> June 7-12 Lobsters &amp; Lighthouses of Maine Host: Pine Tree A's</p> <p><b>Northwest Regional Meet - 2015</b> June 23-28 - Walla Walla, Washington Host: Walla Walla Sweet A's</p>

## Model A ERA Clothing Fashions



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Source: Phillip Lensen at [vintageadbrowser.com](http://vintageadbrowser.com)

## New Ford Sport Coupe Ad

### ***After the First Twenty-five Thousand Miles***

THE value of sound design, good materials, and careful construction is especially apparent in the new Ford after the first twenty-five thousand miles. Long, continuous service emphasizes its mechanical reliability, and economy of operation and up-keep. Throughout the car you will find many reasons for its alert, capable performance and many instances of value far above the price.

Prominent among these are the four Houdaille double-acting hydraulic shock

absorbers, Triplex shatter-proof glass windshield, fully enclosed four-wheel brakes, five steel-spoke wheels, aluminum pistons, chrome silicon alloy valves, chrome alloy transmission gears and shafts, torque-tube drive, three-quarter floating rear axle, more than twenty ball and roller bearings, and bright, enduring Rustless Steel for many exterior parts. Unusual accuracy in

manufacturing and assembling is another important feature of the Ford car.



THE NEW FORD SPORT COUPE

Source: Ford Model A Advertising on Pinterest



**You Are Invited**  
to the  
Tenth Anniversary Celebration of the Pacific Northwest **Model A** Picnic  
Saturday, June 13<sup>th</sup>, 2015

The picnic will take place at 1354 Pleasant Valley Road, West of Chehalis, WA, and includes Model A's, pre-war, and classic automobiles. This year's theme will be "Autumn 1945 - The War Is Over!", and features *The Sound of Swing* big band playing tunes from 1945. The *Puget Sound Military Vehicles Collectors Club* will have some WWII vehicles on display. Everyone is encouraged to dress 1940s era.

**What to Bring:** Pot-luck food and folding chairs

**NOTE**

No hot-rods or Modifieds\* allowed in the Picnic/Exhibition area.

(\* Modified includes non-factory paint colors )

**Ticket Activity**

- White:** Tickets for the **Grand Prize** will be given to all antique and classic cars as they enter the covered bridge.
- Green:** Tickets for the door prizes can be picked up at the booth in the picnic area.
- Red:** Tickets for the Split-the-Pot drawing will be sold at the booth in the picnic area.

**Schedule of Events**

- 11:00 AM WWII-Era airplanes arrive: 1942 Navy Stearman biplane and 1945 Piper J-3 Cub. Rides will be available
- 12:00 Noon Orchestra performs first half of program  
Intermission : Red Ticket drawing for Split-the-Pot  
Green Ticket drawings for Door Prizes  
Orchestra performs second half of program  
Fashion Show  
White Ticket drawing for the **Grand Prize USO Jeep**

**Facilities:** Out-houses, water and washing facilities. Handicap parking available - ask parking attendant.

*The hosts and sponsors of this picnic wish to thank the visiting clubs for bringing and showing their cars.*

**Thanks to Rod Rice** for supplying the hamburgers and condiments.

- The Billboard shows a 1946 Chevrolet which GM introduced in late 1945

For more information: (360) 740-4834

# Technical Notes

## The Relay Switch & The Model A

### The Relay Switch & The Model A

By Lynn Sondenaar – Sandy, Oregon

What is a relay switch? It is a switching device operated by a low current circuit that controls the opening and closing of another circuit of higher capacity. A relay switch is used to make a more direct connection between the battery and horn. The voltage drop is lessened and higher voltage is available to operate the horn. Thus the horn will not be sick sounding, providing it is in good working order and properly lubricated. It will be ready to AHOOGA!

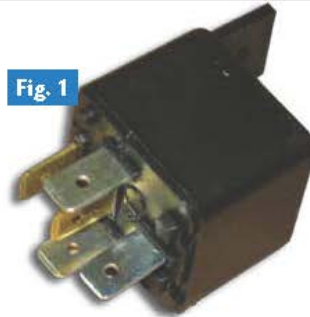
Sick sounding horns may be caused by loose or corroded terminals, or the charging rate may be set too low. Some examples of electrical circuits that use relay switches are the horn, fog lights, auxiliary lights, power windows, power doors and antennas.

I will focus on the Model A's that have been converted to 12 volt, negative ground systems. I will cover how to wire the relay switch into the horn or fog light circuit, as their wiring is similar. These two circuits are more likely to be found on the Model A that was converted to 12 volts.

Why do I need a relay switch? In very simple terms, a relay switch is a safety switch. It prevents overheating of the device and its wiring so fire hazards are reduced. They are also a positive on/off switch for the device. For example, if your horn button shorts out so the horn stays on, that will produce heat which can cause a fire. If the horn switch shorts out and a relay switch is being used, then current is stopped and no overheating is present. A horn circuit is a "Switched Ground Circuit", the relay switch is not grounded. The fog lights use a "Switched Power Circuit", the relay switch is grounded using #86 for the ground.

Figure 1 shows a relay switch. Now you ask, what do the numbers on the bottom of the relay switch mean?

(Fig. 2) First the SAE (Society of Automotive Engineers) set up these numbers to be a uniform standard in the United States of America.



The following is a breakdown of the numbers on the relay switch for a switched grounded circuit. Number 30, 85 and 87 are wired the same in both circuits.

30 – the hot wire coming into the relay, usually a 20 amp or 30 amp fused wire.

85 – the wire to the horn button. (or fog lamps).

86 – connects to 30 after the fuse. (This provides power to both relay contact switches).

87 – the outgoing wire to the horn. Note: there are two connectors on the relay. This is for two horns or two fog lights. Just cap the one not used.

As a note, China tried to copy this numbering system, but they use 51 for 30 and 88 for 86.



When you are wiring, be sure to use insulated covered, slide-on terminals and coat them with dielectric grease. (Fig.3) These protect the terminals from the elements and allow for easy disconnection.

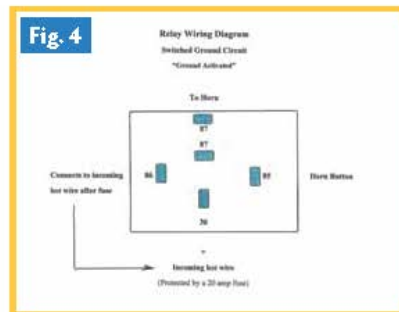


Figure 4 shows the wiring diagram for the 12 volt negative ground relay switch.

Note: If using the relay for other applications such as fog lights #86 is connected to a ground and not to #30.

## Ford Motor Company History

### Part 8 - Ford's System of Branch Assembly Plants

From the beginning, the Ford Motor Company had relied on a network of sales agencies-dealers who agreed to sell Model T cars, stock parts, and provide mechanics' services. Ford initially manufactured fully assembled cars in Detroit and then "knocked them down" (took off the wheels and otherwise prepared them for shipment) before shipping them to dealers around the country. The agents in distant cities reassembled the knocked-down cars before placing them in showrooms. To better serve the network of sales dealerships, Ford took direct control of agencies in New York and Philadelphia in 1905 and the following year established company-owned branches in Boston, Buffalo, Cleveland, Chicago, St. Louis, and Kansas City. Ford branches not only delivered reassembled cars to dealerships within their respective regions, but also they sold Ford cars themselves. In 1914, when Ford sold over 200,000 autos, the company's twenty-nine branches accounted for 80 percent of sales. Not surprisingly, branch managers were closely supervised by Ford headquarters in Detroit. As Ford sales throughout the U.S. continued to increase, the company terminated its leases for branch buildings and built its own, usually designed by Albert Kahn.

Almost as soon as the Ford Motor Company started selling cars in the U.S., it began forging relationships with foreign companies to assemble and sell Fords abroad as well. Ford's first deal with a foreign manufacturer was with Gordon McGregor, an Ontario wagon maker and the founder of the Ford Motor Company of Canada. McGregor signed a contract with Ford whereby he would give stockholders of the Detroit-based Ford company 51 percent of the stock in his new company in exchange for Ford granting him plans and specifications for the various Ford cars, technical assistance in producing them, and exclusive rights to make and sell Ford cars throughout Canada and the other British colonies. McGregor began making cars at his Walkerville Wagon Works across the Detroit River from Detroit and finished his first Ford in February 1905. At about the same time, Percival L.D. Perry of Birmingham, England, began negotiations with the Ford Motor Company to gain exclusive rights to sell or distribute Ford autos in England. Having secured that deal, he then began negotiating with the Ford organization to establish an actual branch operation in England. That branch opened in London in 1908, and Perry was soon managing a brisk business distributing Fords throughout Europe.

By 1914, Ford had also expanded the scope of work assigned to some of the branches by having them assemble autos from unassembled parts supplied by Highland Park. The company opened its first such plant in 1910 at Kansas City. Later that year, it opened a second branch assembly plant at Fargo, North Dakota. One of the advantages of assembling autos elsewhere was in reduced shipping rates. Whereas a standard railroad boxcar of the time could hold only three or four knocked-down Model T cars, it could hold the parts and sub-assemblies of twelve cars. This not only reduced freight rates but also reduced railroad congestion around the Highland Park plant. By 1914, fifteen of Ford's twenty-nine branches were branch assembly plants housing the usual showroom on the first floor and stock parts storage as well as an automobile assembly line modeled on the Highland Park plan on the floors above. The fifteen branch assembly plants were responsible for producing about a quarter of the company's total output of more than 200,000 cars. As Ford continued building branch assembly plants through the 1910s, its output continued to grow. Whereas the

average Ford branch plant assembled about ten cars per day in 1914, that average increased to about seventy cars per day in 1917. That year, Ford's largest branch plant, Chicago, assembled more than 150 cars per day. The Ford system of branch plants was so successful that the company's competitors soon adopted the practice. Chevrolet, for example, established four branch assembly plants in 1915-1916 at strategic locations around the U.S., including one at Oakland.

Ford's branches overseas also made the transition to assembly. The first non-North American Ford assembly plant was opened by Percival Perry at Manchester, England, in 1911. The company expanded into the southern hemisphere by opening an assembly plant in Buenos Aires in 1914. During World War I, Canadian-made Fords served as ambulances for Canadian troops, British-made Fords carried ammunition, and American-made Fords accomplished many tasks for Americans. To meet the growing post-war market, Ford opened two new assembly plants, one in Copenhagen and one in Cadiz. By 1924, Ford had opened assembly plants at Trieste, Antwerp, and Stockholm. The company replaced its Copenhagen plant with a larger waterfront structure in 1924 as well, because Copenhagen was to serve as Ford's gateway to Russia and the Baltic countries. In 1925, Ford opened an assembly plant in a suburb of Paris and the following year a plant in Berlin. Meanwhile, Ford of Canada paralleled the growth of its parent in the U.S., adopting the five-dollar day and expanding across the country, opening branches in Montreal, Toronto, Winnipeg, Regina, Calgary, and Vancouver. Farther south, the Ford Motor Company opened assembly plants in Brazil and Mexico. Ford entered the Asian market in 1922, building an assembly plant at Yokohama, Japan.

Ford's scheme for expanding its continental system of assembly plants included a component featuring water transportation. Since 1917, Henry Ford had dictated that new branch plants be accessible at least by barge. With the opening of the Rouge plant, Ford started accumulating a fleet of Great Lakes freighters for transporting coal and iron ore to his coke ovens and blast furnaces. He also developed a fleet of ocean-going vessels for shipping Ford parts to the foreign assembly plants. Toward the end of the 1920s, he turned his attention to delivering parts to domestic branch plants via ocean-going ships. The company planned to transport parts manufactured at the River Rouge plant via the Great Lakes and the New York State Barge Canal to ports along the Atlantic Coast or through the Panama Canal to the Pacific Coast. The assembly plant at Edgewater, New Jersey, was the largest of the new facilities built on deep-water locations. Three new plants on the Pacific Coast would be at Long Beach, Richmond, and Seattle, each with docking facilities. Ford launched two new 300' cargo ships in 1931, the EDGEWATER and the CHESTER, each with a net capacity of 2,800 tons. They were said to be the largest ships designed to fit through the New York State Barge Canal and were equipped with folding funnels and masts and retractable pilot houses that would allow them to pass beneath bridges over the canal.

Source: Reprint from [www.fordmotorhistory.com/history](http://www.fordmotorhistory.com/history)

### **Are UPS delivery drivers in good shape?**

You bet, with all the Model A parts they deliver. Most United Parcel Service delivery person typically makes up to 300 pickups or deliveries a day. That compares to someone doing 600 sets of step aerobics a day

Here is the latest restoration picture on Marlin Binder's 1929 Model A Coupe.



### For Sale

To place an "Ad" send your information to [rbusunen@comcast.net](mailto:rbusunen@comcast.net), or call Bob Rusunen at 360-828-5317

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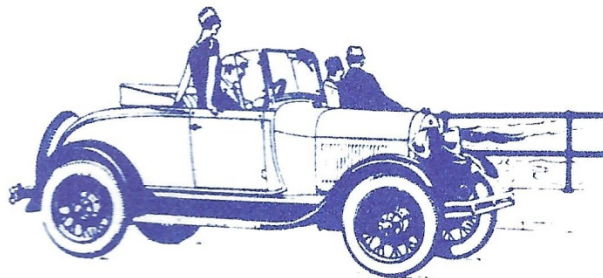
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