



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

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

Volume 3 Issue 11

November

2014



## 2014 Club Officers

### **President:**

Jerry Lane - 360-263-6980  
[northforkmuseum@gmail.com](mailto:northforkmuseum@gmail.com)

### **Vice President:**

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[shelyer@comcast.net](mailto:shelyer@comcast.net)

### **Treasurer:**

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[lindawilley@mac.com](mailto:lindawilley@mac.com)

### **Secretary:**

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[mblick53@aol.com](mailto:mblick53@aol.com)

### **Member at Large:**

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### **Editor/Webmaster:**

Bob Rusunen - 360-828-5317  
[rrusunen@comcast.net](mailto:rrusunen@comcast.net)

## Photo of Month



1930 Briggs Fordor Sedan





## President's Note

### October 27, 2014

As another year has almost passed I think back to our entire Model A activities of 2014. The tours and meetings of a great group of people enjoying the Model A Fords as they should be. We will hold officers positions elections at the next meeting, we are still looking for someone to run for Vice President, the number one job at this position is organizing tours which can be challenging, but very rewarding for a job well done. Many thanks to LeRoy for a great job the last two years. The Vice President's job has been helped by members volunteering at organizing tours which leaves four or five to organize which makes the job much easier. So please step up and help make our club run smoothly.

The Veteran's Parade at Fort Vancouver is coming up Saturday, November 8<sup>th</sup>. We will meet at Baders Wine Shop on Grand Blvd as in the past at 9:30 and drive to Crosley Bowl. The parade lasts about two hours ending about one o'clock, then we will go to lunch.

The raffle for a donated Snyder High Compression Head is going smoothly with \$175 collected so far with \$75 in tickets left to be sold. So there will be a lucky winner soon as we reach our goal.

Jerry

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### Committee Chairs

**Community Service:** Sherry Rusunen

**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:** LeRoy Helyer



Front Page Photo  
Rayburn Mitchell's 1930 Briggs Fordor  
3 Window Sedan that was just totally  
restored.

## Volcano A's General Membership Meeting Minutes

### October 13, 2014

**CALL TO ORDER:** 7:00 pm by President Jerry Lane.

**GUEST:** We welcome new members Sam and Connie Salzman who have a 1929 sport coupe.

**TOURS:** Jack Dusenberry reported the tour to the Leatherman Tool Co. on October 23<sup>rd</sup> is full with two groups going to tour the factory and have lunch afterwards.

**TREASURER:** Jerry gave the treasurer's report as Linda Willey is on vacation.

**COMMUNITY SERVICE:** Can take fresh vegetables, fruit, any produce directly to the Food Bank off Main Street by Anderson Dairy in Battle Ground. Tell them it's for the Volcano A's. More to come soon on food sorting at the warehouse after Walk N Knock.

**OLD BUSINESS:** Minutes were approved and accepted as printed.

Tour to Florence was very fun, had great weather, many activities.

The seminar tonight presented by Lynn Sondenaa was on cylinder heads.

John Carlisle said to mark your calendars for the Walla Walla Regional Meet which is June 23-28, 2015.

**LAVA LADIES:** Babies in Need charity event will be at Rocky's Pizza in Battle Ground on Saturday, October 25. Bring unwrapped layette items and a friend! Lunch is no host.

**NEW BUSINESS:** Annual dinner and auction will be December 8<sup>th</sup> at 6:00 pm at Lane's Museum in LaCenter. Dinner is potluck; please sign up. Each person brings a wrapped gift, labeled for a guy or gal, and the gifts are auctioned off as a fundraiser for the club.

Elections for officers will take place at the December dinner.

Nominations to date are: President - Jerry Lane, Vice-President - open, Treasurer - Linda Willey, Secretary - open, Member at Large - Leonard Willey, Community Service - open.

Please contact Jerry Lane or Jack Dusenberry if you are interested in a position.

Also think about nominations for the Hard Luck Award.

An anonymous donor provided our club with a Snyder Head 5.0 to be raffled off as a fundraiser for our club. The retail value is \$300. Tickets will be sold for \$5 each and the drawing will take place when the total ticket sales reach \$250.

**RAFFLE:** 50/50 raffle was won by Terry Findley.

**REFRESHMENTS:** Joyce Swartz and Jenny Ryan served Halloween cupcakes, fresh fruit, vegetables and juice.

**ADJOURNED:** Meeting was adjourned by Jerry Lane.

Respectfully submitted by Becky Blick.



## **Happy Anniversary**

7 Tom & Jennie Ryan

## **Happy Birthday**

4 Sandra Pargman

6 Terry Findley

6 Joyce Swartz

7 Leonard Willey

11 Pat Dusenberry

11 Tim Woodman

12 Jens Nielsen

14 Sandy Helyer

16 Tom Ryan

19 Don LaBarre

28 Ramona Olson

30 Deon Schroeder



## **Factory Foto of the Month**



1929 - 35 A Standard Phaeton

**November 2nd**  
**Daylight Savings Time Ends**

## **Refreshments**

**November:** Roberta Emerick & Dianne Earnest

**December:** Holiday Potluck at the Lane's

## **NW Regional MAFCA Meet**

Host: Walla Walla Sweet A's

June 23 - 28, 2015

Walla Walla, WA



**Trivia Knowledge Nugget**  
A comet's tail always points away  
from the sun.



## **Volunteer Needed!**

Sherry Rusunen has decided it's time for someone else to take over the Community Service position.

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



*Remember to attend the  
November Club meeting to  
vote for new 2015 Club  
Officers*



### Volcano A's Tours

**Saturday, November 8<sup>th</sup>** at 9:00 am  
Fort Vancouver Veteran's Day Parade,  
Vancouver, WA

### 2015 Club Calendar Pictures

If you have any digital photos that may be considered for the Volcano A's 2015 Calendar please email them to the Editor before the November Club meeting.

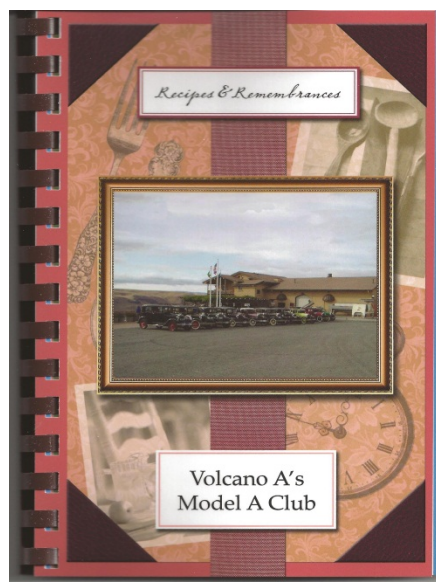
### Election Day November 4th



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.

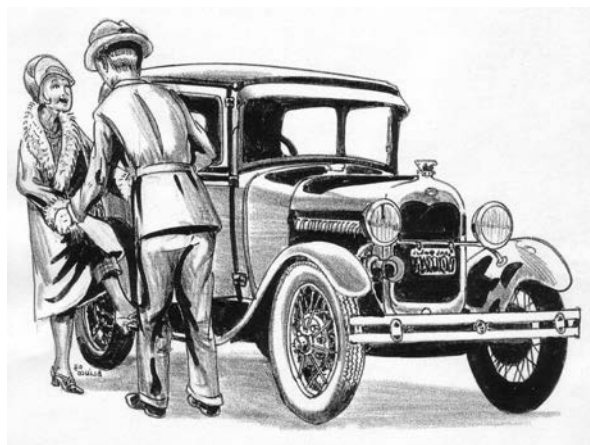
### Lava Ladies Cookbooks

Now on sale and make great Christmas gifts!  
3 for \$20.00



*2015 Club Membership Dues are due on  
or before the December Club Meeting.  
Please make payment at the December  
meeting or send your check for \$20 to:*

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



What team won the 1930 World Series?  
See page 15.

## Lava Ladies



The Lava Ladies held their annual Babies in Need luncheon at Rocky's Pizza. We enjoyed our time together and should be very proud of our contribution to such a worthy cause. Thank you Lava Ladies for being so very generous.

No events in November or December but we're looking forward to our January lunch—more details at our November meeting.





Header from the MAFCA Website

## MAFCA President's Page - Dan Foulk - October 2014

Hello from beautiful Sydney Australia. As some of you know, my wife Shelby and I were invited to attend the 23rd Australian National Model A Ford Meet in Western Australia. The meet is over now, we are on our way home, but stopped in Sydney for a short sightseeing trip before heading back.

In thinking about it the past couple of weeks, I think that we as Americans believe that we are the only ones who appreciate the Model A Ford, and the Model A hobby. I know that subconsciously I always thought of the Model A as our heritage, and that we owned it, after all, I grew up only a few miles from where Henry Ford did. Attending a meet such as I recently did in Australia made me aware that I was wrong. The Aussies love the Model A every bit as much as we do. The love for the Model A is universal; it is because of what it is, not because of where it came from.

The meet was held in Busselton, Western Australia, which is about 135 miles south of Perth. Busselton was selected because the last two Western Australia meets were held in Perth and the membership wanted a change of scenery. Busselton turned out to be an excellent choice, as there was plenty to do and the surrounding countryside is in the heart of the Australian wine country, so it provided spectacular choices. Busselton is located on the shores of the Indian Ocean, so not only did the surrounding areas provide excellent tour opportunities; there were ocean vistas to see too. One such vista being the longest wooden ocean jetty in the Southern Hemisphere, 1.8 km long.

Meets in Australia are held every two years, and are generally hosted by the various clubs around the country. Unlike our conventions here in the US, responsibility for hosting meets (they refer to them as rallies) rotates among all of the clubs, rather than being on a voluntary basis like the hosts for U.S. conventions. However, not all clubs host rallies, sometimes they are a shared responsibility, so the rotation time between rallies varies, but generally is every ten years. The last rally held in Western Australia was in 2004.

Many times over the past couple of weeks, I was asked how the Australian Rallies compare with the American Conventions. My answer to that was that I found that there were more similarities than there were differences. The Aussies do everything at their rallies that we do at conventions, and they do it with great passion. They have a welcome banquet, they judge the cars, they wear era clothing, they have raffles, they have tours, they have awards, and they have final award banquets. What is different? There are differences, but they are subtle and I don't think they matter much; everything is done for the love of the hobby, and the Model A Ford.

If you have any questions, please do not hesitate to email me at [president@mafca.com](mailto:president@mafca.com). My home phone number is (661) 393-2795 and my cell phone is (661) 303-1114.

Information	Events
<p>The <b>Model A Ford Club of America, Inc. (MAFCA)</b> is a California non-profit corporation and a national historical society dedicated to the restoration and preservation of Model A Ford vehicles as manufactured from 1928 through 1931.</p> <p>MAFCA's members are dedicated to the restoration, preservation, and enjoyment of Ford vehicles of that era. MAFCA is the largest club in the world dedicated to one make of automobile. Volcano A members are urged to join the Model A Ford Club of America, Inc. Visit the MAFCA website for a membership application. Dues are \$40 yearly and include a subscription to <u>The Restorer</u>.</p>	<p><b>MAFCA National Awards Banquet</b> December 3-7 -Little Rock, Arkansas Host: 50<sup>th</sup> Anniversary Model A Club</p> <p><b>MAFCA National Tour - 2015</b> June 7-12 -Lobsters &amp; Lighthouses of Maine Host: Pine Tree A's</p> <p><b>Northwest Regional Meet - 2015</b> June 23-28 - Walla Walla, Washington Host: Walla Walla Sweet A's</p>



### Model A ERA Clothing Fashions

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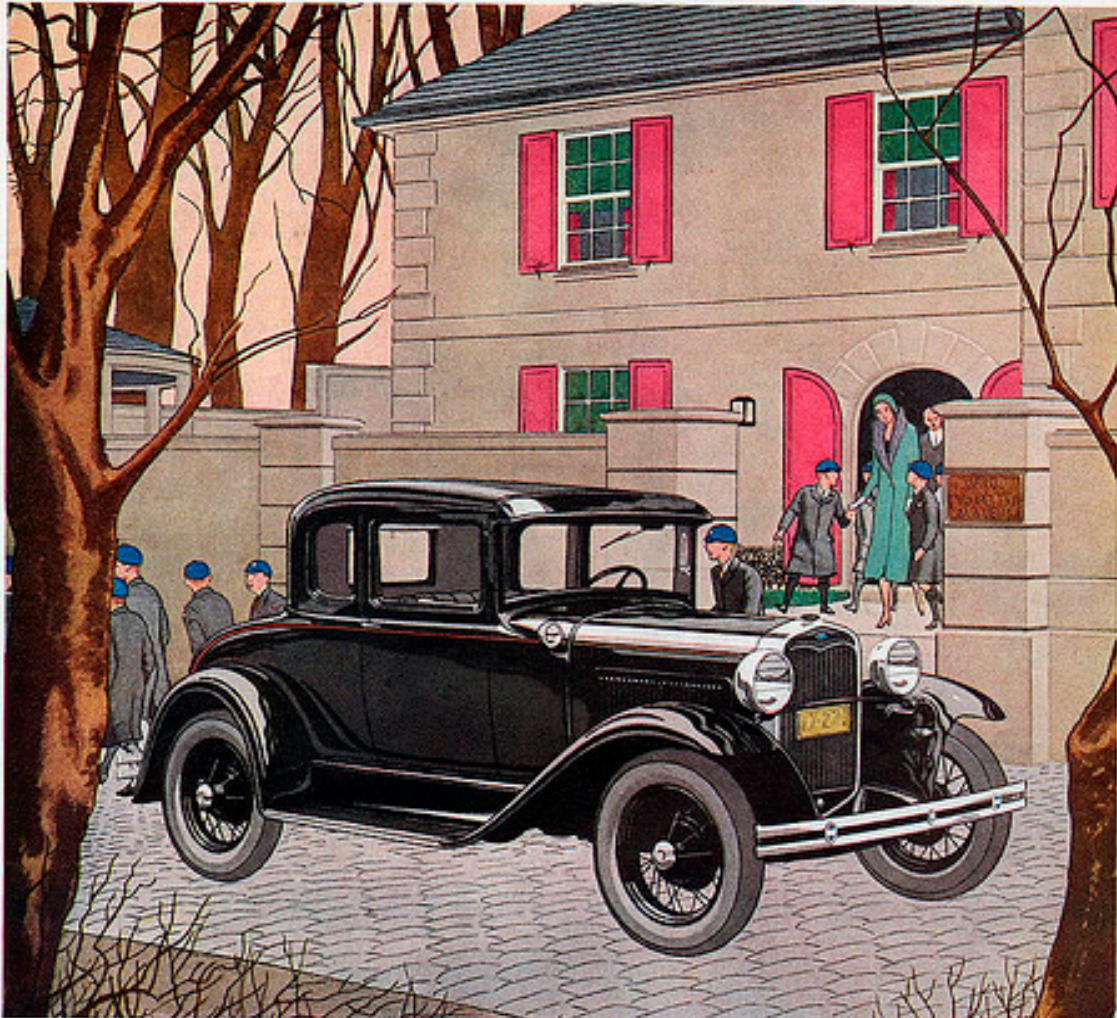
Source: Phillip Lenssen at [vintageadbrowser.com](http://vintageadbrowser.com)



## Advertisement - Ford Deluxe Coupe

THE SATURDAY EVENING POST

39



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## Technical Notes

### **Honing the Zenith Fuel Inlet Seat**

By Lynn Sondenaar, Sandy, Oregon

The purpose of honing the Zenith fuel inlet seat is to achieve a leak free fitting. (Fig.1) Over the years the Zenith cast iron carburetor can become pitted if left out in the elements. Also if excessive force was used to tighten the brass gas line fittings the seat could become scored or burred.



Fig. 1



Fig. 2



Fig. 3

I use a #952 Dremel grinding stone (Fig.2). These stones are called mounted abrasive by machinist, while others may call them grinding stones or hones. The stones come in different colors (Fig.3) depending on what material they are made from, and the type of bond adhesive used to hold them together. Aluminum oxide is the most common for ferrous metals, while silicon carbide is generally used for non-ferrous metals. The fine grit that is used on the small mounted abrasive stones is referred to as *grade*. The grade rating would be considered fine. It is also a soft bond so that the stone will disintegrate before causing much damage.

With the carburetor cleaned and taken apart, coat the fuel inlet seat with *Prussian Blue* which is a dye. Let dry, then tighten the brass fitting into place and remove the fitting. A visual look at the seat will check the contact area. A perfect seat would have even areas of dye removed in 360 degrees. If it has spotty areas, then precede with the following steps.

1. Mount the upper carburetor in a drill press or milling machine vise. I mark the center of the tapped mounting holes in the carburetor (flange to fasten to intake manifold) to obtain a level and 90 degree angle for the honing process. (Fig.4 & Fig.5)





Fig. 4

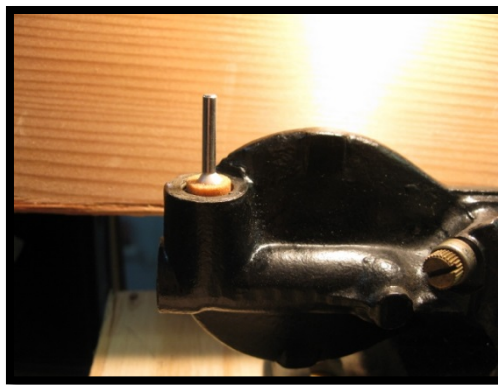


Fig. 5

2. Use a high R.P.M. of 1200 to 2000. Wear eye protection and use extremely light downward pressure during the honing process. (Fig.6) I would recommend using thin oil to prevent the surface of the stone from glazing. The oil will float away the cast iron particles cut from the seat. This prevents them from imbedding in the stone. Do not use a hand drill as you need to maintain the 90 degree angle at all times.
3. Chase the threads by hand using a  $\frac{1}{4}$  - 18 pipe tap. Do not use any wrenches on the tap as the cast iron is very brittle and could crack. (Fig.7) **Note:** The thread size is  $\frac{1}{2}$ -20 NF. If this tap is used it could cause damage due to lack of clearance if rust and dirt are present. The pipe tap if used by hand will provide ample clearance so it will not break or crack the cast iron, **do not use any wrench on the tap!**

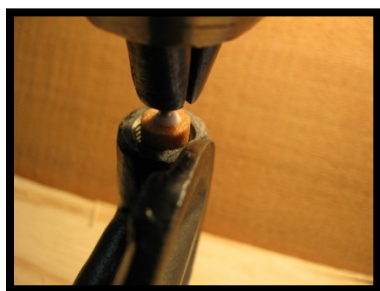


Fig. 6



Fig. 7

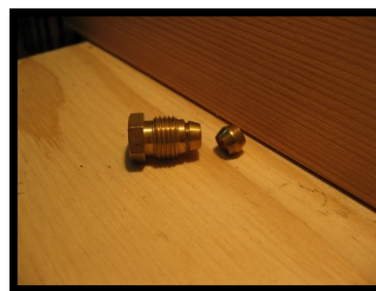


Fig. 8

4. Clean and put the carburetor back together.
5. When attaching the fuel line there are two types of fuel seat ferrules (Fig.8). The left side is the one piece style with the ferrule attached directly to the fitting. The right side is a de-attached ferrule. Check these carefully for scratches, burrs or scores. These brass ferrules should not be deburred, they should be replaced. You should now have a leak free fuel line fitting on the Zenith carburetor.



# Ford Motor Company History

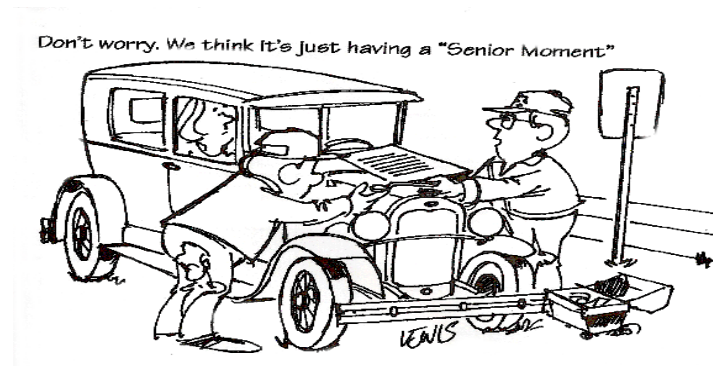
## Part 3 - The Assembly Line

- In 1913, the Ford Motor Company manufactured nearly 200,000 cars, more than half of the automobile production in the U.S. Fred Colvin, author of the American Machinist series, wrote that Ford could produce a Model T every forty seconds because the company's engineers focused on "principles of power, accuracy, economy, system, continuity, and speed. One element of the famous Ford system was still missing: the assembly line. Ford workers were still completing the final assembly of automobiles by moving in crews from one chassis to the next, each of which sat fixed on a wooden stand. Other workers delivered parts to the assembly stations. The Highland Park plant used the same method for assembling individual components, like engines. In 1913, however, Ford engineers began experimenting with the assembly-line concept, precursors of which existed elsewhere in American industry. For example, Henry Ford is well-known for attributing the germ of the idea to the disassembly process used by Chicago meatpackers. Ford engineers also credited the flour-milling and brewing industries. Additionally, the Westinghouse Airbrake Company had used a conveyor system as early as 1890 to move molds into position to receive poured cast iron and then move them on to the position where they were broken open. Indeed, the first conveyor used in a production process at Highland Park was in the foundry department, which made cast auto parts. In 1913, Ford engineers quickly began installing conveyors and assembly lines in other departments of the plant (radiator, magneto). All were intended to make the process more efficient by keeping the workers stationary while repeatedly performing the same task as the assembly or sub-assembly moved past.
- As 1913 unfolded, Ford engineers installed the assembly-line process in the transmission department and the engine department, the latter requiring sub-assembly lines moving toward the main line, much like tributaries flowing into a river. While some conveyors moved the assemblies along, other conveyors constantly moved parts into position so that workers could install the parts without having to fetch them. By the end of the year, Sorensen had begun installing an assembly line for the chassis. This entailed the final assembly, when all the parts, engine, transmission, body and fenders, and lights and final fittings, were installed to create a finished car. This was the line that was the most impressive and therefore came to be understood by the public as "the assembly line.
- The assembly line may have been a marvel for journalists and the public to behold, but it was a serious annoyance for production workers. Previously, workers or teams of workers had been paid by the piece and set the pace of their own work, but now a machine (the conveyor) that had the speed set by Ford engineers dictated the pace. Moreover, there previously had been a modicum of variety to each worker's day as he moved from station to station, installing a variety of parts. Now each worker stood in one place, repeating the same minute task throughout the shift. Such repeated motion was physically taxing, so Ford engineers tried to adjust the heights at which work took place to relieve sore backs and other complaints. Alleviating the physical problems could not remedy another: boredom. The turnover rate among production workers at Highland Park skyrocketed, and word circulated that Ford employees might organize into unions, a possibility that was anathema to Henry Ford. Thus, in January 1914, Ford implemented a huge raise in pay, more than doubling the

base rate to \$5.00 per day. Such high pay for industrial workers induced many to force themselves to endure the grinding hardships of assembly-line work. The pay-raise was also a public relations coup for the company, its owner, and the Model T, all three rising to mythical status in early-twentieth-century American culture.

- In 1915 Ford was selling a runabout for \$390 and distributing \$16,200,000 in dividends to its stockholders. Henry Ford, who had provided the original car and exerted a strong influence over company policy, sought low prices for his cars and high wages for his employees.
- The Model T had a tremendous influence on American life. The process by which Ford produced the car influenced the development of the means of production in other industries. The Model T's low cost made automobile transportation available to all but the poorest Americans, reducing isolation in rural areas. The popularity of the Model T also stimulated a demand for improved roads. The increase in automobile use was a huge stimulus to the petroleum industry. All those developments, though, eventually moved the nation beyond the Ford Motor Company, and the company had trouble responding to the change. It seems that the Ford system of manufacture was efficient, but not initially flexible. Whereas Ford continued to tinker with the production system to keep cutting costs, the company did not change the car. Other auto companies, most notably Chevrolet, found new ways to compete. Competitors devised improvements in comfort and performance and found ways to add those improvements to cars without having to charge much more than the price of a Ford. In 1927, after nearly twenty years, Ford finally discontinued the Model T and introduced the Model A. Ford had sold 1,112,000 cars in 1926 but only 390,000 in 1927. For those same years, Chevrolet's sales increased from 475,000 cars to 642,000. Ford's precipitous drop in production was due to the disruption in production schedules caused by the necessary overhaul of its worldwide manufacturing system to make the new model. Machine tools had to be changed and assembly lines altered. Ford sales eventually recovered, rising to 481,000 in 1928 and 1,310,000 in 1929, but that two-year drought was devastating to Ford dealerships.
- Ford's market recovery came just as the world economy went into the Great Depression. By that time, Ford's production empire had expanded far beyond Detroit, as his engineers had devised a scheme by which the assembly-line process could embrace geographical space. That scheme was the system of branch assembly plants.

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



## Western Avenue in Los Angeles - A Vintage Street Scene

Avenue in Los Angeles – A Vintage Street Scene



This view of Western Avenue between 1st Street and 2nd Street in Los Angeles, California, makes for an interesting mid-twenties street scene. At the time it was a commercial area lined with stores and dominated by the Wilshire Fireproof Storage Company and a Fire Station seen on the right. This view appears to be looking North and has changed dramatically, but both the Storage Warehouse and the Fire Station building have survived.

Source: Photo courtesy of theoldmotor.com

### For Sale / Wanted

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

No listing this month.

Answer to question - What team won the 1930 World Series? **Philadelphia A's**



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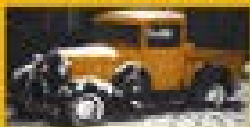
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