



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 3

March

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



1931 Deluxe Coupe





President's Note February 23, 2021

Last month I was talking about calm weather, and how quickly things can change. How did you like the snow and ice, controlling our lives for about a week. Model A's are strong, just like our Model A cars. We should be able to weather the storm and the virus and plan to have good times like in the past. Think about warm weather and cruising the back roads to interesting places and events.

In the latter part of January, the Board Members discussed by email the 2021 Budget and decided to keep the same numbers as in 2020. Also, because we cannot meet at the Church because of COVID we have not paid rent for 2021. If we have a chance to meet following COVID rules, we could meet at the Lane's temporarily and members could vote on a permanent place for the future.

Stay positive,
Jerry

Celebrate St Patrick's Day March 17



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"My dream is of a place and a time where America will once again be seen as the last best hope of earth."
-Abraham Lincoln

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



March



2021

Volcano A's Celebrations and Events Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 Happy Anniversary Jack & Lynn Mattingley Happy Birthday Tom Paegel	2	3	4	5	6
7	8 Volcano A's Meeting Cancelled	9	10	11	12	13 Happy Birthday Ken Holtmann
14 Spring Forward DAYLIGHT SAVING TIME	15	16 Happy Birthday Bob Rusunen	17 HAPPY St. Patrick's DAY	18	19	20 Happy Anniversary Steve & Marjorie Pargeter
21 Happy Birthday Angela Parrish	22 Happy Birthday Sandra Paegel	23	24 Happy Birthday Corley Wooldridge	25 Happy Birthday Sam Salzman	26	27 HAPPY PASSOVER
28 PALM SUNDAY	29 	30 Happy Anniversary Tom & Sandra Paegel	31			



No Meeting Minutes for the Month of February

Word Search

P G W E C C N E W V F F K O A T I E T B
E A K P L M Z K W D P G A P D I K C W J
D D D W O W R P X E M A F C A L M F N A
W X I U S E O Y B R I G G S Z L U M B A
A D S S E U U L Q V K B K I W I R M F H
J B Y U D H Q M F X I D U U W T R O L K
M A F C C C K N Y W G C Q C B S A D E I
P F V D A X V N C R H M T R U O Y E A A
X I L E B L Z C A E U I M O V N G L T J
P V B T P R E R B E R M S V R Y Q A H N
K V L U I L N P R O D A B T Q I X H E T
H E I D C C I H I S R S A L L Y A B R F
E E N O K C T A O S P H E T E E J B B O
N M D R U E H E L R R E O L R S I F A R
R H B A P D C T E C L P K T F U E B C D
Y M A T M B X O T X S X T M A O C A K O
F A C O U P E N K D D P B A T J R K T R
O R K G Q X Y L Q U A I L F Y D P D G K
R C R O A D S T E R B R A F K O F H X E
D S T O W N C A R R H M I I C U E W Z F

Closed Cab Pickup	Leatherback	Wolf Whistle	Cabriolet
Blind Back	Henry Ford	Tillitson	Edsel Ford
Victoria	Rumble Seat	Roadster	AA Truck
Zenith	Murray	Briggs	Fordor
Town Car	Model A	Quail	MAFCA
Coupe	MAFFI	Phaeton	Tudor
MARC			

1928-1931 Ladies Fashion

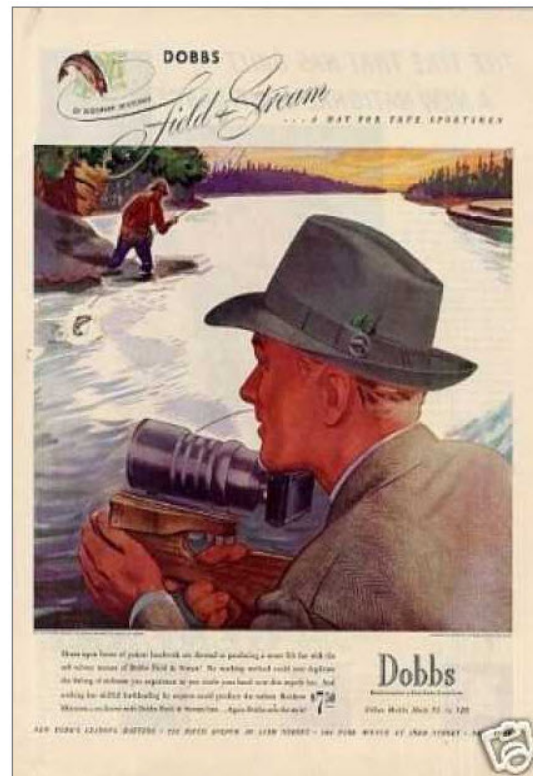


Source: Vintagedancer.com/1930's

Old Gas Pump



1928-1931 Mens Fashion



Source: Vintagedancer.Ccm/1930's

Model A Ford Advertisement



DRINK **Coca-Cola** DELICIOUS REFRESHING

RELIEVES FATIGUE SOLD EVERYWHERE 5¢

1907		March						1907	
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.			
7 15 LAST QUARTER	14 22 NEW MOON	21 11 FIRST QUARTER	28 12 FULL MOON		1	2			
3	4	5	6	7	8	9			
10	11	12	13	14	15	16			
17	18	19	20	21	22	23			
24 31	25	26	27	28	29	30			

CARBONATED IN BOTTLES 5¢ DELICIOUS **Coca-Cola** REFRESHING AT SODA FOUNTAINS 5¢

fb/thefemastermind

Most people spend more time and energy going around problems than in trying to solve them.
-Henry Ford

RELIEVE YOUR TROUBLE ZONE — the nose and throat WITH LUDEN'S

5¢

LOOK FOR THE RED RING ON THE LUDEN-YELLOW BOX

LUDEN'S
MENTHOL COUGH DROPS

1930 NATIONAL NEWS

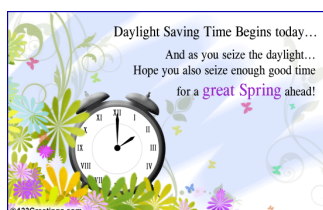
- The first unemployment census is conducted.
- The first of four heads on Mt. Rushmore unveiled by Gutzon Borglum.
- The Veterans Administration is established.
- "The Lone Ranger" debuts on radio.
- The population of the United States is 123,202,624.
- The "Blondie" comic strip begins publication.
- The Chrysler Building in New York City is completed.
- Frozen foods are sold commercially for the first time.

Seek Publishing Remember When 1930

Model A Winter Season Pictures



Reprint from: Sullivan Trail A's – February 2021



Model A Era Fashions

1930's Plus Size, Curvy, Mature Fashion Inspiration

Looking at 1930s fashion illustrations or the leading ladies of the silver screen, one might question if there were women in “my size.” The ideal figure was tall and lean, as it was in the 1920s, but now with a defined upper waist and a small-medium size bust. Fashion illustrations emphasized these lines in unrealistic proportions. Women were drawn 3-4 times taller than her width, which would be physically impossible. Comparing illustrations to photographs of a woman in the 1930s, we can see major differences in how fashions realistically fit women of all sizes and ages.

Were there 1930s plus size fashions? Yes! Were there fashions for mature women? Yes? Short, tall, curvy? Yes, yes, yes! I have collected the following illustrations and photographs of women from average to “stout” sizes, young to old, and everything in between. I hope you find them inspiring to make or buy a 1930s wardrobe for yourself.

1930'S Plus Size House Dresses



The simple house dress was identical for all ages and sizes. Small colorful prints in the wrap style Hoover Ette or the button-down shirtwaist dress in dots or stripes dominated home fashions in the '30s. The fit was loose and untailored, with an optional self-belt.

A thirties housewife spent most of her time in **1930s house dresses**. They were usually handmade with re-purposed or leftover scraps from other garments. Because only family would ever see her in her house dresses, the styles had more color, trim and “fun” elements to them. They were also practical for housework, with pockets appearing on most house dresses.

Although *1930s house dresses* were generally more simple than most [thirties daywear](#) and evening dresses, the day-to-day clothing of the average woman followed the same general fit and shape as most [1930s women's clothing](#): puff or fluttery caplet sleeves; wide collars with lace, ruffles, or embroidery; a snug, high waist; and a skirt fitted through the hips that gently flared from mid-hip to the mid-calf hemline.

Source: [VintageDancer.com/1930 Fashion History](http://VintageDancer.com/1930%20Fashion%20History)



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.2021mafcanationaltour.com>

MAFFI Newsletter Minute
March 2021
World of MAFFI & Model A Museum

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 630-697-3906
 For Swap Reservations Mark Maron 847-302-7900



History of the Ford Logo

Reprint from Orange County MAFCA – October 2020

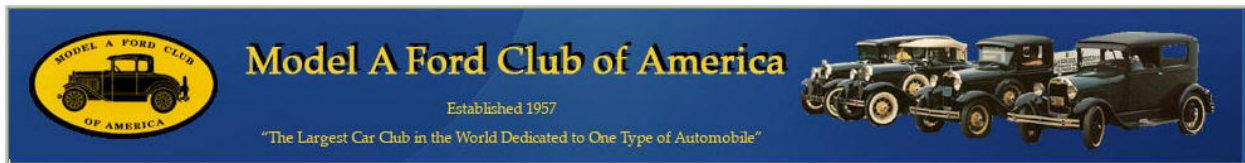


Word Search Puzzle Answers

Word Search

PGWECCNEWVFFKOAAT IETB
 EAKPLMZKWDPPGAPDIK CWJ
 DDDWOWRPXEMAECAIMFNA
 WXIUSEUQVKBKIWIWMFH
 ADSSEUULQVKBKIWIWMFH
 JBYUDHQMEXIDUWTRDLK
 MAFCCKKNYWGQCBSADEI
 PFVDAAXVNRHMTUOYEAA
 XILBLZCAEUMOVNGLTJ
 PVBTPREBERMSVRYQAHN
 KVLUILNPRODABTOIXHET
 HEIDCCIHISRSALLYABRF
 EENOKCTAOSPHEFERJBBO
 NMDRUEHELRREROLRBFAR
 RHBAEDCTECLPKTEUERCD
 YMATMBXOTXSXTMAOCCAKO
 FACQUPEPKDDPBATJRTTR
 ORKGOXYLQUALLFYDPOGK
 RORROADSTERBRAFKOFHXE
 DSTOWNCARRHMIUCUEWZF

Closed Cab Pickup	Leatherback	Wolf Whistle	Cabriolet
Blind Back	Henry Ford	Tillitson	Edsel Ford
Victoria	Rumble Seat	Roadster	AA Truck
Zenith	Murray	Briggs	Fordor
Town Car	Model A	Quail	MAFCA
Coupe	MAFFI	Phaeton	Tudor
MARC			



Header from the MAFCA Website

MAFCA President's Page

Some Thoughts from Bill

March 2021



Believe it or not, we are at that time of year when we begin thinking about Board of Directors elections for next year. As you know, we have nine officers on the Board of Directors. In even numbered years, we elect 5 members. In odd numbered years we elect 4 members. So, this year there will be four openings to be filled.

We are always looking for MAFCA members who can volunteer their time and talents to help our club. Terms are two years long. It is possible to seek re-election for an additional two-year term. Then, it is necessary to be off the Board for at least one year before seeking election again.

If you are interested, please visit our web site to get the nomination form so you can begin assembling the recommendations you will need to submit along with your nomination. Go to <https://www.mafca.com/elections.html> and you will find more information about elections. There is a document explaining what you can expect if you are elected. MAFCA is a business enterprise. It serves its members and manages members' money. We take those responsibilities seriously and want you to join us if you can help by offering your talents.

I hope you remain safe. Best wishes. I look forward to seeing you 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**



Jim's Tech Tip

by Jim Cannon

When installing a radiator, Ford's Service Bulletins reminds you:

DO NOT DRAW RADIATOR BOLT NUTS DOWN TIGHTLY



Copyright © 1994 Ford Motor Company

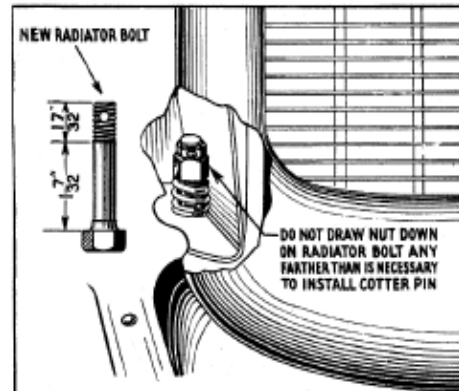


Fig. 764

When mounting a radiator do not draw the radiator bolt nuts down any farther than is necessary to lock the nut with the cotter key. If these nuts are drawn down tightly it compresses the radiator to frame bolt springs to such an extent that the flexible feature of the springs is defeated and damage to the radiator invariably results.

Recently the threaded end of the radiator bolt was reduced from 5/8" to 17/32" which makes it impossible to screw the nut down farther than the correct distance. See Fig. 764. However, as practically all cars are equipped with the former design bolts, constant care must be exercised when screwing down the radiator bolt nuts.

Good advice. My Tech Tip is this:

Before installing the radiator bolt, paint a thin white line across the end of the bolt to show the orientation of the drilled hole for the cotter pin. Later, when you are tightening the nut, it gives you a way to orient the drilled hole in the bolt "front to back" so that it is easy to slip the cotter key in and bend it over. Once the nut is on the bolt, it is hard to see the little hole and it can be very frustrating to put the cotter pin in.

I hope that helps get your radiator installed a bit faster and easier.

Have a Model A Day! Jim

When a Model A Just Won't Start

By Howard Eckstein

Reid Carlson called me up the other day to ask about a stubborn Model A that, despite all the best efforts, refused to start. The usual checks were made, ignition timing, valve timing, gas, spark, compression, everything. The car was towed in second gear and still, it wouldn't start. The owner is John Magrath, now one of our newest club members with a 1929 Steel Back Fordor. He has had the car for many years and ever since the engine was rebuilt two years ago, he has not been able to get it to run.

Whenever a Model A refuses to run, it usually boils down to something simple. We checked the cylinder compression and the variance between cylinders was within the 10% allowance from highest to lowest reading. A broken-in Model A engine with a stock head should show compression pressures around 55 to 60 lbs/in², but we were getting 40 to 45. This is not alarming since the new engine's rings are not yet seated, thus allowing some blowby.

John had new parts in his distributor and there was sufficient gap at the points. The timing was spot-on. We had a spark when we checked with a timing light. Still, it wouldn't start. The next thing we checked was the presence of fuel at the carburetor. The fuel line from the tank to the carburetor inlet was removed, and it was seen that the pipe extended about 3/8 of an inch past the end of the ferule, thus reaching too far into the fuel inlet, crushing the screen and plugging off the end of the tube. Gas couldn't get into the carburetor. The excess tubing was cut off and the gas line reinstalled.

I've done the same thing on my own car, so looking for this issue was a diagnostic step to take. After making the correction, gas filled the carburetor.

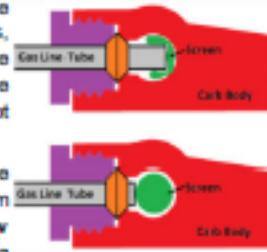
Since the car's battery was running low, a 12-volt portable power pack was used to help run the starter. While cranking the engine, it was noticed that smoke was coming from the spark rod socket on the steering column. It was too hot to touch! This was an indication of a bad engine ground. The braided battery ground strap was bolted to a nicely powder-coated frame, without a bare spot having been made in the coating where the ground cable is attached.

Powder coating is a good way to preserve the car's frame. Some owners use POR-15 as a coating that can be sprayed or brushed on. It too, is very good at preserving the metal and preventing rust. The trouble with powder coating and POR-15 is that they are plastic based products that act as electrical insulators. As a result, components that rely on the frame for providing a ground must be connected to a place where the coating has been scraped away. This is part of what caused grief for John. The engine mounts provide the ground for the engine, but due to the powder coating, there was too much resistance. The breaker plate in the distributor is grounded to the engine block. Current from the starter couldn't get through the normal avenues of the motor mounts, so it found a pathway through the spark rod.

We put a jumper cable between the positive battery post and one of the head nuts. This provided a temporary good engine ground. We were then able to start the engine so long as the choke was held part way closed.

The need to hold the choke part way closed on a Model A indicates plugged jets in the carburetor or a serious vacuum leak. The exhaust manifold on John's car is a reproduction part, and when the intake manifold was attached, the two were not surfaced so that all the port openings are on the same plane. This can cause the intake manifold to be held away from the gasket, allowing air to pass through the gasket area and dilute the air/fuel mixture provided by the carburetor, making the gas charge too lean to burn.

John's assignment now is to clean or replace the jets in his carburetor, take the manifold set to a shop to have it trued, and to install an additional ground cable between the battery and the engine block so there is a good ground for the starter and ignition. Once these items are addressed, the engine will run nicely and he can move onto the next part of his car's restoration.

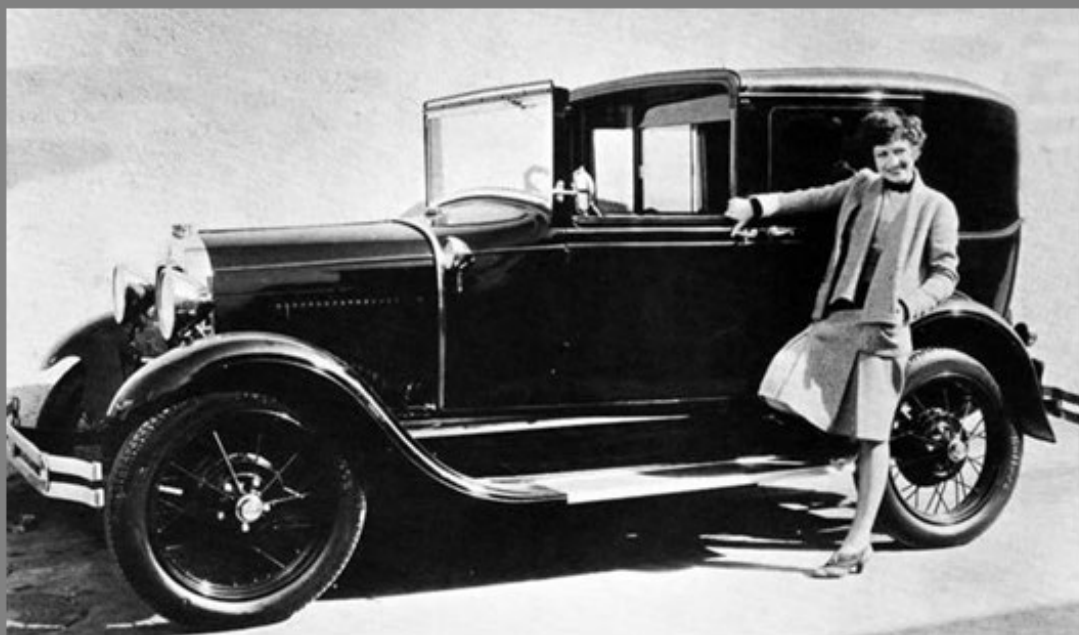


Reprint from Road Runner Feb 2021

I learned two important lessons in life.
I can't remember the first one, but the second one
is that I need to start writing things down.

Reprint from: Script A News Feb 2021

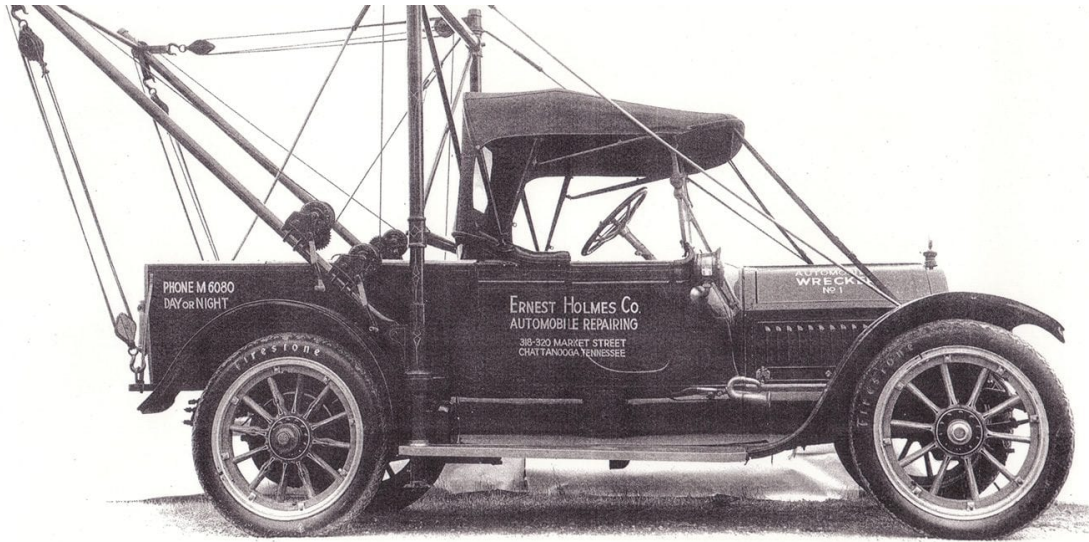
Traveling Along the Model A Highway during the 1930's



Traveling Along the Model A Highway
Photo: from Internet, Actress Joan Crawford



Where and When did the Tow Truck Begin – One Story?



We count on tow trucks to be there when we need them, but many of us may not think about how they are built or the dangers of driving them. The first wrecker was built in the Volunteer State more than 100 years ago and is one of state's largest manufacturers.

Ernest Holmes Sr., of Alabama, was a mechanic in Chattanooga, Tennessee in 1916 when he received an unusual request: his friend from business school, John Wiley, flipped his Model T over in a ditch. In an effort, to salvage his Model T, Wiley contacted his friend, Ernest Holmes Sr., to see if he could retrieve the vehicle. Holmes procured the services of six men, and over eight hours they saved the Model T using a series of blocks and rope.

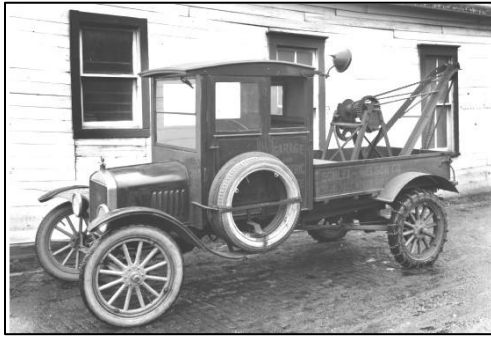
Shortly after, Holmes modified his 1913 Cadillac to pull cars and transport them to his garage using an iron chain, a pulley, and several poles attached to the back of his Cadillac. Holmes patented his invention in 1918 and the towing industry was born.

The basis for Ernest Holmes Sr.'s patents was the unique concept of having a "split-boom" wrecker that could anchor the truck on one side; and retrieve from the other side without tilting the wrecker. This was especially useful when a wrecked vehicle had gone down a steep embankment.

Holmes then founded the Ernest Holmes Co. in Chattanooga, Tennessee on Market Street and was its president until his death in 1945. But inventing the tow truck was not the only towing industry milestone for the Holmes family. Holmes' grandsons: Gerald "Jerry" Holmes and Bill Holmes, built affordable hydraulic towing equipment now used universally in the industry.

Source & reprint from: www.millerind.com & [Ernest Holmes Sr. - Wikipedia](#)

Pictures of Wreckers from the Early Days to Present



Photos reprint from Pinterest.com

For Sale Items or Wanted

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

Fellow Model A owners and restorers:

I just installed hydraulic brakes on Elvira, along with a new transmission and rear axle. The brake parts that I removed, are almost new, with only about 1000 miles on them, and are all in excellent, like new condition. The drums were new, as are all the brake parts, they show zero wear, and those brakes worked as well as any model A that I've ever driven. Now, after converting to juice brakes, these mechanical brake parts are excess to me.

I would like to either sell these parts for best offer or give them to someone who really needs them. If you just want to put them in your spare parts pile, you can't have them at any price. But if you are restoring a ride or need to upgrade the brakes on your model A, these almost new stock brakes could be yours for a fraction of their value. Call me and make your case, someone might even get them for free if your need is great. I have the complete rear axle with all new brakes, and everything needed for the front brakes, plus rebuilt cross shafts. I just don't anticipate ever needing these parts and would like someone who can really use them to have them.



If in need of new brakes, call Corley, my number is in the roster...



College Spring Break In Flordia 1920

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.

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