



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 3

March

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.

Photo of Month



Olson's 1929 Phaeton





President's Note February 16, 2015



February 14th turned out to be a beautiful day and evening as thirty six of the Volcano A's attended a special Valentine Dinner at Summit Grove Lodge in La Center. The Lodge was built around 1926 and was a favorite stopping place on the Pacific Highway while traveling north to Seattle. The Lodge and grounds have been restored and upgraded to a beautiful gem in the county. For anyone who missed this event, they have the opportunity to attend any Sunday Brunch and enjoy the Lodge.

Make your plans now to attend NW Regional in Walla Walla. I have an entertaining route chosen you won't want to miss.

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

Portland Swap Meet
April 10-12, 2015
at the Expo Center

Rosters

Membership directories will be available at the next club meeting.

March 8, 2015



Front Page Photo: Don & Ramona Olson's 1929 Phaeton just taken out of the Pharmacy Warehouse.

Volcano A's General Membership Meeting Minutes

February 9, 2015

Meeting called to order by Jerry Lane followed by the Pledge of Allegiance.

Treasurer's Report: Linda Willey gave an accounting of the club's income & expenses and our current bank balances.

Tours: Lynn Mattingley reported that our March 14th tour will be to the Hood River Antique Car and Plane Museum. The cars and planes should be out of the hangars and weather permitting there's a possibility of getting a ride.

Refreshments: Nancy Wooldridge needs someone to help with June.

Community Service: Still need a volunteer. January we donated 72 lbs. to the Food Bank.

Sunshine: Pat Dusenberry reported that Bill Peden had heart surgery and she & Jack delivered flowers to Bill who is doing well.

NW Regional: John Carlile said there is no 2016 Regional and his suggestion is to have a regional on the odd years since the Nationals are held on even numbered years. The 2017 MAFCA National Tour will begin in Olympia travel into Canada and end in Olympia.

Seminar tonight will be a DVD on roadside troubleshooting.

Old Business: February 14th we have reservations at Summit Grove Lodge at 7:15 PM for a Valentine's Buffet. The 2015 NW Regional Meet is in Walla Walla and our group will leave on Monday traveling Hwy 14, spending the night at the Sunnyside Grapevine Inn and plan to arrive in Walla Walla Tuesday in time for the Ice Cream Social. Lava Ladies will meet and discuss their 2015 schedule of events.

New Business: Minutes of the last meeting were approved as written. There are various events listed in our newsletter and those labeled tour are our club events. Membership cards were printed and members will receive their card at the next meeting. The 2015 Proposed Budget was presented and was approved by the club members.

Dianne Earnest won the 50/50 raffle taking home \$37.00.

Thank you to Lynn Mattingley and Pat Dusenberry for the ice cream cups and cookies for our refreshments.

Meeting was adjourned.

Respectfully submitted by Dian Lane.



Happy Anniversary

- 1 Jack & Lynn Mattingley
- 3 John & Ardis Collins
- 20 Steve & Marjorie Pargeter
- 30 Tom & Sandy Pagel

Happy Birthday

- 1 Tom Pagel
- 7 Carol Holm
- 7 Lance Lehman
- 16 Bob Rusunen
- 22 Sandy Pagel
- 24 Corley Wooldridge
- 25 Sam Salzman
- 30 John Collins

Factory Foto of the Month



1928 50-A Sport Coupe w R/S



Refreshments

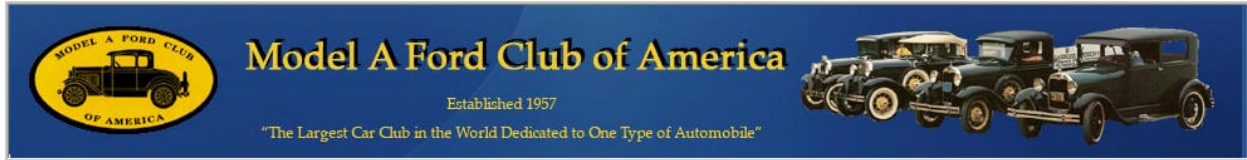
- March: Becky Blick & Dian Lane
- April: Marylan Kelly & Nancy Wooldridge
- May: Marilyn Elvestrom & Diana Carlile
- June: Open
- July: Carma Huset & Patty Sondena
- August: Club Picnic
- September: Sandra Guyot & Jennie Ryan
- October: Joyce Swartz & Open
- November: Dianne Earnest & Roberta Emerick
- December: Club Potluck Dinner & Auction

Volunteer Needed!

Community Service Director Position.



Trivia Knowledge Nugget
General Electric begins the first regularly scheduled television broadcasts three days a week for two hours each day at station WGY in Schenectady, N.Y.



Header from the MAFCA Website

MAFCA President's Page - Garth Shreading - March 2015



It's March and for my home chapter, it's usually the beginning of our Model A season. Unfortunately, we just postponed our first tour of the year. It seems that the old groundhog may be right after all with temperatures in the 30's and 40's and rain, snow and sleet to our west, north and east. After talking to some from the northern part of the country, our temperature of 40's doesn't sound all that bad.

Things continue to go well for this year's national tour, Lobsters and Lighthouses. Registrations are very strong and like many of you, I have been looking forward to this for a few years now. If you are planning on attending don't delay registering or you may find yourself not able to go. Registration forms can be found on page 45 and 46 of the September/October Restorer or by visiting mafca.com and the clicking on the "registration form" found under 2015 National Tour. Be sure to come and visit with Janet and me, we'd love to meet you.

I was saddened to learn of Marshall Lewis' death recently. I spent some time with Marshall in December and always found him a genuine champion of the Model A and MAFCA. He was a great supporter of the Model A Museum and was instrumental in making the Turlock Swap Meet what it is today. I know he will be sorely missed by his many friends in the Modesto A's.

As the economy continues to perform slowly, many car clubs around the country have found themselves with lowering membership numbers, putting a few in tough financial conditions. Fortunately for MAFCA, our membership remains stable. That being said, Jay McCord, our Membership Director has begun a new membership drive, "15,000 in 2015". Be sure to watch for information that Jay sends out or posts on the website. Or, you may shoot him an email at members@mafca.com for additional information on how your chapter can benefit from this program.

We're always looking at ways to better serve our members and chapters. Starting this month will be a "Members Only" area on our website. This is a closed section to the general public, so to access this new area, look for logon information in the March/April Restorer magazine at the bottom of the Table of Contents page. Our goal is to regularly post new and helpful information just for our members.

For the few who have still not renewed your 2015 membership, a small mishap occurred with our printing company and the notice sent in your Restorer Magazine. It's not a big issue, just be sure your information is clearly printed on the envelopes when you return your annual membership information and dues.

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

<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 <u>The Restorer</u>.</p>	<p>Central California Regional Group Jamboree April 10-12 Santa Maria, California Host: Santa Maria A's</p> <p>Northern California Regional Group Roundup May 22-25 Sacramento, California Host: Capital A's</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>

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.

Lava Ladies

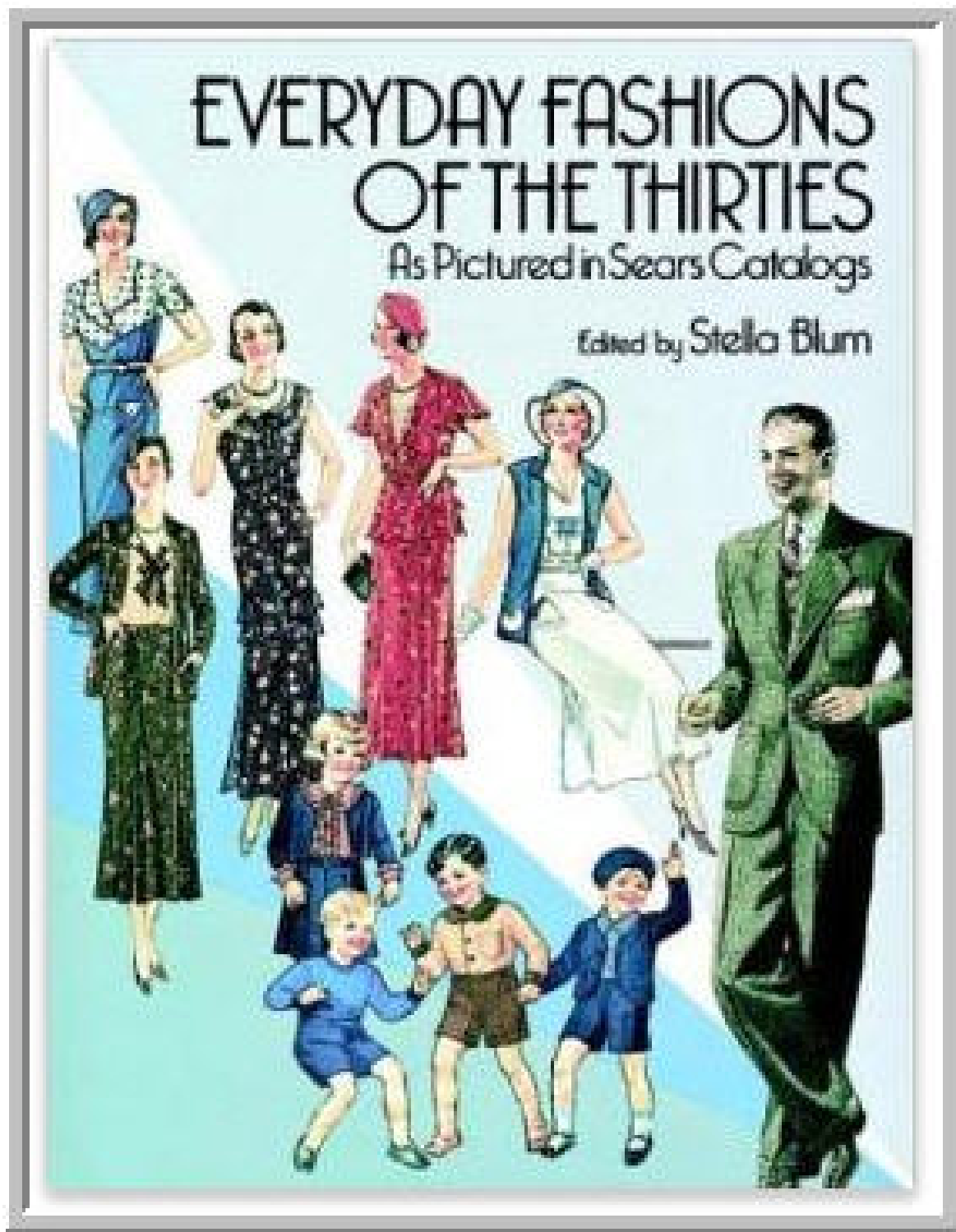


The Ladies discussed a theme for the raffle basket we will be preparing for the 2015 Regional in Walla Walla and then finalized their 2015 schedule.

Lava Ladies 2015 Events

<u>Date</u>	<u>Where</u>	<u>Hostess</u>
<i>March 28th</i>	<i>Quilt Show & Lunch</i>	<i>Linda Willey</i>
<i>April</i>	<i>Battle Ground</i>	<i>Lynn Mattingley</i>
<i>June (regional)</i>		
<i>August 23rd</i>	<i>Pit Stop Coffee Stand</i>	<i>Dian Lane</i>
<i>September</i>	<i>Stone Cliff in Oregon City</i>	<i>Carma Huset</i>
<i>October</i>	<i>Babies in Need</i>	<i>Sherry Rusunen</i>

Model A ERA Clothing Fashions



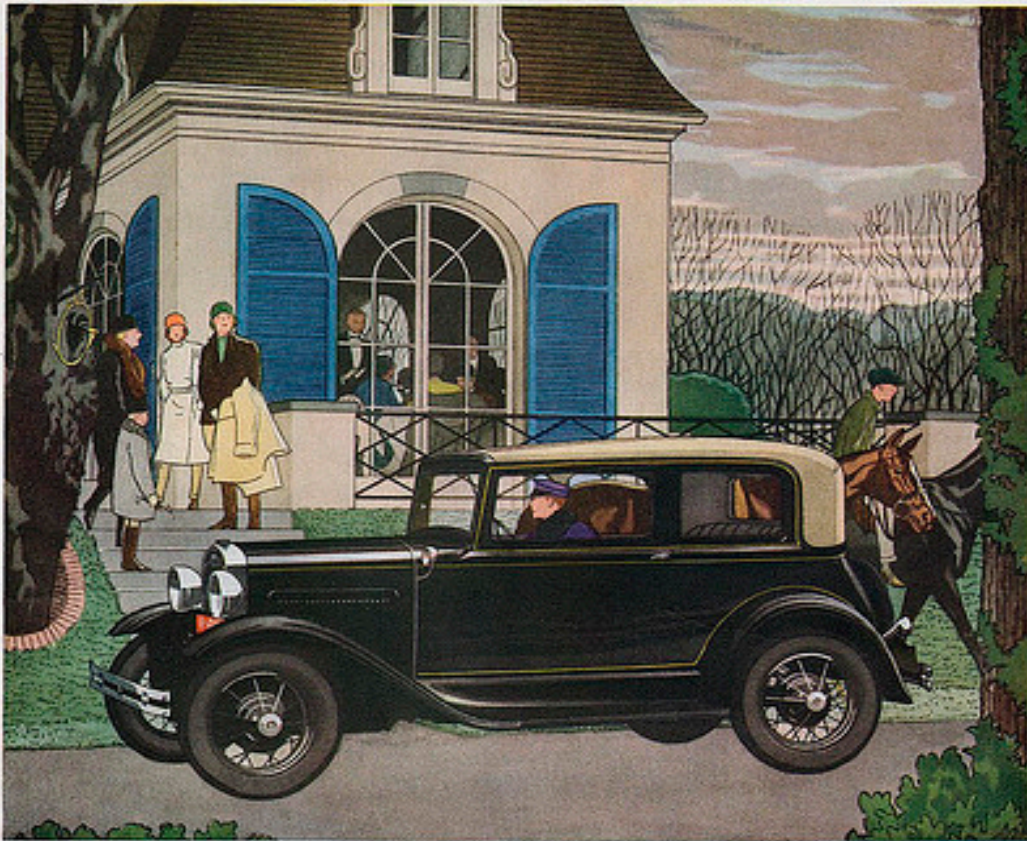
Source: Phillip Lensen at vintageadbrowser.com

Release of New Ford Victoria Ad

March, 1931

LADIES' HOME JOURNAL

The New Ford Victoria



A NEW FORD BODY TYPE OF DISTINCTIVE BEAUTY

The newest, latest addition to the wide variety of Ford body types is the distinguished four-passenger Victoria. It marks a new degree of beauty and of value in a low-price car.

The striking lines of the Ford Victoria are especially apparent in the graceful sweep of the straighter, lower top, the slanting windshield and the curving bustle back, with the spare wheel set at a conforming angle. There is a suggestion of continental design also in the shape and size of the side windows and the intimate interior arrangement.



The comfortable, deeply cushioned seats are carefully tailored and upholstered in luxurious mohair or fashionable Bedford cord, optional with the purchaser. Colors, appointments and hardware reflect the mode and manner of a custom-built car.

With all its new beauty and outstanding mechanical performance, the Ford Victoria sells at a low price. In addition, you may purchase it on convenient, economical terms through the Authorized Ford Finance Plans of the Universal Credit Company.

Source: Ford Model A Advertising on Pinterest

Technical Notes

Care & Maintenance of the Model A Horn

By Lynn Sondena - Sandy, Oregon

The Model A horn, if properly cared for, it will produce a high quality AHOOGA sound for many years, but this is only possible when it is kept clean and properly oiled. With a good battery, correctly oiled, and properly adjusted the horn should sound without the engine running. My experience has proven that corrosion on the terminal block or lack of oil usually is the source of what causes the horn to not work correctly.

Ford recommended that the horn be serviced once a month. How often have you serviced your Model A horn? The first step in maintenance is to remove the motor cover from the rear of the horn using the small screw on the left back side (Fig.1). Do not confuse this screw with the adjusting screw. The adjusting screw is larger in diameter. This article is for a Sparton horn. Next, look at the horn terminal connector block (Fig.2) for corrosion or loose connectors. This area should be a bright copper or brass color. If not, clean with a paste made from baking soda and water. Use an old toothbrush or small fine bristle brass brush to clean off the corrosion. Rinse with a small amount of water trying not to get any on the motor. This area can be dried with compressed air using 4 psi or less. The next step is to look at the motor brushes. Be sure that these are at least 3/16 inch in length or longer. Replace if they are less than that in length. Also check that the brushes are not cracked, chipped or broken in any way.



Fig. 1

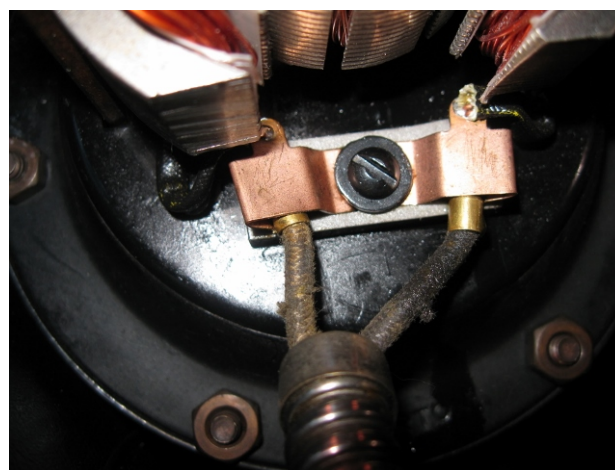


Fig. 2

The next item to check is the commutator. To clean the commutator, rotate it while holding 400 grit Emery paper against it, until it is clean. Use a Popsicle stick to clean the gap between the commutator segments. Do not use metal or damage will occur to the commutator. Note: some people call the commutator the armature, but they are not the same part. The commutator is the area where the brushes rub. The wires from the armature are attached here. The armature is the area that rotates inside the field coils. It is the main current carrying winding of a motor.

Figure 3a and Fig.3b show the felt washers or pads at each end of the armature. These need to be oiled with two drops of light machine oil. Do not over oil these pads. Use dielectric grease to coat the terminal connector block and the two incoming connectors. This will help in preventing corrosion, and it will promote better electrical connections.

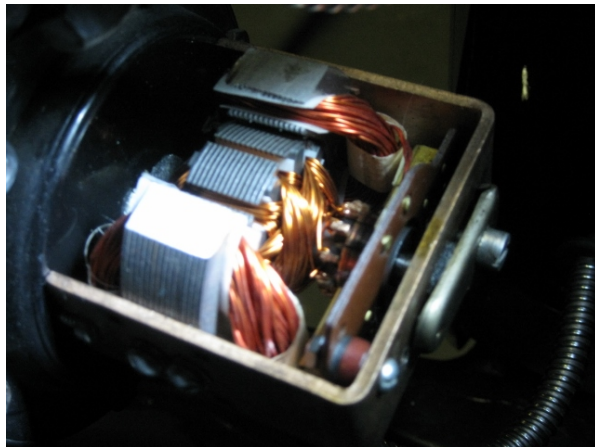


Fig. 3a

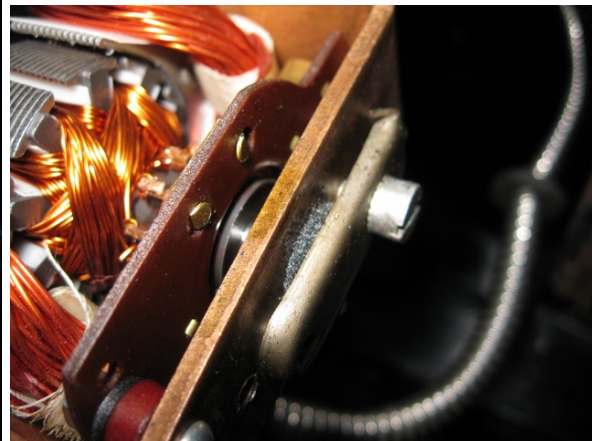


Fig. 3b

The last thing to do is to replace the horn motor cover. This takes caution because if tightened too hard it can affect the sound. If too loose, the cover could fall off.

Points to remember are: first, that the horn is ground activated. Second, be sure it is well oiled, or it may be hard to start or slow to react. Third, if the horn does not work it may be due to corrosion or loose connections under the motor cover. I am assuming that the horn has been working correctly.

Maintain your horn with proper care and it will reward you with that great AHOOGA sound!

Ford Motor Company History

Part 7 - Birth of the Ford Model T

In many respects, the Model T Ford was the result of Henry Ford's desire to improve on the Model N Ford and to take full advantage of vanadium steel (read more about the Model N and vanadium steel [here](#)), which offered the potential of a lighter and stronger car. In January 1907, Henry Ford had a separate "experimental room," measuring 12' by 15', enclosed at the northern end of the third floor of the Piquette Avenue factory. There, draftsman Joseph Galanib set up blackboards and a drafting table to convert the design ideas of Henry Ford and his chief engineer Childe Harold Wills into blueprints. According to the recollections of old-time Ford employees, Henry Ford supervised the drafting operations from a rocking chair. Also known as "Joe Galamb's secret room," it was kept locked and was off-limits to all but a few Ford employees. The first design completed for the Model T was a new transmission, developed over several months. Once blackboard drawings or blueprints were completed, Ford moved a drill press, lathe, and milling machine into the "experimental room," where machinist C. J. Smith turned drawings into parts. Components such as the transmission, flywheel magneto, and springs were tested on a Model N chassis.

Ford Motor Company distributed the first circulars describing the future Model T Ford to its dealers on 19 March 1908. Even though the Model T Touring Car would retail for \$850 and would not be available until October, the circular touched off a frenzy of orders from dealers. When introduced, the Model T was superior to cars selling for twice the price. The new model featured the extensive use of vanadium steel in gears, crankshafts, springs, and other parts subject to stress, an innovative flywheel magneto, a durable planetary transmission, and other features not found in competitive cars. The lightweight four cylinder engine, which developed 20 horsepower, featured a removable head, allowing easier access to the valves and cylinders. The Model T Ford was one of the first American automobiles to have the steering wheel and controls located on the left. This became the standard design within a few years. Ford Motor Company produced more than 15 million Model T Fords between 1908 and 1927, often accounting for more than half of American automobile production. Because of its critical role in popularizing automobile ownership in the 1910s and 1920s, the Model T Ford is the most significant automobile of the twentieth century.

In mid-September 1908, Wills announced plans to produce 25,000 Model T Fords the first year, but these plans were entirely unrealistic. On 1 May 1909, the Ford Motor Company stopped accepting orders for the Model T for two months because the firm was overwhelmed, despite working two shifts in all departments. The Ford Motor Company did not come close to building the 25,000 cars promised in September 1908, but managed to assemble 10,607 for the year ending 30 September 1909. The firm reported an average

workforce of 2,190 for that time period, but this included employees at sales branches, which distributed cars and parts to the dealers. Ford claimed to employ an average of 1,655 for calendar year 1909 at its "home plant," presumably the Piquette Avenue Plant. Production for the entire calendar year of 1909, the last year the Ford Motor Company was based at the Piquette Avenue Plant, was a remarkable 17,771 cars.

Henry Ford replaced the Piquette Avenue Plant with a spacious manufacturing complex in Highland Park, Michigan, which he began to occupy in the fall of 1909. Final assembly of the Model T moved from the Piquette Avenue Plant to the Highland Park Plant in January 1910. At the Ford Highland Park Plant, Henry Ford introduced and perfected the moving assembly line for the manufacture and assembly of the Model T Ford. Model T production jumped dramatically from 20,277 units in 1910 to 585,388 in 1916, while the retail price of the Model T touring car fell from \$780 to \$360 over the same time span. The Highland Park plant was the principal assembly plant for the Model T Ford from 1910 until the passing of the Model T in 1927. The Highland Park Plant is also a notable early example of reinforced concrete building design resulting in the "daylight factory," executed on a large scale by architect Albert Kahn. Unfortunately, more than one-third of the Highland Park Plant is no longer extant, demolished in the early 1960s. The original administration building, signature power house with its distinctive five smokestacks, a four-story reinforced concrete factory building featuring an enormous "Ford Motor Company" sign, two machine shops, two crane ways, and two loading docks are no longer standing.

Ford's fourth manufacturing plant was the Ford River Rouge complex, begun in 1917, but primarily built in the 1920s and 1930s. At the Ford River Rouge plant, Henry Ford achieved vertical integration in production. There, Ford manufactured almost all of the components for a complete automobile, including engines, transmissions, frames, bodies, tires, and glass. Henry Ford and Albert Kahn together introduced innovative factory architecture at the River Rouge Plant sprawling single-story steel-framed buildings encased in glass. The all-new 1928 Model A Ford was manufactured and assembled at the River Rouge plant starting in November 1927 and the plant served as Ford's principal manufacturing facility into the 1950s. It remains an important part of Ford Motor Company's operations to this day.

Source: Reprint from www.fordmotorhistory.com/history



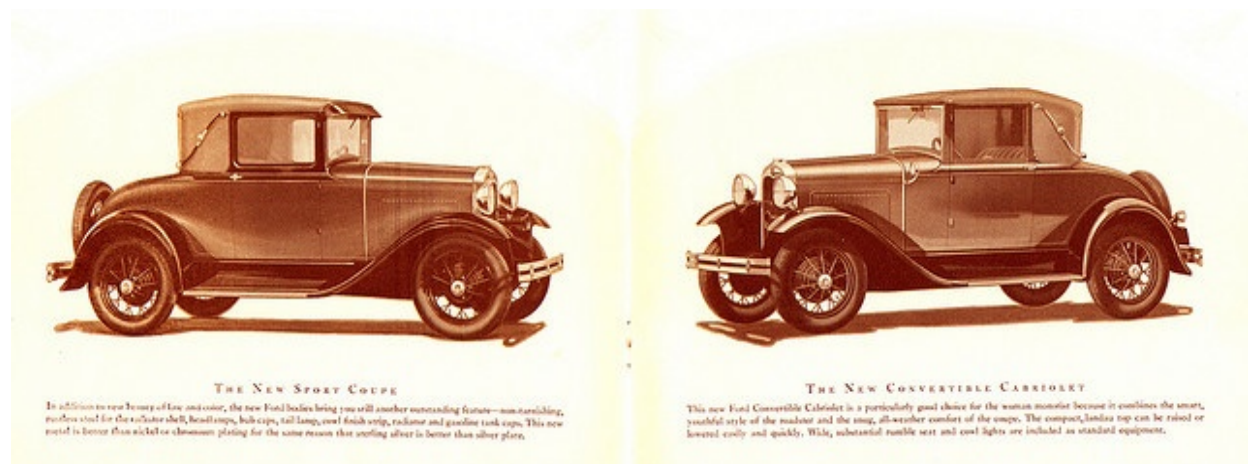
The Taylor Tire Company - Service During Tough Times in 1930

t. Louis Paddy W |



The Taylor Tire Company of Lexington, Kentucky opened this new facility, during the trying times at the beginning the Great Depression on November 15, 1930. The organization must have had some strong backing and good management to make it through the next half-a-dozen or more difficult years. The photo above dating from 1934 shows considerable activity at the service facility that was located at East Vine and Southeastern Avenue.

Source: Photo courtesy of theoldmotor.com



For Sale

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

There were not autos or items listed for sale this month.

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