



Volcano A's, PO Box 970, La Center, WA 98629

www.volcanoas.net

Meeting: Church of the Nazarene – 16850 NE Fourth Plain Blvd, Vancouver, WA - Second Monday of Month – 7:00 PM

Lunch and Take-Out at Benny's Pizza & Café on 4219 St Johns Rd NE, Vancouver, WA

Volume 10 Issue 4

April

2021

2020, 2017 & 2015 MAFCA Newsletter Certificate of Merit

2018 – MAFCA Website of Distinction

2017 MAFCA Website Certificate of Merit

2013 MAFCA Newsletter of the Year 2015 & 2013 MAFCA Website of the Year



1929 Sports Coupe

Happy  *Easter!*

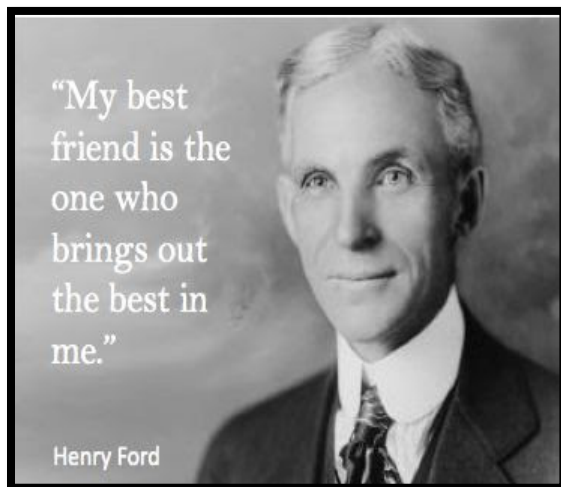


President's Note ***March 26, 2021***

By now most of us have had our shots and government regulations are easing up. So, we should be able to plan meetings and events down the road. Corley has been planning tours for the remainder of the year that we can all be thankful for.

Some of us have recently been meeting for breakfast in Battle Ground at Old Town Burger and Breakfast located North of the Wilco Farm Store across Hwy 502/219th St from Safeway. We meet at 8:00 AM and everyone is invited. In the dining area every other table is open, so great to have these experiences again.

Jerry



2021 Board of Directors

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NW Regional Rep: Roger Green

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Refreshments Coordinator: Nancy Wooldridge

Sunshine: Karen Huset

Tour Director: Corley Wooldridge

“Optimism is the faith that leads to achievement. Nothing can be done without hope and confidence.”

- Helen Keller

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

Check out the MAFCA Website!

www.mafca.com




April

Portland Swap Meet - Cancelled

2021

Volcano A's Celebrations and Events Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 <i>April Fools' Day</i> Happy Birthday Cassandra LaFleur Rod Rice	2 <i>good</i> FRIDAY	3
4  Happy Easter	5	6	7	8	9	10 Happy Birthday John Earnest
11 Happy Birthday Pete Hazard	12 Volcano A's Meeting Cancelled	13	14	15 Income Tax Day Happy Birthday Arleta Thompson	16	17
18	19	20	21	22 	23	24
25	26	27	28	29	30 	

THE MILES that stretch ahead from Here to There are swift and pleasant miles in the new Ford Coupe, because of its eager flow of speed and unusual riding comfort.

On long trips particularly, you will like the way it carries you along, smoothly and evenly, without hard

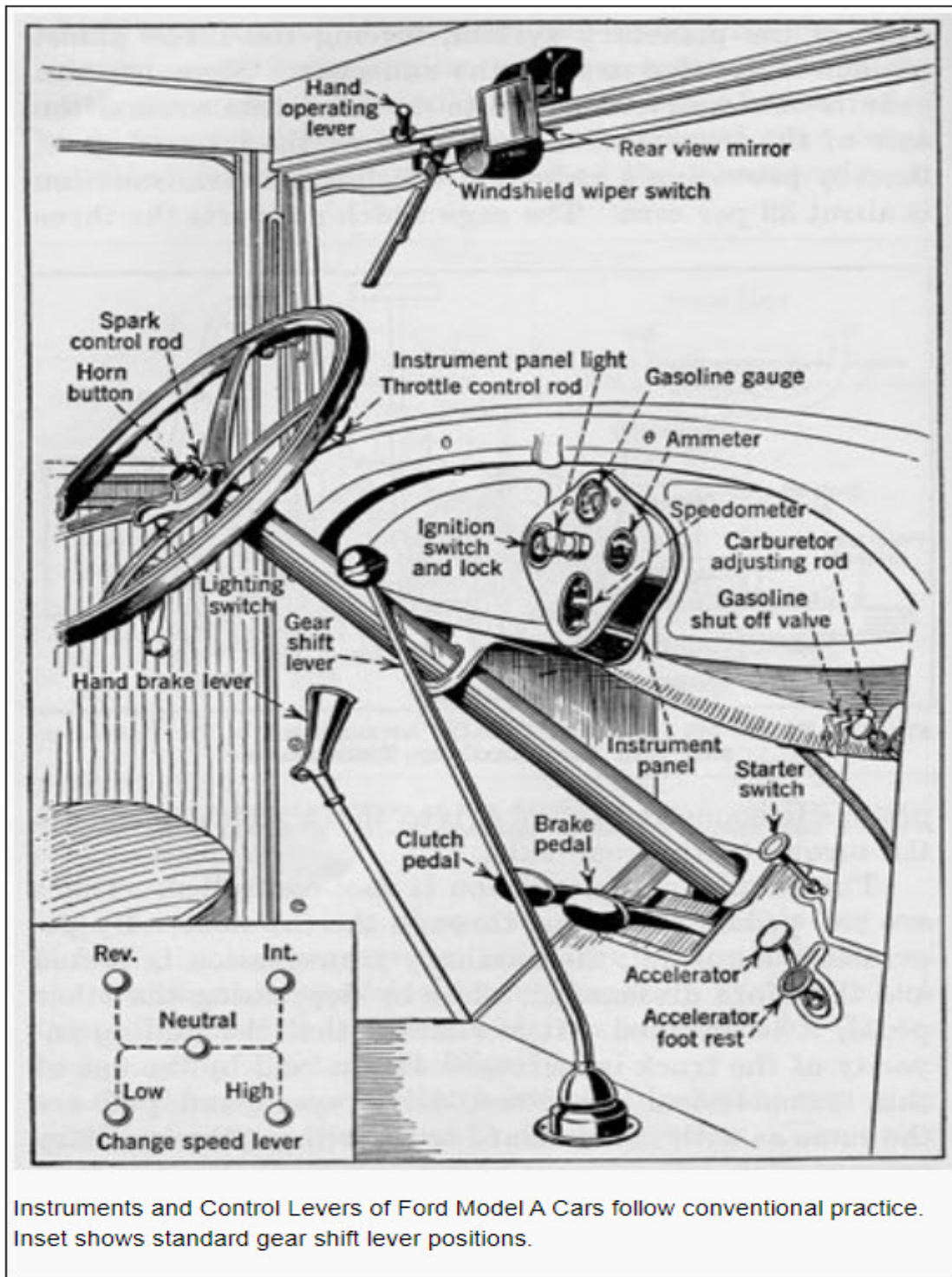


jolts or bumps or the exaggerated bouncing which is the cause of most motoring fatigue. The disturbing force of every road shock is absorbed and cushioned by the transverse springs and four Houdaille hydraulic double-acting shock absorbers before it reaches the frame, chassis and body of the car.



THE NEW FORD COUPE

No Meeting Minutes for the Month of March



1928-1931 Ladies Fashion



Source: Vintagedancer.com/1920's

1928-1931 Mens Fashion



Source: Vintagedancer.Ccm/1920's

**Take the
"OLDER THAN DIRT"
Quiz
Do You Remember?**

1. BlackJack Chewing Gum
2. Wax coke-shaped bottle with colored sugar water
3. Butch Wax
4. Candy Cigarettes
5. Soda Pop machines with Glass bottles
6. Howdy Doody
7. Restaurants with tableside JukeBoxes
8. Home milk delivery in glass bottles
9. Party Telephone Lines
10. NewsReels before the movies
11. 45 RPM records
12. P.F.Flyers
13. Carrying a Metal Lunchbox
14. Drive in Movie Theatres
15. Telephone numbers with word prefix (Olive-6971)
16. The Andy Griffith Show
17. Soda Fountains
18. Roller Skate Keys
19. S+H Green Stamps
20. Blue Flashbulbs

If you remember 0 to 5 - You're a WhipperSnapper
If you remember 6 to 15 - You're Gettin' There
If you remember 16 to 20 - You're

"OLDER THAN DIRT"

RED HILL CUTLERY
H
R X C
EST. 1804
REDHILLCUTLERY.COM

Model A Ford Advertisement

Features of the Ford car

Sturdy body construction ↔ Ease of repair ↔ Four hand-shift hydraulic double-acting shock absorbers ↔ Triple shock-proof glass windshield ↔ Fully enclosed, silent six-cylinder engine ↔ Quick acceleration ↔ 35 to 65 miles an hour ↔ Smoothness, balance and security at all speeds ↔ Vibration-damping engine support ↔ Choice of colors ↔ Taking heavy loads easy ↔ Theft-proof ignition lock ↔ Reliability ↔ Economy ↔ Long life

Ford's International Corporation 300 August 1929



Migrant imigrant in New York 1929

1931 NATIONAL NEWS

The U.S. Supreme Court rules that the dry law is constitutional.

U.S. unemployment reaches 8 million.

Hordes of grasshoppers overrun Iowa, Nebraska and South Carolina.

The comic strip "Dick Tracy," created by Chester Gould, makes its debut.

Inventor Thomas Edison passes away at age 84.

Charles Lindbergh inaugurates the Pan Am flight service from Cuba to South America.

SeekPublishing Remember When 1931



Model A Era Fashion

1930s FASHION

Accessories

A woman wore gloves for both day and evening. Day gloves gathered loosely at the cuff. Evening gloves were long opera length. A simple handbag, small angular hat and shoes always matched.

Jewelry

Simple art deco designs or small plain pearls were all the jewelry a woman needed. Earrings and a bracelets were preferred over flashy necklaces and pins.

Evening Gowns

Elegant bias cut floor length gowns with sweeping flared hems was the style of the decade. Modest necklines on the front opened up to bare backs. Black, pastels and jewel tones in silk, satin or lace.

Day Dresses

Floral prints, polka dots and muted colors filled a daytime wardrobe. Dresses had modest tops, wide sleeves or cape effect and a slender bias cut body with flair at the hem. Length ranged from floor to slightly below the knee. Matching thin belt at the high waist.

Shoes

Shoes had thick heels and full coverage but with ample straps, cutouts and perforations. Two tone heels were very common as well as mixing textures. Oxfords were a daytime comfort shoe.

Create your 1930s style at
VINTAGEDANCER.COM/1930s



Source: Vintagedancer.com



The Latest Information for 2021 National Tour...

Hotel Availability

All of the rooms at the host hotel have been reserved and the hotel does not offer a waiting list. We recommend checking back with the hotel as rooms do occasionally become available due to cancellations. Rooms are available at other hotels - please check our website.

The Tour and COVID-19

Important information about changes to the tour and regulatory requirements for visiting New Hampshire, especially for those coming from outside New England, are posted on our website here. Please review these requirements prior to traveling to New Hampshire; updates will be posted as new information becomes available.

The Tour Committee is looking forward to an exciting tour in June!

Check out the most up to date info at
<https://www.2021mafcannationaltour.com>

Tiny Tips

WATER PUMP FIXES

If the water pump shaft travels forward too much in service, resulting in the fan touching the radiator or excessive wear on the fan belt and pulleys, here's a quick fix without removing the radiator, pump, etc.

Get a 2" piece of alloy or plastic pipe with an inside diameter slightly smaller than the pump shaft outside diameter. Saw the pipe lengthwise and fit the halves around the shaft. Secure with two hose clamps of shortest possible length, with the fan position pushed toward the block. Line with inner tube rubber if too loose. The halves keep the shaft from travelling.

If the water pump works too well, throwing water out the overflow, a quick fix can be made by slipping a piece of rubber tubing over the tube, just clearing the cap. Insert a wood screw loosely in the tube to allow some water or steam to escape.

Submitted by Robert Scoon, Arcadia, Calif.

1920s Vocabulary

And how! : I strongly agree!	Gams : a woman's legs
Applesauce : flattery, nonsense, "Aw, applesauce!"	Get Hot! Get Hot! : said to encourage a dancer
Attaboy/Attagirl : well done!	Get a Wiggle on : get going
Baby Grand : heavily built man	Glad Rags : "going out on the town" clothes
Bee's Knees : terrific; variations include: the cat's meow, gnat's whistle, etc...	Goofy : in love
Beef : a complaint; also a verb	Heavy Sugar : a lot of money
Breezer : a convertible car	Heeler : a poor dancer
Cast a Kitten : to have a fit. Used at humorous and serious times, "Stop tickling me or I'll cast a kitten!" Also, "have kittens."	Hit on All Sixes : to perform 100%
Dewdropper : a young, jobless man who sleeps all day	Iron One's Shoelaces : to go to the restroom
Dogs : feet	Jake : great, "Everything's Jake."
Dolled Up : dressed up	Juice Joint : a speakeasy
Drugstore Cowboy : A nicely dressed man who loiters and tries to pick up women	Killjoy : a solemn person
Ducky : very good	Orchid : an expensive item
Face Stretcher : an old woman trying to look young	Owl : a person who's out late
Fire Extinguisher : a chaperone	Oyster Fruit : pearls
Floorflusher : an insatiable dancer	Panther Sweat : whiskey
Fly Boy : a glamorous term for an aviator	Rag-a-muffin : a dirty or disheveled individual
	Ritzy : elegant, high style; after the Ritz hotel
	Sap : a fool, an idiot
	Smarty : a cute flapper
	Wise Guy : a person who finds himself to be clever
	Yap : mouth

Reprint from Pinterest.com



Annual Model A Day

Swap Meet

Fashion, Seminars, Food and Fun!

September 17th & 18th 2021 9-5pm


The Gilmore Car Museum
 6865 W. Hickory Road
 Hickory Corners, MI 49060

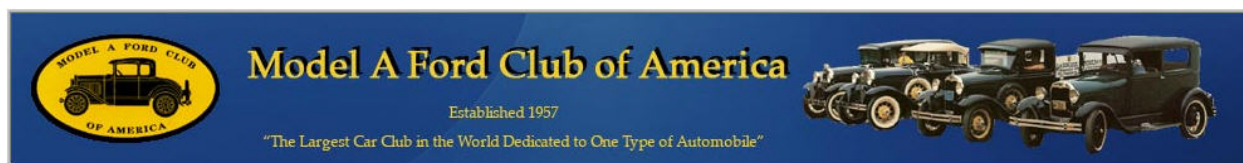
SAVE THE DATE

For more Info 269-615-3719 Jerry Morrissey
 For Seminar Information Ken Ehrenhofer 630-607-3906
 For Swap Reservations Mark Maron 847-302-7900

I survived

Spankings
 Lead paint
 Wooden playgrounds
 Second-hand smoke
 Toy guns
 No seatbelts or helmets
 Play without supervision
 Drinking from the hose





Header from the MAFCA Website

MAFCA President's Page

Some Thoughts from Bill

March 2021



Happy St. Patrick's Day everyone. This is the month to celebrate with the wearing of the green. Spring is going to pop this month. Trees and flowers are beginning to bloom. And Model A's are eager to see the pavement again. Snow will be gone in most areas of the country. So now is a good time for an outing in your favorite car.

We are looking forward to the special MAFCA National Tour in the beautiful White Mountains of New Hampshire. If you have not made your reservation yet, now is the time. The entire event will be outdoors. Your tour days will be spent in your own car.

The two banquets have been cancelled because of uncertainty about indoor dining requirements. Even so, you will be able to enjoy the daily drives to some of the greatest sights in the North East. Bring lots of storage cards for your digital cameras. If you are still using a film camera you will need a large supply of film. There are so many vistas you will want to capture for your enjoyment later.

You can find all the information you need about this great event at <https://www.2021mafcanationaltour.com/> Get the latest updates on the COVID-19 rules laid down by the Governor of New Hampshire and the plans for all the tour options at this one internet location. There is nothing like early summer in New England.

Please mark your calendar so you can join us from **December 2nd to December 5th** in Fort Worth, Texas for the MAFCA National Awards Banquet. This event is the one originally planned for last year. It offers many wonderful tours and events throughout the Texas countryside. More information will be on the Internet shortly. For now, just save the dates.

I look forward to seeing you out on the Model A roads.

[Bill Truesdell, 2021 National President](#)

MAFCA Information

The **Model A Ford Club of America, Inc. (MAFCA)** 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. 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 \$50 yearly and include a subscription to **The Restorer**

MAFFI Newsletter Minute

March 2021

Would You Like to Serve?

The Model A Ford Foundation is always looking for individuals who love the Model A hobby and are interested in the history of the Era to serve on the MAFFI Board of Trustees. Briefly, the MAFFI board has the responsibility of overseeing the Model A Ford Museum at the Gilmore and encouraging Model A'ers around the country to support the museum through membership in MAFFI and through additional donations to museum operations or the museum Endowment Fund.

The Board meets once a year on the Thursday before Model A Day at the Gilmore which falls on the third Saturday of September. Attendance at the meeting and Model A Day is strongly encouraged. Meetings and business are also conducted through email and conference phone calls so a trustee must have access to a computer for email. We like to have representation on the board from all areas of the country. *We would like to also encourage women to serve on the board.*

A trustee serves for three years and is eligible to serve a second consecutive term if he or she desires. Trustees must be a member in good standing of MAFFI and we strongly encourage each trustee to support both national clubs, MAFCA and MARC through membership as well. We ask that while serving on the MAFFI Board, you do not run for or accept positions on another national club's board. If you think you may be interested in serving on the MAFFI Board, please contact our Executive Director, John Marshall (ExecutiveDirector@maffi.org), or John Begg (President@maffi.org)

Another "Tech Tip" from Dr Dave

Got a Gas Leak ???!

By David Bockman, Visalia, CA

Smell gas in your car? The gas line from the fuel tank shut-off valve to the firewall fuel filter has a flare fitting on each end of the tubing. The flare fitting frequently does not fit tight enough on one or both ends to completely seal and a small amount of gas will seep out and you will smell gas inside the car.

I have found that the 3/8", "Flaretite" 45-degree cone seal is the perfect solution to stop these pesky gas leaks in our Model A's. These cone seals are frequently used by Air Conditioning companies and also by the space industry to seal high pressure flare connections. The "Flaretite" seal is a thin stamped copper ring with concentric ridges formed by a baked-on Loctite Vibra-Seal coating.

You can purchase the cone shaped "Flaretite" seals from an A.C. shop or order them from various dealers. If you only need two of the seals then a good buy is the "Mini-Split Kit" Model MSP-0406 for about \$14 from Amazon. The kit contains two 3/8" seals and two 1/4" seals. Buying the seals individually can cost up to \$15 each.





Jim's technical tip

by Jim Cannon,

Installing the Starter "Bendix Drive"

The small Bendix Drive gear that's bolted to the starter motor puts up with a lot of use (and abuse when you forget to retard the spark before starting). Eventually you will be working on yours and I have a tip for you about installing it back on the starter shaft.

The Bendix is bolted to the shaft with 2 special bolts and lock washers, as shown in the photo below. One bolt has a specially-shaped end that goes down into a hole in the starter shaft. This is critical, to lock the Bendix to the shaft; do not substitute a plain bolt for this.



The other bolt is "special" only because it is only 11/16" long. This allows the bolt to lock the spring in place, without having the bolt actually touch the starter shaft. Don't be tempted to use a 3/4" long bolt instead of the correct shorter one. See the comparison photo of a 3/4" bolt and the correct bolt.



When this longer bolt is used, it presses against the starter shaft when tight and it messes up the Bendix operation.

Don't forget to install the half-moon shaped Woodruff key in the shaft before slipping the drive on the shaft. You may also use 2 spring clips (optional). Be sure to lock the bolts down tight by bending the ear of the special lock washer up against the bolt head. If you don't, these bolts will work loose and fly out of the starter drive.

I carry a spare Bendix spring (they are known to break) and a set of these special bolts and lock washers with me in my parts kit on tours. If I don't need them, someone traveling with us might. This will help quickly get them back on the road to Have a Model A Day! Jim

The Restorers Class – Questions & Answers

A few years ago MAFCA experimented with a new vehicle evaluation program called "The Restorers Class". Designed for the everyday Model A, the purpose of this new class is to recognize members who use their Model A's for touring, club activities or daily driving. Many members own Model A's that are in wonderful condition and are proud of their restoration work. It is these individuals The Restorers Class is reaching out to. After two very successful trials, MAFCA's Board of Directors approved for general use this new program. Now begins the training of evaluators and implementation of the program.

Many questions have come to the steering committee regarding this new program, so in an effort to help interested persons better understand the program and future, here are a few of the questions and answers.

1. Is there a fee to enter my Model A in The Restorers Class? *MAFCA does not charge a fee for the evaluation process, however the host organization may include a fee to cover costs they incur.*
2. If I enter my Model A in The Restorers Class, will it be locked away in building somewhere? *No, the Restorers Class evaluations are done in a designated area, usually the meet parking lot. You will be able to remove your vehicle at any time once the Evaluation Windshield Placard has been removed. The process is usually done within a few hours.*
3. What are the award levels? *Participation-349 points or less, Bronze-350 to 399 points, Silver-400 to 429 points and Gold-430 to 450 points.*
4. Can I watch the evaluation process? *Yes, but we would ask you to stand back and allow the vehicles to be evaluated without obstructing the Evaluators.*
5. I drove my Model A to the meet and it's a little dusty, do I need to clean it before having it evaluated? *No, a little road dirt will not affect its evaluation.*
6. Will I loose points for safety items such as seat belts or an additional tail lamp? *No, items such as these are simply overlooked and treated as though they are not there.*
7. Does my Model A have to be completely original to enter or can it have some modifications, such as an alternator or overdrive? *Modifications such as these are allowed, but do not receive points. To see what is allowed prior to entering your Model A, we suggest you obtain a copy of the Evaluation Score Sheet from the MAFCA website.*
8. My vehicle was evaluated at a previous meet can I enter it again? *Yes. The goal of the evaluation process is to help owners with their restoration process. By entering and re-entering with changes made between evaluations, you can improve your score and your vehicle.*
9. Do we have to pre-register or can we register at the meet? *Pre-registration typically is available at most meets and is encouraged. Registration at the meet may be available at the host's discretion.*
10. Will I receive a copy of the Evaluation Score Sheet at the end of the meet? *Yes*
11. I like The Restorers Class program and philosophy, what are the qualifications to become an evaluator?
The qualifications are as follows:
 - a. *Apprentice Evaluator. Individual with no training who have completed and passed "The Restorer Class Model A Evaluation Test (written exam). An Apprentice shall be supervised by an Evaluator at MAFCA National Conventions, or other MAFCA sanctioned Restorer Class events and shall not contribute to evaluation score determinations. The Restorers Class Committee shall advance an Apprentice Evaluator to Evaluator status once the individual has demonstrated knowledge of the Evaluation process.*
 - b. *Evaluator. Individual who has completed the Apprentice Evaluator level or is a judge or higher under the Model A Ford Judges Certification Program and has performed under the direction of an Evaluator at one sanctioned event.*

For more information, visit www.mafca.com/therestorersclass

You Are Invited
To The Annual **Veterans Of The Road** Old Car Picnic
Saturday, August 7th, 2021

The picnic will take place at 1354 Pleasant Valley Road, West of Chehalis, WA. This year's theme will be "**Events of 1941**" including the 80th anniversary of the sinking of the German battleship *Bismarck*. The *Café Society Orchestra* will be playing tunes that were popular with "hotel bands" of the 1940s. The term "Café Society" was coined by columnist Maury Paul and refers to movie celebrities who frequented fashionable restaurants and night clubs. Everyone is encouraged to dress for the 1940s.

What to Bring: Pot-luck food and folding chairs

NOTE

No hot-rods or modified cars allowed at this event.

Ticket Activity

- White:** Tickets for the **Grand Prize pedal car** 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 **Raffle Prize**, a 1940s GE Model 201 table radio (restored by Mike McCrow of The Northwest Vintage Radio Society), will be sold at the booth in the picnic area.

Schedule of Events

11:00 AM 1929 Travel Air biplane fly-in. Air rides will be available.

12:00 Noon Orchestra performs first half of program


Intermission : **Red Ticket** drawing for the **Raffle Prize**
Green Ticket drawings for **Door Prizes**

Orchestra performs second half of program

White Ticket drawing for the **Grand Prize Pedal Car**

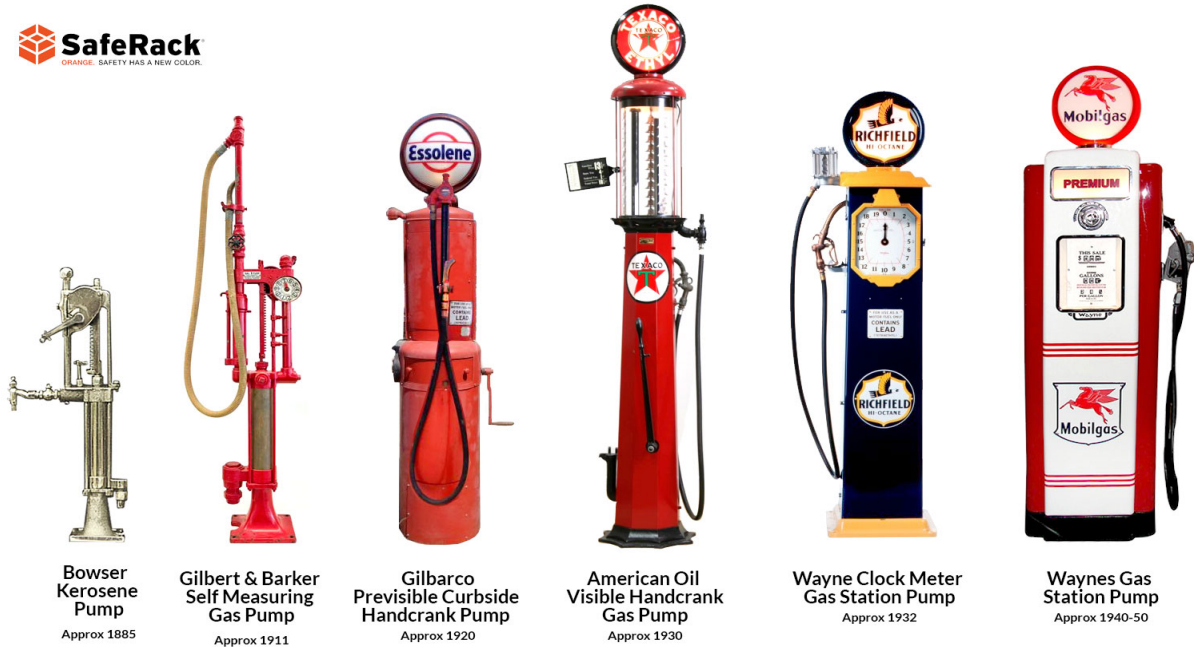
Facilities: Out-houses, water and washing facilities.

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

 The Billboard shows a 1941 Dodge

For more information: (360) 740-4834

The Evolution of the Gas Pump



It was 1885 in Fort Wayne, Indiana where kerosene gas pump inventor, S.F. Bowser sold his first, newly invented kerosene pump to the owner of a grocery shop. This was to solve the problem and mess of a storekeeper ladling flammable liquid into whatever random container the customer brought.

It was just for kerosene to fuel stoves and lamps and at that time gasoline was just a volatile byproduct of refining kerosene, plus the automobile was not invented and commercially available until around 1910.



"Chief Sentry"

Gasoline Outfit



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Are specified in modern garages. Include Bowser Equipment in your plans. It means satisfied clients for you because of the saving, safety and complete convenience of the Bowser System.

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S. F. Bowser & Co., Inc., Ft. Wayne, Ind., U. S. A.

San Francisco Office: 612 Howard St. Telephone Douglas 432 3

Bowser's invention, which reliably measured and dispensed kerosene – a product in high demand for nearly 50 years – soon evolved into the metered gasoline pump.

The original Bowser pump was utilitarian looking, made up of a square metal tank with a wooden cabinet equipped with a suction pump operated by a manual hand-stroke lever. In 1905, a hose attachment was added for putting gasoline directly into the fuel tank.

There are a few claims for the first-ever drive-in gas station. Standard Oil claims it had a station in Seattle, Washington in 1907, while it has also been argued that the first appeared in St. Louis a few years earlier. However, most recognize that when "Good Gulf Gasoline" went on sale in downtown Pittsburgh in 1913, the first true drive-in service was opened. "On its first day, the station sold 30 gallons of gasoline at 27 cents per gallon. On its first Saturday, Gulf's new service station pumped 350 gallons of gasoline," noted the Pennsylvania Historical and Museum Commission. The station was located directly next to car

dealerships, leading new car owners to fill up directly after pulling off the lot.

This was really the start to manufacturers enclosing the mechanics of the curbside pumps in cabinets. These cabinets ranged in design and style. Some basic cabinets simply stored the parts of the machinery, whereas others were more stylized. This was the early days when company logos started to appear on the pump, either directly on the cabinet or on a globe above the pump.

Timeline:

1890 to 1900 – hand pump with no measurement device
1900 to 1910 – hand pump, some with clockface for measurement
1910 to 1920 – hand pumps with minimal color. Some with clockface (possibly attached visible attachment)
1920 to 1930 – hand pumps, some with color, some with clockface, some with glowing marketing globe on top
1930 to 1940 – art deco styled with color, some with both clockface and glass cylinders, glowing globe on top.
1940 to 1950 – square styling and color, electronic with clock face and cylinder, some with sight glass (smaller cylinder), still has glowing globe on top.
1950 to 1960 – box style only, glowing computerized measurement and price calculation

By 1918, the first visible pump was introduced. The customer was able to see just how much fuel he was purchasing by the inclusion of a large glass cylinder that was hooked up to the pump. When first introduced, the glass cylinders were retrofitted to curbside pumps that already existed. In 1923 companies started to develop new pumps with the cylinders attached directly to them. This was also the early foray into experimenting with motorized pumping mechanisms versus the manual hand crank. Around 1925, the visible cylinder was replaced by the clock-style meter, which was a dominant feature of early 1930s gas pumps.

1934 was the year that the computer meter was developed by the Wayne Pump Company. With this invention was the departure from the traditional clock-face style replaced instead by a more digital form. Gallons and prices were displayed directly on the face and this caught on quickly. By the late 30's, all companies used the computer meter. This was the beginning of the Art Deco period as well, which embraces the machine aesthetic. Gas pumps in this era were geometric in shape and featured stepped and vibrant patterns with stainless steel. Although the edges were slightly rounded, the overall pump was squarer in its look. This style was dominant throughout the WWII years, as the government limited their manufacturing.

Once the Second World War ended, cars got lower and therefore it became an obstacle trying to view meters from the car's new lower perspective. As a result, new, shorter gasoline pumps were designed, which were called low-profile pumps. For the most part, these pumps featured rounded edges, stainless steel trim, large meter faces, and simpler details than what was seen in the Art Deco designs of the 1930s.

Continuing into the 1950's the trend continued to move away from rounder edges and the stainless-steel pump was popular. The hardware was shorter, squarer in shape, and featured unpainted, stainless steel surfaces. The top part of the pump was often larger, setting atop a narrower, tapering base. The units were often set up adjacent to one another in long rows, providing different types of fuels and services.

"Today, 152,995 gas stations dot the landscape, including 123,289 convenience stores," Ernst reports. On average, each location sells about 4,000 gallons of fuel per day, "quite a jump from the 30 gallons sold at the Gulf station in Pittsburgh on December 1, 1913."

Gas is flowing throughout the country in mass quantities every day. Whether it is filling your car tank or being transported, having the proper and safe machinery to handle this liquid is key. In the early 1900's, a hose was included to the pump to allow for direct pumping. Nowadays hoses include [swivel joints](#) and [safety breakaways](#) to ensure safe transportation and transfer of liquids.

The Modern Gas Pump is laden with new features, but the mission is still the same. The pump must efficiently transfer and account for fuel that is stored in an underground tank to the consumer's fuel tank. The use of swivel joints is standard to allow for easy placement of the fuel nozzle to the vehicle's fuel tank. Vapor recovery systems are also standard and, in some cases, required on today's pumps. These systems return escaping vapors back to the tank to accomplish two things...

- ☐ Protect the environment.
- ☐ Stop product loss.

Other items on modern pumps include more accurate accounting to the seller and consumer by using modern flow metering. Today's pumps often have small video screens that relay news items, and advertisements. Point of Purchase card readers allow for at the pump payment and for loyalty program tracking which passes on savings and product deals to consumers.

Source: SafeRack by Tracy Mikulec

Note: Periodically some materials printed in our newsletter may have been borrowed from other club newsletters. We thank other clubs for sharing their newsletters with the Volcano A's. Also, when sources are known they will be included.

For Sale Items or Wanted

To place an "Ad" send your information to rusunen@comcast.net, or call Bob Rusunen at 360-828-5317

No items listed for sale or wanted.

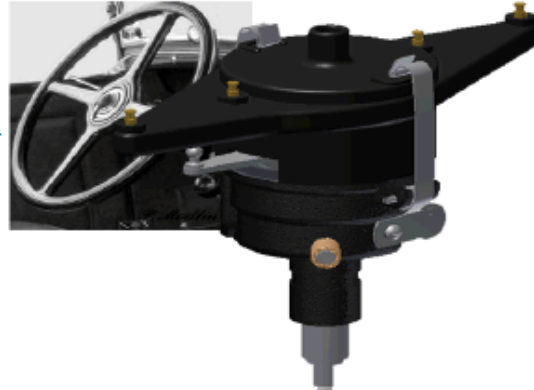
TECHNICAL TIP from Bob Davis of our Santa Barbara, Calif. club-

How Some Things Work on a Model A

Inspection:

When moving the Spark Advance Lever inside the cab, all the way up and/or all the way down, the spark retard arm on the distributor should not make contact with the Upper Distributor Body on either side.

The fix: For the 29-31 two tooth steering, loosen both steering column clamps. One is inside the cab and the other is under the hood. Rotate the steering column until the arm functions properly. Tighten the clamps.



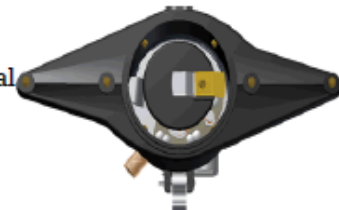
Inspect the Distributor Shaft



The Distributor Shaft should not rock back and forth. If it does rock, it is time to replace the bushings.

Setting Rotor/Distributor Contact Gap

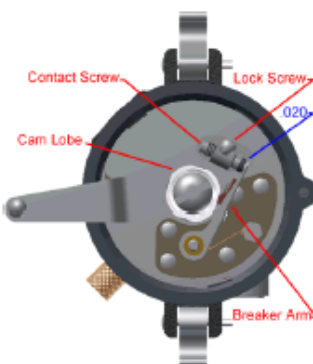
Put on parking brake, place gear shift lever in neutral position, and use the Hand Crank to rotate the rotor. Check the rotor at all four distributor contact points. The gap should be .025.



The fix: Bend the Rotor and/or file the contacts on the Distributor Housing.



Setting Point Gap

To adjust points proceed as follows:



1. Lift off distributor cap, rotor, and body. Turn engine over slowly with hand crank until breaker arm rests on one of the lobes of the cam with the breaker points fully opened.
2. Loosen lock screw and turn the contact screw until the gap is between .018 and .022". A standard thickness gage is used to obtain this measurement. When correct adjustment is obtained, tighten the lock screw. After tightening the lock screw, again check the gap to make sure the adjustment was not altered when the lock screw was tightened.

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