



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 20th 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 6

June

2015

2013 MAFCA Newsletter of the Year 2013 MAFCA 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: r rusunen@comcast.net.

Photo of Month



1928 Open Cab Pickup

June 13th tour is to celebrate the Tenth Anniversary of the Pacific Northwest Model A Picnic on Pleasant Valley Rd., west of Chehalis, WA. The theme this year is "The War is Over."

The group will meet at 9:00AM in La Center, WA, at 4th & Aspen and will leave 9:15AM. It is recommended that we need to be at the function by 11:00AM.



**President's Note
May 22, 2015**



Many thanks to Lynn Mattingley for doing a great job as Acting President at the last meeting. Sorry for the absence, our annual shrimp fishing vacation occurred on the same date, and yes the fishing was good. In sixteen years as a member this was only the second meeting I have missed.

Our next meeting is June 8th and Fletcher Anderson's NW Model A Picnic is the following Saturday. We will pass around the sign-up sheet; our meeting time will be 9:00 AM in La Center at 4th & Aspen. This is a great tour and picnic so plan to attend and exercise those Model A's for our many summer activities.

Jerry

Committee Chairs

Community Service: Joyce Swartz/Tom Ryan

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

**Happy Father's Day
June 21, 2015**



**Front Page Photo
Tom Ryan has restored this 1928
Open Cab Pickup and he still needs
to put the top on it.**

Volcano A's General Membership Meeting Minutes May 11, 2015

CALL TO ORDER: 7:00 pm by Vice President Lynn Mattingley

GUEST: Jack Dusenberry introduced Ken Holtmann and Linda Neilsen who own a 1930 Tudor Sedan, and they joined the club as new members.

Rich Rubin introduced the Battle Ground Princess Rose Court for the Portland Rose Parade. Each princess provided information on float construction activities, donations for building the float, judging awards, and that Battle Ground has been in the Portland Rose Parade for the last 62 years.

TOURS: June 13th is the Tenth Anniversary Celebration of the Pacific Northwest Model A Picnic on Pleasant Valley Rd., West of Chehalis, WA. Theme for this year is "The War is over." For more details see page 9 of this newsletter.

TREASURER: Linda Willey gave the monthly financial report.

EDITOR/WEBMASTER: Bob gave an update on Sherry's surgery status.

COMMUNITY SERVICE: Joyce Swartz reported April food donations of 93 lbs and YTD total of 422 pounds.

Gary Swartz asked for help with the Battle Ground Burgerville Food Drive on June 10 from 5-8PM with our club providing Model A's for show.

SUNSHINE: Pat Dusenberry stated that flowers were sent to Sherry Rusunen after her surgery.

LAVA LADIES: No activity until September

OLD BUSINESS: Minutes were approved and seconded as printed in the newsletter by Don LaBarre and Leonard Willey.

NW Regional Meet in Walla Walla, June 23-27. Those members who want to drive together are planning to leave on June 22, staying the night in Sunnyside, WA. We will be leaving from the Pendleton Woolen Mills parking lot in Camas, WA at 9:00 AM on the 22nd.

NEW BUSINESS: International Model A Ford Day will be celebrated on Sat. Sept 19th from 10:00 to 12:00AM at the Hood River Air Museum.

We have been asked to purchase a "Paving Brick" to be displayed at the Gilmore Museum, Hickory Corners, MI. Each brick is \$100.00 and can be inscribed with 3 lines on 20 spaces. The club approved the purchase of a brick and the Lava ladies will submit their suggestions to the club for a vote at the next meeting. If any of the men have suggestions, let Dian Lane know.

Terry Findley our Librarian has purchased the Model A Engine book for the club.

NW REGIONAL MEETS: John Carlile reported that no club has signed up to host the 2016 NW Regional Meet. Discussion with various clubs indicated that the NW Regional Meet be held every other year, but this proposal has not been approved. This issue will be discussed at the Wall Walla Regional meet in June.

Gift basket for the Walla Walla Regional Meet still needs some items for the men. So guys please bring a tool, some cleaning supplies, or Model A parts at the next club meeting for the basket.

RAFFLE: Don LaBarre won the 50/50 raffle with \$36.00.

REFRESHMENTS: Nancy indicated that she still needed volunteers for July and October. At the end of the meeting all the slots have been filled.

ADJOURNED: Meeting was adjourned by Lynn Mattingley.

Submitted by Bob Rusunen.

Happy Anniversary

- 2 Bill & Rita Dietrich
- 6 Jim & Betty Ulrich
- 7 Lynn & Marilyn Elvestrom
- 9 Pete Hazard & Jann Jones
- 11 John & Dianne Earnest
- 13 Greg & Shirley Weast
- 16 Bob & Sherry Rusunen

Happy Birthday

- 6 Linda Freimuth
- 7 Marlin Binder
- 7 Amanda Uthe
- 10 Rita Dietrich
- 11 Gary Swartz
- 12 Janice Bach
- 14 Joanna Simpson
- 17 Ardis Collins
- 20 Richard Pargman
- 20 Lynn Sondenaa
- 25 Jann Jones
- 27 Diane Schroeder
- 29 Dianne Earnest

Refreshments

- June: MJ Peden & Carma Huset
- July: Jann Jones & Patty Sondenaa
- August: Club Picnic
- September: Sandra Guyot & Jennie Ryan
- October: Joyce Swartz & Linda Neilsen
- November: Dianne Earnest & Roberta Emerick
- December: Club Potluck Dinner & Auction

Factory Foto of the Month



1931 68 C SW Cabriolet

Welcome New Member

Ken Holtmann & Linda Neilsen
PO Box 2727
Vancouver, WA 98668
360-887-3727
Kasper1949@gmail.com
1930 Tudor Sedan



Trivia Knowledge Nugget
August 1928 Dodge Brothers Inc., & Chrysler Corporation merged.



Header from the MAFCA Website

MAFCA President's Page - Garth Shreading - May 2015



A lot has been happening around the Model A World. Our **Members Only** area has been received very positively, and at our recent Board meeting, we spent a considerable amount of time reviewing it. In the next few weeks we are hoping to improve and expand it with an area set aside for chapter newsletter editors, which will include readymade articles and clip art. So keep an eye out for these changes. If you have a suggestion for the site, shoot an email to our Web Liaison, Dave Bockman at WebLiaison@mafca.com.

I'd like to welcome to our Judging Standards Committee **Chet Wojcik, Tom Rut, Tom Jeanes** who will be joining chair **Steve Schmauch**, current Chief Judge **Fred Binkley** and **Doug Clayton**, who will remain as a Senior Advisor. They recently had their first meeting and I read some of their goals and objectives, I'm looking forward to seeing them come to fruition. Speaking of the JSC, I'd like to personally thank outgoing members Doug Clayton (Chair of the JSC), Marco Tahtaras, Steve Schmauch, Bill Cilker, Vince Falter and Alex Janke (Chief Judge) who have for years served our hobby. As this year moves forward, Revision 4 to the Restoration Guidelines and Judging Standards draws toward completion. Our goal is to have this published before fall of this year. The work these people put in is a remarkable testimony to their commitment to our hobby.

At our recent Board of Directors meeting we spent a considerable time reviewing next year's budget. Clearly things get financially tougher with each passing year, but as we now sit, things look good for another year with a balanced budget and no increase in membership dues being proposed or expected.

I'm excited to announce [The Restorers Class](#) is officially up and running. This new program of vehicle evaluation is designed to acknowledge members who use their Model A as a "driver". This new class allows for original, era and aftermarket parts as well conveniences such as air conditioner and overdrive with no penalties. MAFCA will be implementing a training program for those wishing to become vehicle evaluators for the Restorers Class.

If your chapter wants to host this new program at an event and are willing to accommodate a training session, please contact us at RestorersClass@mafca.com

It's hard to believe that in three weeks, I'll be leaving for MAFCA's National Tour, **Lobsters and Lighthouses**. I have been excited about this tour since 2011 when I first heard of it. National Tours offer a great way for many members interested in the driving side of the hobby, I hope you are planning on attending.

Looking forward to spring and seeing you on the Model A Highway.

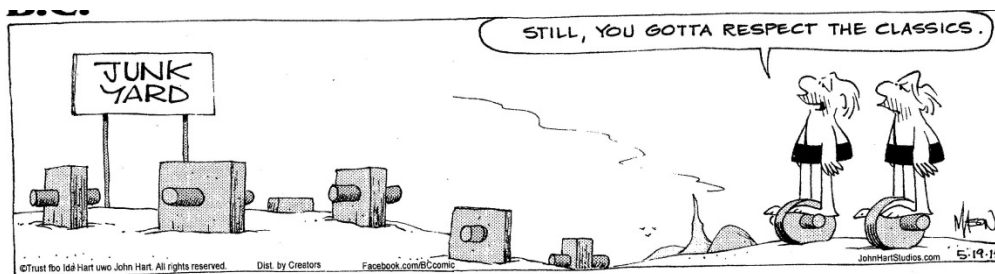


Header from the MAFCA Website

<u>Information</u>	<u>Events</u>
<p>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.</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 The Restorer.</p>	<p>MAFCA National Tour - 2015 June 7-12 - Lobsters & Lighthouses of Maine Host: Pine Tree A's</p> <p>Northwest Regional Meet - 2015 June 23-28 - Walla Walla, Washington Host: Walla Walla Sweet A's</p> <p>MAFCA National Awards Banquet December 2-5 - Medford, Oregon Host: Rogue Valley A's/Henry's Lady/Sis-Q A's</p>

Future Events & Tours

- Jun 13 Pacific Northwest Model A Picnic, West of Chehalis, WA**
 - Jun 23-28 NW Regional Group Meet, Walla Walla, WA**
 - Jul 4 July 4th 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
- Tours in bold**



Model A ERA Clothing Fashions

THE SATURDAY EVENING POST 179

**Things to think about
when you buy your bathing suit**

Naturally, you expect your bathing suit to have the greatest style, good fit and fastidiousness. You want it to be as comfortable as possible, and to be so well made you forget you are wearing it. If you prefer a tailored suit you must know your tailor, because nothing else is so elegant and serviceable.

You have a choice of three materials which are all suitable for the purpose. The first is a heavy fabric, but a bathing suit you wear in the water by an open sea, is best made of a material which is not so heavy and does not absorb water.

Best for the Bathing Suit

Since 1891 Ocean has made bathing suits, and nothing else. Thousands of orders.

Has been improved beyond measure of Ocean Suits. Hundreds of years of skill experience have built up a reputation for quality—making every step in making, from choosing to the making of fabric.

Great designers keep in close touch with fashions for the best of fabrics, colors, styles. For fit and comfort, so essential. Material requirements, are careful chosen in all Ocean Suits.

Get the Best Ocean Suit

This year no one more will be satisfied with anything else you require Ocean Suits. And a very wide range of designs, styles and colors. Ask us your favorite colors in Ocean Bathing Suits. No matter what your choice will be, we will give you the quality and value.

The above bathing suit and 12 in. American Women's Clothing, New York, 1915, No. 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

THE OCEAN BATHING SUIT CO. is the only company in the world that makes bathing suits for men, women and children. Our suits are made of the best materials and are guaranteed to give you the most comfortable and serviceable bathing suit you can buy.

The Ocean Bathing Suit Co., New York City
120 Broadway, New York City

Ocean Bathing Suits

for All the Family

Next Saturdays the after

New Ford Phaeton Ad

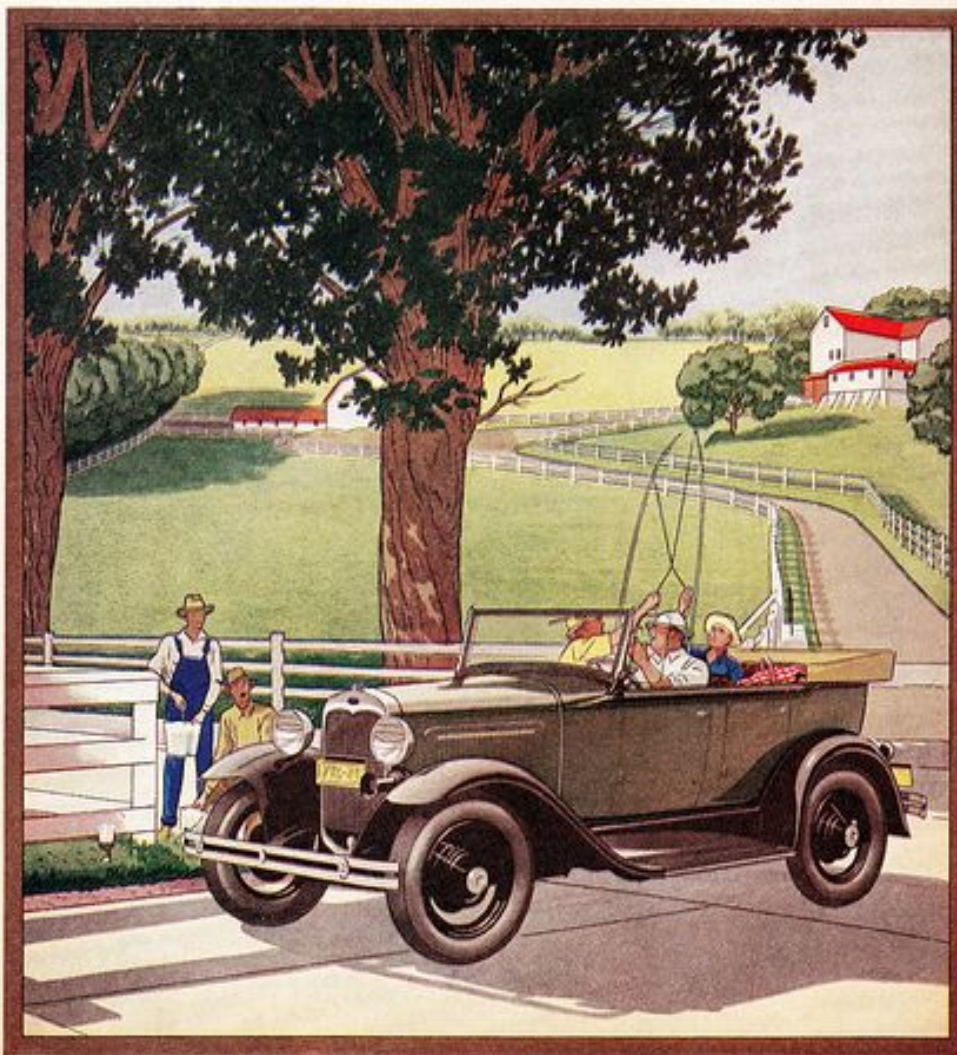
Built for many thousands of miles

THE new Ford has been designed and built to give you many thousands of miles of faithful, economical service.

Beneath its flashing beauty of line and color—in those vital mechanical parts which you may never see—is a quality of material and craftsmanship in manufacture unusual in a low-price car. Its sturdy strength, reliability and capable performance, in all

weather and under all conditions, make it a particularly good choice for farm use.

It stands up under the added strain of bad roads and hard daily usage in a way that has always been characteristic of the Ford car. The experience of the passing months and years will increase your satisfaction in its performance and confirm your first impression that it is a "value far above the price."



THE NEW FORD PHAETON

Source: Ford Model A Advertising on Pinterest

Pacific Northwest Model A Picnic - June 13, 2015

You Are Invited .

to the

Tenth Anniversary Celebration of the Pacific Northwest **Model A** Picnic
Saturday, June 13th, 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

Ignition Timing Part 2 Common Problems and Specifications

By Lynn Sondena, Brightwood, Oregon

I will describe six common problems that should be checked and corrected before timing the Model A. I am writing this from the view point of a newbie. All six of these can affect the ignition system which will affect the timing process.

1. Distributor Lock Screw & Nut (A-12127)

The distributor lock screw should be installed just a hair over hand tight and the jam nut wrenched tightened. Excessive tightening can place enough pressure on the lower part of the distributor housing to cause the lower bushing to become slightly oval. This could cause the distributor shaft to bind or lock up in the housing.

2. Coil Polarity

The coil's positive terminal should be connected to the ignition switch, which in turn is connected to the breaker points. Improper coil polarity can cause hard starting due to a weaker spark. Another problem could be low engine power and problems that could affect the carburetor such as uneven idling or missing at higher rpm. None of the problems are serious, but they do add up, affecting Model A performance.

The easiest way to check coil polarity is to purchase the Nu-Rex coil polarity tester. It is fast and simple to use. Place the tester between the distributor cap and the coil wire. Start engine and the light will give the coils polarity!

Today, with aftermarket coils, just because they are marked positive-negative or battery-distributor does not necessary mean they are correct. In the Model A era, the cars were positive ground. Today, the cars are negative ground. This is another good reason to test the coil's polarity.

3. Ignition Switch Cable (A-11575) and Lower Distributor Plate (A-12148)

There are two problems that can occur with these components. First, if the ignition switch cable is tightened more than hand tight it can short out. It does this because the spring loaded cable exerts too much pressure on the tin contact mounted on the bottom of the lower plate. This plate touches the inside of the distributor housing causing the short. Preventative maintenance can be done by applying Ultra Copper high temperature RTV silicon made by the Permatex Company. Apply a light coat of the silicon to the back side of the tin contact plate. This will provide an insulation barrier to prevent shorts.

The second problem that can occur is that not all distributor housing bodies are created equally. Ford Motor Company cast some of these bodies, and used some cast by a few supplier companies. Some are cast using green sand (water based) which produces very smooth castings that require little finish work. Others were cast with Petra-bond sand (oil based) which produces a rougher casting and requires more finish work. I have found that these castings will have bumps or burrs that can reach up or down sometimes just barely

Technical Notes

touching the tin lower contact plate causing irregular shorting. To be safe, do a visual check of the lower inside distributor housing body. If irregularities are noticed use a die grinder or Dremmel tool to remove the bumps and burrs. Also check the lower tin contact plate for its bottom clearance to the bottom of the distributor housing. Some of the reproduction units touch or almost touch the bottom causing a short. I have found that if you remove 1/16 inch to 1/8 inch from the tin bottom contact plate and coat it with Ultra Copper. This will eliminate all possibilities of shorting (Fig. 1).

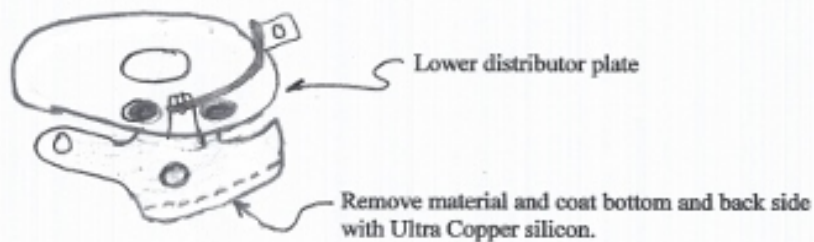
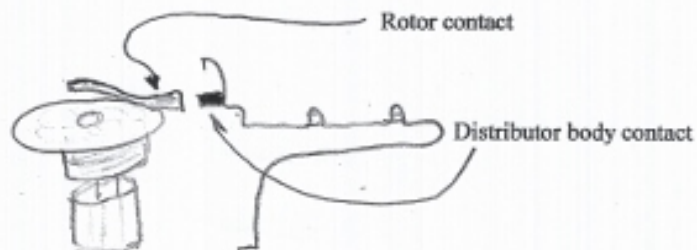


Fig. 1

4. Rotor (A-12200) to Distributor Body (A-12105) Alignment

Another common problem that is often overlooked is the height of the rotor contact in relationship to the distributor body contact point height. These should be the same height. Refer to figure 2 for correct alignment. Correct alignment can be made by holding long nose pliers perpendicular to the rotor contact and placing regular pliers on the end of the contact. Use light pressure to move the contact tip up or down as needed. Also if the distributor body contacts are rusty remove the rust with emery paper or a point's file. This will promote better spark between the contacts.



Each contact should be center height to center height.

Fig. 2

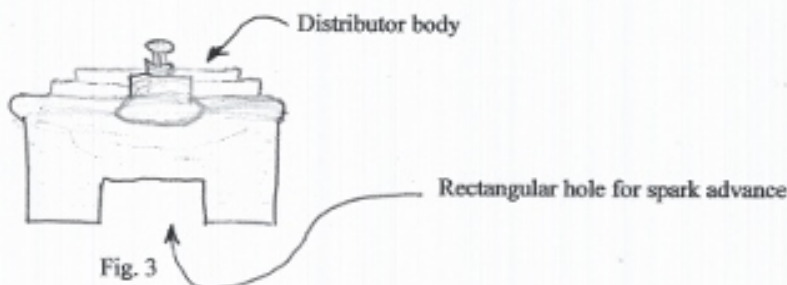
Technical Notes

5. Distributor Body Housing (A-12105) Hole for Spark Advance Travel

Distributor bodies have a rectangular hole for the upper plate assembly arm to reach through and connect to the spark rod. This opening should be $7/16$ inches tall by $1-1/16$ inches long. The reproduction bodies that are made overseas have a slightly smaller opening (Fig. 3). This could limit the amount of advance on the Model A. Ford designed the Model A to have 20 degrees of advance.

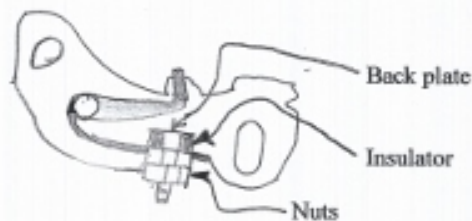
To test for clearance have a person sit in the driver seat with the spark rod fully retarded. Stand by the right side of the Model A with the hood open, watching for the distributor body hole clearance as the person inside the Model A slowly moves the spark lever to fully advanced position.

If there are clearance issues these can be corrected by using a single cut mill bastard file to remove the bakelite from the housing to provide the necessary clearance.



6. Point Sets (A-12199)

If you have a Model A you drive a lot I would highly recommend converting to the modern upper plate that uses modern points and condenser. Not all point sets are created equally. Point sets (Fig. 4a) that are made in the USA have a bakelite or plastic insulator behind the nuts where the wires are connected (Fig. 4b). These are solid and insulate very well. Foreign made point sets have a U shaped insulator that can crack or spread apart causing shorts (Fig. 4c).



Technical Notes

USA made



Fig. 4b

Foreign made



Fig. 4c

This is a case of you get what you pay for! Foreign made point sets cost \$4.00 and in my experience are not very reliable. USA made point sets cost \$18.00 and in my experience are very dependable and last a long time. You can go to a Ford dealership and ask for points that fit 1957 to 1973 Ford engine sizes 289-302-351. These are well worth the money!

Specifications

The following specifications are critical to the timing of the Model A. Start with these. Don't use the ranges given in books and manuals until your Model A is running. After the Model A has been driven several miles, then adjustments can be made to suit your Model A and the countryside it motors in.

- Spark plug gap .035
- Breaker point gap .020
- Rotor to distributor body gap .025

A note to the novice: *The rotor rotates in a counter clockwise direction.*

Cotter Pins Revisited

By Rick Black, Medford, Oregon

I enjoyed the article by Alex Janke in the March/April 2015 issue of *The Restorer* regarding the use of cotters in the Model A. However, as I worked on my car, I found that having the list in part number order wasn't very helpful when I was looking for a cotter for a specific location.

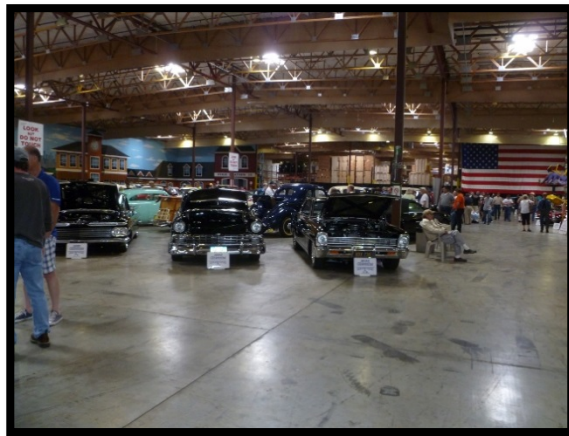
It would have been more helpful (and faster to find the correct cotter) if the list was sorted by location.

So I copied Alex's list into Excel on my computer and sorted the list by location. Perhaps this list will be helpful to other restorers.

Part #	Size	Hole Size	Location
A-23534	3/32" x 5/8"	7/64"	Accelerator Bell Crank
A-23550	1/8" x 1"	9/64"	Axle Shaft and Gear
A-23531	3/32" x 3/4"	7/64"	Brake Cross Shaft Guide (1928)
A-23555	1/8" x 5/8"	9/64"	Brake Pedal Clevis Pin
A-23555	1/8" x 5/8"	9/64"	Brake Pedal Rod to Cross Shaft
A-23555	1/8" x 5/8"	9/64"	Brake Rod Clevis Adjusting
A-23551	1/8" x 3/4"	9/64"	Brake Shoe Roller Pins
A-23555	1/8" x 5/8"	9/64"	Clutch Pedal to Release Shaft Arm
A-23531	3/32" x 3/4"	7/64"	Crankshaft Front and Center Bearing Cap Bolt
A-23531	3/32" x 3/4"	7/64"	Crankshaft Rear Bearing Cap Assembly Bolt
A-23519-S6	1/16" x 3/8"	5/64"	Electric Windshield Wiper Blade
A-23555	1/8" x 5/8"	9/64"	Emergency Brake Cross Shaft to Rear End
A-23555	1/8" x 5/8"	9/64"	Emergency Brake Lever to Cross Shaft Rod
A-23534	3/32" x 5/8"	7/64"	Emergency Brake Toggle Connecting Link Hand Brake Lever Arm (1928)
A-23534	3/32" x 5/8"	7/64"	Engine Connecting Rods
A-23531	3/32" x 3/4"	7/64"	Engine Front Support
A-23515	1/16" x 1/2"	5/64"	Equalizer Operating Shaft Cap
A-23515	1/16" x 1/2"	5/64"	Equalizer Operating Shaft Pin Cap (1928)
A-23531	3/32" x 3/4"	7/64"	Fan Assembly
A-23534	3/32" x 5/8"	7/64"	Front Brake Housing Plate Assembly
A-23533	3/32" x 1"	7/64"	Front Radius Ball Cap
A-23531	3/32" x 3/4"	7/64"	Front Spring Clip Bar Nut
A-23531	3/32" x 3/4"	7/64"	Front Spring Hanger Nut
A-23550	1/8" x 1"	9/64"	Front Spring Perch
A-23515	1/16" x 1/2"	5/64"	Hand Brake Lever Bracket Assembly (1928)
A-23530	3/32" x 1/2"	7/64"	Hand Brake Lever Pawl
A-23555	1/8" x 5/8"	9/64"	Hand Brake Lever Pawl Pin
A-23534	3/32" x 5/8"	7/64"	Hand Brake Lever Sector
A-23551	1/8" x 3/4"	9/64"	Operating Wedge Stud Assembly
A-23553	1/8" x 1 1/2"	9/64"	Plug Drag Link Ball Plug
A-23534	3/32" x 5/8"	7/64"	Radiator Mounting Bolts
A-23550	1/8" x 1"	9/64"	Radius Rod Bolt Rear
A-23550	1/8" x 1"	9/64"	Rear Axle to Drum Rear
A-23515	1/16" x 1/2"	5/64"	Rear Engine Support Plate Bolts
A-23531	3/32" x 3/4"	7/64"	Rear Radius Rod Assembly Rear Bolt
A-23531	3/32" x 3/4"	7/64"	Rear Spring Hanger
A-23530	3/32" x 1/2"	7/64"	Retaining Pin Clutch Pedal
A-23530	3/32" x 1/2"	7/64"	Rod Front Radius Rod
A-23530	3/32" x 1/2"	7/64"	Shaft Collar Pin
A-23552	1/8" x 1 1/4"	9/64"	Shock Absorber Link Plug
A-23534	3/32" x 5/8"	7/64"	Shock Arm Bolts
A-23552	1/8" x 1 1/4"	9/64"	Side Mount Arm Support
A-23550	1/8" x 1"	9/64"	Spindle Arm
A-23565	5/32"- x 5/8"	11/64"	Spindle Assembly
A-23531	3/32" x 3/4"	7/64"	Spindle Bolt Locking Pin
A-23553	1/8" x 1 1/2"	9/64"	Spindle Connecting Ball
A-23531	3/32" x 3/4"	7/64"	Spindle Connecting Rod End
A-23566	5/32" x 1 1/2"	11/64"	Spindle to Drum
A-23550	1/8" x 1"	9/64"	Spring Retaining Bar Rear
A-23531	3/32" x 3/4"	7/64"	Steering Gear Arm [Pittman Arm]
A-23531	3/32" x 3/4"	7/64"	Steering Gear Housing and Column Assy Bolt
A-23534	3/32" x 5/8"	7/64"	Tail Pipe, Clamp
A-23553	1/8" x 1 1/2"	9/64"	Transmission Main Drive Gear
A-23554	1/8" x 1 3/8"	9/64"	Transmission Main Drive Gear (1928)
A-23555	1/8" x 5/8"	9/64"	Trunion Brake Pedal Clevis Pin
A-23534	3/32" x 5/8"	7/64"	Universal Joint Outer Cap
A-23516	1/16" x 3/4"	5/64"	Wheel Carrier Bracket Bolt to Frame Nut

Papa's Toy Museum Tour - Cornelius, OR 5/8/2015

Seven Model A's and several new iron made the trip out to visit Papa's Toy Museum in Cornelius, Oregon. The weather was great and the group had a great time.



Adventurous Members Take Historic Flight



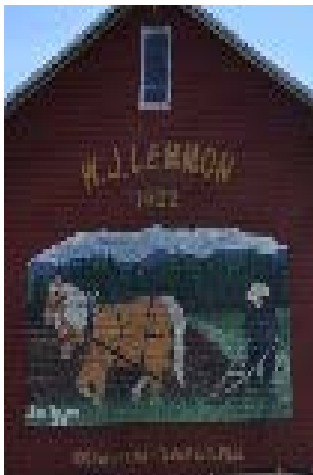
The rendezvous point was at Fletcher and Rod's farm. A mystery tour was about to begin, heading toward the Lincoln Creek area in west Lewis County.



Before the tour everyone made sure their fuel tank was filled up. "Is that Lynn stealing gas out of his own pump?"



"Toots" (everyone's grandmother) came with us. Her old friend "Tommy Gun" sat beside her. Traveling through the counties back roads we saw a mural painted on a barn, bringing back memories of the way of plowing in the old days.



Further on down the curvy road we came across two farmers that resembled Rod and Lynn standing in the shed by their new Fordsons. "How could that be?" They are on tour with us.



Reaching the air field we got a glimpse of the airplane for the flight. One of the tourist decided that he had better take the pause that refreshes. Eddy got into the act with one of his old tricks, a real shake up.



There she is, Captain Terri Pitts, telling us to "get aboard." With great anticipation we were seated for a long non-stop flight in the historic 1936 Douglas DC-3.



Soon the engines began to roar, a voice from the cockpit sounded, "fasten your seat belts," and the aircraft began its departure for a flight back in time.

Submitted by an upstart roving reporter:
Otto Mobile



H.H. Franklin Club Westrek 2015 Crater Lake Tour



H.H. Franklin Club Westrek 2015 Crater Lake Tour

February 10, 2015

Here in Vermont we have been buried in snow this winter and have just received two-feet more of fresh powder in the last week. But it is nothing like the snow pile seen in this photo courtesy of the *H.H. Franklin Club*. The organization is holding the Westrek 2015 Tour at Crater Lake, Oregon, on June 20-26. The photo of this mid-teens Franklin Touring Car was taken at the Lake. Information can be found at the Westrek 2015 Crater Lake Tour Facebook page. Can you tell us the exact year and model of the Franklin?

Source: Photo courtesy of "theoldmotor.com"

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Courtesy from MAFCA – “A” of the Day photos