



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

[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 (11:00 am) at Benny's Pizza & Café on 4219 St Johns Rd NE, Vancouver, WA

**Volume 8 Issue 11**

**November**

**2019**

*2018 - MAFCA Website of Distinction*

*2017 & 2015 MAFCA Newsletter Certificate of Merit*

*2017 MAFCA Website Certificate of Merit*

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

### **2019 Club Officers**

**President:**

Jerry Lane - 360-263-6980

[northforkmuseum@gmail.com](mailto:northforkmuseum@gmail.com)

**Vice President:**

Roger Green - 503-602-2668

[Roger\\_o\\_green@yahoo.com](mailto:Roger_o_green@yahoo.com)

**Treasurer:**

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

**Secretary:**

Sherry Rusunen - 360-828-5317

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

**Member at Large:**

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**Past President:**

Jack Dusenberry - 360-256-0149

[j dusie@comcast.net](mailto:j dusie@comcast.net)

**Editor/Webmaster:**

Bob Rusunen - 360-828-5317

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

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.

### **Photo of the Month**





## ***President's Note***

***October 25, 2019***

Was 20 years of volunteering for the Volcano A's Model A Club too long? I did not think so, but recently Jack Dusenberry and Roger Green held secret meetings and in the eleventh hour announced a possible change in the Presidency and maybe they are right. But if they would have come to me and discussed their concerns, I would have gladly helped in every way I could to make an honest, respectful and positive decision. There are six past presidents, Tom Pagel, Don Knudson, Don Strappazon, Ruby Knudson, John Earnest and Sandra Pargman with a total of 13 years serving our club as Presidents, thank you all very much for your service. In our Bylaws they recommend contacting with these Past Presidents for their advice in these matters, I don't think this was done. This decision by one man is not very respectful and positive for the health of our club.

A few years back a very nice couple joined our club, their names are Hal & Judy Pashon, they became very active in meetings, tours, regional meets and volunteering everywhere they could. But when Hal became interested in running for President Jack befriended him quickly, to the point that caused Hal to leave our club, to make matters worse at election time Darrel Freimuth a Charter Member chose to for President and Jack chose to ignore Darrel and ran the election without Darrel. At this point Hal decided these actions were too non-

respectful and formed The Eagle Model A Club. As a result, our club lost about 15 members, I hope this never happens again. We have too great a club for this.

Dian and I joined the Volcano A's in 1999 and about 2 or 3 years later I was elected to the Treasurer position as Floyd Hickel was requesting a leave to have more time for his business. At first, I was nervous but as I gained experience, I became more comfortable. I was happy to serve in this position as budgeting and saving were interests of mine. So, in 2008 Dick Bay & Jack Dusenberry begged me to run for President, even though that wasn't my plan. So, the years have gone by and nobody volunteers for the job. I think this should change and more of you volunteer for elected positions as our club is great with a lot of talented people to choose from.

In closing I wish everyone honesty, respectful - positive feeling and having a good time.

P.S. After writing these notes this morning, I have heard Roger has terminated his nomination for President. I feel this is the right thing to do as Roger was pressured into accepting the nomination even though this isn't Roger's everyday lifestyle. I forgive Roger's hasty decisions and hope he will run again under circumstances I would welcome whole heartedly for an honest and respectful election. I would like to see several people accept nominations for our great club, so we could have an election process fun and existing for everyone.

Thank you, Jerry

### Committee Chairs

**Community Service:** Joyce Swartz  
**Garage Workshop:** Tom Pagel  
**Library/Historian:** Open  
**NW Regional Rep:** Jack Dusenberry  
**Public Relations:** Dian Lane  
**Refreshments Coordinator:** Nancy Wooldridge  
**Sunshine:** Pat Dusenberry  
**Tour Director:** Roger Green



### Anniversaries

11 Roger & Kathy Green

### Birthdays

4 Sandra Pargman  
6 Joyce Swartz  
7 Leonard Willey  
11 Paula Boehm  
11 Pat Dusenberry  
12 Jens Nielsen  
14 Sandy Helyer  
16 Tom Ryan  
19 Don LaBarre  
30 Deon Schroeder

### Refreshments

**November:** Roberta Emrick & Dianne Earnest

**December:** Christmas Party

### **Front Page Photo**

Model A's lined up in front of historic mural during the Smooth Riders tour in September.

### 2020 Club Membership Dues

They are due by the December Club Meeting. Please make payment at or before the December meeting or send your check for \$20 to:

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

### Where is Bruno Now?

So, Bruno had been with Jerry Lane at the start of the Smooth Rider's Tour. Then Jim Kelly had some distributor problems and Bruno was transferred to his car for a short period of time. Later during the tour Jerry experienced carburetor problems and Bruno returned.



### Veterans Day November 11, 2019





**Volcano A's General Membership Meeting Minutes**  
**October 14, 2019**

**CALL TO ORDER:** Jerry Lane called the meeting to order at 7:00 pm.

**GUESTS:** Greg was introduced. He owns a 1928 Phaeton and a 1928 Roadster pickup.

**TREASURER:** Linda Willey gave the financial report.

**TOURS:** Roger Green highlighted the Smooth Rider Tour, which included 5 cars from our club and a surprise visit from Don La Barre!! Other upcoming tours will be discussed by Jerry.

**EDITOR/WEBMASTER:** Bob Rusunen announced that all pictures taken this year should be sent to him or Dian Lane by Nov. 8<sup>th</sup>, so they can be printed and brought to our next meeting. We will then decide what pictures will be used for the calendar for 2020. The calendars will be available at our Christmas potluck.

**REFRESHMENT SCHEDULE:** No report.

**COMMUNITY SERVICE:** Joyce Swartz reported 112 #s of food was collected in Sept. bringing the year's total to 712 #s.

**SUNSHINE:** Sandra Guyot has fallen and is recovering from broken bones. Jack Dusenberry has announced that he and Pat will no longer do the Sunshine duties of taking flowers to the hospitalized effective Jan. 2020. Please, someone step up.

**LAVA LADIES:** Sherry Rusunen announced that Babies in Need "Shower" was a huge success. 15 members attended the luncheon and brought over 10 bags of baby items!! Dian Lane reminded everyone to bring "Sweats for Vets" to our Nov. meeting. Dian also reminded all to send pics for our Restorer news.

**OLD BUSINESS:** The minutes were approved and seconded by Bob Rusunen and Linda Willey respectively.

**NEW BUSINESS:** Our upcoming tours are Sat. Oct. 19<sup>th</sup>, Bob Huset's funeral. Be sure and drive your Model A and arrive around 1:30. Remember we are supplying some of the food for the potluck. Nov. 9<sup>th</sup> is the Veterans Day Parade. Meet at Baders Wines 711 Grand Blvd. by 9:15. DEC. 9<sup>TH</sup> is the Christmas potluck. at 6:00 at Lanes. There is a potluck food sign-up sheet circulating. Jack Dusenberry reminded everyone that nominations for 2020 officers will be at the next meeting with elections in Dec. All present officers said they will run again. Also keep thinking about nominations for the awards of "Hard Luck", Member of the year, and Mr. and Mrs. Model A. Jesse Baker talked about the WAAAM West Museum at 1015 NE 78<sup>th</sup> St. It is open from Thurs.-Sat. 10-4.

**RAFFLE:** Marlin Binder won \$28 and \$28 to the club!

**REFRESHMENTS:** Dian Lane and Sandra Guyot (in absence) served cake, candy and cupcakes!

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

Submitted by Sherry Rusunen

### Meet Your Model A Members



#### ***Kenny Holtmann & Linda Neilsen***

#### ***1930 Tudor Sedan***

The 1930 two door sedan is one of three I bought from Henry Schultz in 1981. Henry drove it from Vancouver to Valentine, Nebraska three times in the war days. I put new wood in the top and a new top on it. This past year with help from club members have new brakes and transmission. Going to keep original blue and rust stock exterior. I want to keep that charming "patina".

### Withdrawal of 2020 Nomination for Club President

Roger Green  
2620 NW Carty Road  
Ridgefield, Washington 98642

Withdrawal of my nomination for president of the Volcano A's.

The purpose of our club is to unite in an organization, all owners of Model A Fords and to do this in the spirit of good fellowship and sociality. These words are taken directly from our by-laws.

I feel that my nomination for president has created some hard feeling within the club, which I do not want to continue.

Therefore, I am withdrawing my name from nomination for president.

Sincerely, Roger Green

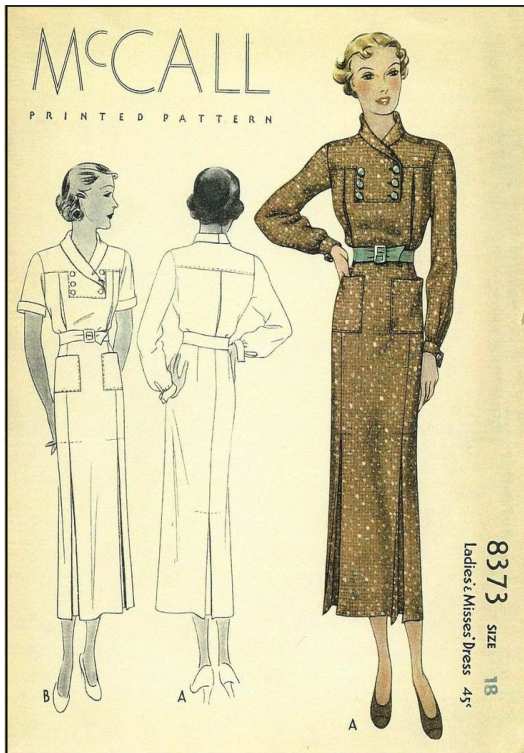


### Lava Ladies

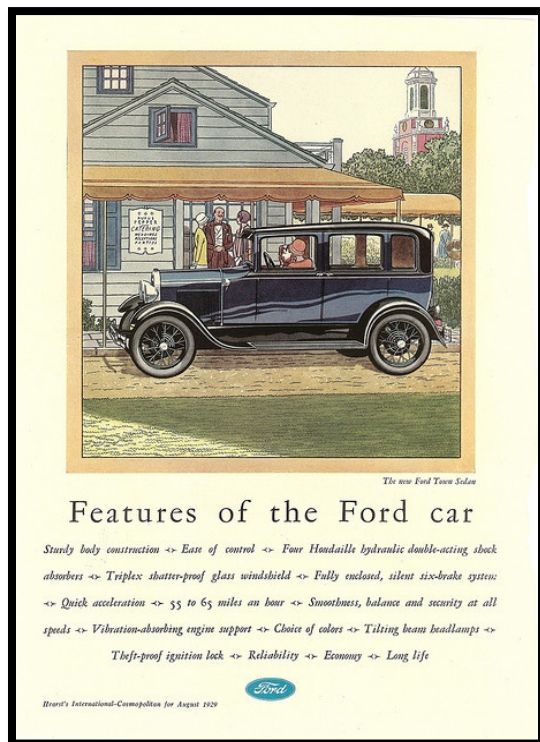
On Sat. Oct. 12<sup>th</sup>, 15 Lava Ladies held their annual "Babies in Need Shower" at Rocky's Pizza in Battle Ground. It was amazing how many items were donated...10+ bags including 8 hand knitted baby blankets!! All had a great time including good food and wonderful comrade! This is an annual event and for the last several years we have met at Rocky's Pizza but now that the party room is no longer available it's time to find a new location - any and all suggestions will be welcomed.

We will be collecting Sweats for Vets at our November meeting. Any size or color will be greatly appreciated.

## Model A ERA Fashion



## Ford Advertisement




*The new Ford Town Sedan*

### Features of the Ford car

Sturdy body construction ↔ Ease of control ↔ Four Handbuilt hydraulic double-acting shock absorbers ↔ Triplex shutter-proof glass windshield ↔ Fully enclosed, silent six-brake system:  
↔ Quick acceleration ↔ 55 to 65 miles an hour ↔ Smoothness, balance and security at all speeds ↔ Vibration-absorbing engine support ↔ Choice of colors ↔ Tilting beam headlights ↔ Theft-proof ignition lock ↔ Reliability ↔ Economy ↔ Long life

Ford's International Competition for August 1929



## Upcoming Events

November 9 - Veteran's Day Parade,  
Ft. Vancouver, WA  
November 11 - Monthly Volcano A's Meeting  
November 16 - Albany Indoor Swap Meet,  
Linn County Exposition Center  
December 9 - Christmas Party at The Lane's

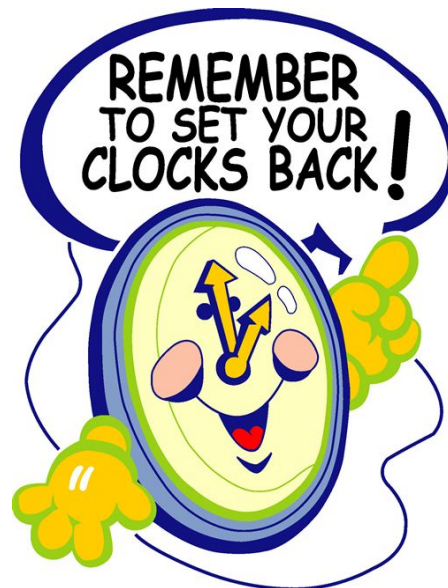
## Future MAFCA Events

**MAFCA National Awards Banquet**  
2019 - December 2-5 - Claremont, CA  
Host: Pomona Valley MAFCA

**Central CA Regional Group Jamboree**  
2020 - April 16-18 - Bakersfield, CA  
Host: Bakersfield Chapter

**MAFCA National Convention**  
2020 - June 21-26 - Kerrville, TX  
Host: Alamo A's

## Daylight Savings Time Ends Nov 3rd



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).



## 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.

## MAFCA National Awards Banquet



Mark Your Calendar!  
**December 2nd - 5th**  
Claremont, California

Registration Now Open!  
[www.2019NAB.com](http://www.2019NAB.com)  
Early Bird Discount

**MAFCA**  
2019  
NATIONAL AWARDS BANQUET

GET YOUR KICKS ON ROUTE 66  
CLAREMONT, CA 91711

The Pomona Valley Model A Ford Club invites you to...  
**GET YOUR KICKS ON ROUTE 66!**

- Come stay in Southern California, known for its fun in the sun.
- Enjoy our festive welcome reception with music performed by local Model A Owners & Musicians.
- Visit the historic National Hot Rod Association Car Museum.
- Experience the amazing Sam Maloof Home & Gardens Tour.
- See Technical & Information Seminars presented by some of the best-known names in the Model A community, all in one place!
- More than eleven events scheduled with something for everyone.
- Event Information and Registration Forms are now available on the National Awards Banquet website at [www.2019NAB.com](http://www.2019NAB.com)

**DOUBLE TREE**  
BY HILTON  
Claremont, California  
(909) 445-1831  
("NAB" Group Discount Code)  
Register Online at  
[www.2019NAB.com/hotel](http://www.2019NAB.com/hotel)  
\$129 ++ per night

## MAFFI Newsletter Minute October

Model A Day 2019 was a success with many Unique and Original vehicles depicting our theme for this year. We had over 250 cars that came for the day and all enjoyed the Model A Museum as well as the many other museums on the Gilmore Campus.

Our Board of Directors had their annual meeting on Thursday prior to Model A Day and have laid the groundwork for a Strategic Plan to keep the museum interesting and entertaining for years to come. Our wish is for each and every one of you to come visit the museum. Your continued support is greatly appreciated. If you have not already done it, please renew your membership today and consider a year end monetary gift to our Endowment Fund which will ensure our museum will be there for generations to come.

Visit our website: [www.maffi.org](http://www.maffi.org) and follow the link to Membership. We now offer PayPal for your convenience.

**Remember to attend the  
November Club meeting to vote  
for new 2020 Club Officers and  
Club Member Awards**



## Jim's technical tip

by Jim Cannon,



### Torquing Nuts and Bolts on Your Model A

Torque is actually a measure of the twisting force on something, like a nut or a bolt. When you tighten a nut, you are actually stretching the bolt or stud that the nut is turning on. It is the stretch of the bolt or stud that provides the strong "clamping force" that holds everything together tightly. Think of the bolt or stud as a very powerful spring. You stretch it out when you tighten the nut and the stud or bolt "spring" keeps pulling it together. If a stud or a bolt is weak, due to age or corrosion, it will often break under the intense stress you are applying when you torque the nut.

Although Ford did not publish torque values "back in the day", there are many values published today for nuts and bolts on a Model A. I recommend you follow them as a guide and use a torque wrench. Today's modern torque wrench "clicks" when you get to the desired torque. When it clicks, stop tightening. If you are going to insert a cotter pin into the nut after it is tight, keep turning the nut beyond the point where the wrench clicks, just until the cotter pin will slide in.

All published torque values, unless it clearly states otherwise, are for tightening a nut or bolt with clean, dry threads. This means the rust has been cleaned off of the bolt or stud threads (I use a wire brush) and they have been wiped dry. No oil or grease or anti-seize compound should be applied to the threads that the nut will be turning on. (If you'd like to, a small drop of oil can be applied to the face of the head or other surface that a nut is tightening against, such as the boss on the top of a head, where the stud goes through the head.)

If you lubricate the threads on a stud or bolt, it will be too easy to turn the nut as you torque it. So when you stop at your target torque (say 55 ft-lbs for a head nut) you will have stretched the bolt or stud more than 2 times as far as you would with the same torque with dry threads. This will be like over-torquing the nut and can result in the stud or bolt breaking, the stud pulling out of the block, or the head or block cracking, due to too much stress on it. That will ruin your day!

So clean the threads before you start, keep the threads dry, use a torque wrench, and stop pulling the instant the torque wrench clicks. You'll be glad you did.



copywrite Frisco illustrationsOf.com/89401 Have a Model A Day!

Jim





Yikes these are some bugs!

*From MAFCA Chapter Coordinator, Doug Linden*

I've been waiting for the Canyonland Tour a long time!



MAFCA's Canyonlands National Tour is just around the corner and I have given my Model A a good going over to get ready for the tour. I think I managed to check everything, twice in some cases, but time will tell. For those interested, I will be blogging the tour and our return trip driving our Model A's to Massachusetts. The link is:

[canyonlandandback.blogspot.com](http://canyonlandandback.blogspot.com).

This will be an amazing tour and I hope I will see many write-ups in the monthly newsletters I receive. I think having stories of great tours such as this in your chapter newsletter really gets other members to say "I would love to do that." Years ago our chapter sponsored our first "super tour" and we have four families participate in that 1000 mile tour. On our last "super tour" we had 15 families join and had a great week of Model A'ing. The newsletter tour reports not only showed members what they missed, but it also got the idea across that Model A's are reliable and that we never left anyone behind if a problem occurred. Getting our A's on the road is what the hobby is all about.

October is a busy time for most chapters. Lots of great weather for tours and the ever challenging search for new people to step up and volunteer to be an officer of the club for 2020. It can be a difficult task, but all clubs need to have volunteers to keep it alive. I am our club's Nominating Committee and I can report I don't have people knocking on my door to volunteer. But, we will beat the drums and keep on searching. Good luck to you as well.

Happy Model A'ing.

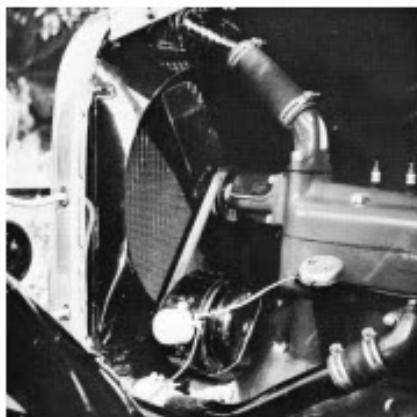
Doug

## The Early Birds

### Part 2

By H. S. "DOC" KALINKA

The radiator shell lacing, or webbing, was not riveted onto the shell but was interwoven on the shell (like Model T radiator shells). Clutch and brake Pedals were completely smooth, with no ribbed pattern or raised boss on the ends to prevent your foot from slipping off. Upon casual inspection, one might think that these Pedals were worn smooth like a "A" with the odometer around a couple of times. Actually, these smooth clutch and brake pedals appeared on at least the first 70,000 or 80,000 Model A Fords.



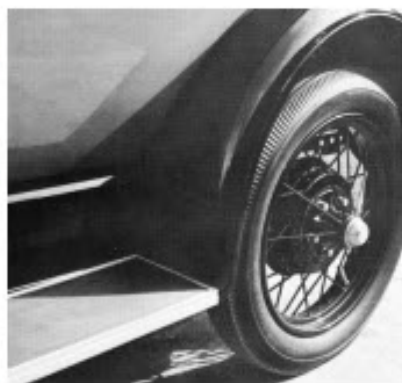
The "powerhouse" generator, which is considered by some as a trademark of the 1928's, actually appeared in three different forms. The very early A's had a cadmium plated adjusting arm which held the generator in Position. The cutout was located on the side of this powerhouse generator. The most significant difference, however, was the finish of the back or end cover on the generator. The end cover was either unpainted aluminum or metal plated with dull nickel or cadmium, again unpainted.

Another early item was the ignition cable with the long, five-inch solid end; the end which screwed into the distributor. This solid portion was integral with and included the forged conduit clip ("2" inch thick), through which it is bolted tight to a head bolt. A rectangular Briggs and Stratton patent plate is riveted to the solid end.

Other "early bird" features are the fan shroud, the offset starter rod, metal conduit, short choke rod, a smooth running board apron just forward of the rear fender (instead of the bump which clears the emergency brake rod), and a very subtle difference in the contour of the front fenders where they sweep down to the frame, etc.

These differences will be found when comparing the early 1928 with a later 1928, or at 1929. But as mentioned before, even the early ones will vary from car to car. Do not expect two cars of similar dates to look alike. We previously discussed one cause for this - the Problem of factory changeover and parts short' ages - but another factor would of course be the matter of parts replacement. When a car was returned to the Ford agency for service, or especially for repair, it would be modified with the latest part then being issued by the factory service department. Naturally, after thirty or forty years of wear and accumulated grime, that replacement part is going to look just as legitimate and original as all the other parts on the car.

One of the earliest cars in our questionnaire file is a Tudor belonging to Andy Baudino of Tustin, California. The engine number is A-1149. It has almost all of the "early bird" features described here and was used as the model to illustrate this article. Incidentally, it is beautifully restored; a first Place trophy winner at the Albuquerque National Meet and a recent "Award Winner" in *The Restorer* ( Vol.11-6, page 5).



The earliest early bird in our file is another beautifully restored trophy winner, and also from California; a Phaeton belonging to Joe Crum of Oceanside

*Next month will continue with an article by Joe Crum*

*Reprint from: Doc Kalinka and The Restorer Magazine.*



## **BASIC ENGINE CLEARANCE ALLOWANCES & TORQUE SPECIFICATIONS**

The following recommendations are for domestic internal combustion engines for use under normal service conditions. It should be understood that different applications of engines require different specifications of engine rebuilding. The ensuing specifications are intended as a basic outline and in all cases the engine builder should refer to the engine manufacturer's recommendations for the particular engine being worked on if at all possible.

### **Basis for Determining Engine Reconditioning and Component Replacement**

<b><u>Compression:</u></b>	Maximum variation between cylinders (any one engine) before reconditioning – 15-20 psi.
<b><u>Cylinder Block:</u></b>	Bore out of round. Maximum allowable before reconditioning - .005 Taper cylinder bore (maximum allowable before reconditioning - .010 Overbore maximum allowable depends on particular engine and casting technique.
<b><u>Cylinder Heads:</u></b>	Straightness – maximum allowable before surface grinding - .004 maximum valve seat runout - .002.
<b><u>Valves:</u></b>	Stem to guide clearance maximum allowable with valve off seat using wobble method - .005-.006 Valve stem wear maximum allowable wear - .020 Valve with less than 3/64" margin should be replaced.
<b><u>Valve Springs:</u></b>	Maximum allowable cut of plumb – 1/16".
<b><u>Piston to Cylinder Fit:</u></b>	Clearance should be maintained at - .0003-.0013.
<b><u>Connecting Rod:</u></b>	Bearings – maximum allowable clearance - .0025 Connecting rod journal – maximum out of round or taper - .001.
<b><u>Crankshaft:</u></b>	End play – no less than - .002, no more than - .010 Diametrical clearance allowed - .0025 Main bearing journals – maximum allowable out of round or taper – .001.
<b><u>Camshaft:</u></b>	Diametrical clearance allowed before reconditioning - .005.
<b><u>Timing Chain:</u></b>	Maximum allowable movement with: heads on – 30 ft. lb. torque applied – 3/16" heads off – 15 ft lb. torque applied – 3/16".
<b><u>Oil Pump:</u></b>	Pressure minimum – 20 psi @500 rpm, 40-70 psi @1000 rpm Pressure drop resulting from clogged oil filter – 7-9 psi.



For a quick check on main saddles to determine if the block needs align boring, install the crankshaft with main bearing and without rear main oil seal into the empty block.  
Torque the main caps to specifications. If the assembly takes more than 4 ft. lbs. to turn then it should be aligned bored.

### **Basic Tightening Reference for Engines with Cast Iron Block and Cast-Iron Heads**

<b><u>Item</u></b>	<b><u>Torque Ft. Lbs.</u></b>	<b><u>Thread Size</u></b>
Connecting Rod Nut – Plain	45	3/8"-24
Cylinder Head Bolt	70	7/16"-14
Main Bearing Cap Bolt	85	1/2"-13
Spark Plug	30	14mm
Camshaft Lockbolt	35	7/16"-14
Carburetor to Manifold Nut	7	5/16"-24
Chain Case Cover Bolt	15	5/16"-18
Torque Converter Housing Bolt	30	3/8"-16
Clutch Housing Bolt	30	3/8"-16
Crankshaft Rear Bearing Seal Retainer	30	3/8"-16
Crankshaft Bolt (Vibration Damper)	135	3/4"-16
Cylinder Head Cover Stud and Nut	40" – lbs.	1/4"-28
Distributor Clamp Bolt	15	5/16"-18
Exhaust Manifold Nut	30	3/8"-24
Exhaust Pipe Flange Nut	50	7/16"-20
Exhaust Pipe Clamp Bolt	20	3/8"-24
Exhaust Pipe Support Clamp Bolt	20	3/8"-24
Fan Attaching Bolt	15-18	5/16"-18
Flywheel to Crankshaft	55	7/16"-20
Flex Plate to Crankshaft	55	7/16"-20
Flex Plate to Converter	270" - lbs.	5/16"-24
Fan Belt Idler Pulley Nut	45	7/16"-20
Fan Belt Idler Pulley Bracket Bolt	30	3/8"-16
Flywheel Housing to Cylinder Block Bolt	50	7/16"-14
Flywheel Cover Bolt	7	1/4"-20
Fuel Pump Attaching Bolt	30	3/8"-16
Alternator Mounting Bolt	30	3/8"-16
Alternator Adjusting Strap Bolt	200" – lbs.	3/16"-18
Alternator Adjusting Strap Mounting Bolt	30	3/8"-16
Intake Manifold Bolt	40	3/8"-16
Manifold Head Control Counterweight Bolt	50" – lbs.	10-32
Oil Pan Drain Plug	20	1/2"-20
Oil Pan Bolt	15	5/16"-18
Oil Pump Cover Bolt	10	5/16"-18
Oil Pump Attaching Bolt	35	3/8"-16
Rocker Shaft Bracket Bolt	25	3/8"-16
Starter Mounting Bolt	50	7/16"-14
Vibration Damper Pulley Bolt	200" – lbs.	5/16"-18
Valve Tappet Cover End Bolt	9	1/4"-20
Water Pump to Housing Bolt	30	3/8"-16
Water Pump Housing to Cylinder Block Bolt	30	3/8"-16
A/C Compressor to Engine Bolt	30	3/8"-16

Source: Professor Ron Hall's graduate student at California State University - Chico

## 1930s Rush Hour Traffic on Wilshire Boulevard in Los Angeles



One constant in the greater Los Angeles area is traffic, and this set of photos taken circa-1930 show that it was not just a post-World War II problem although it did get worse as time went by. The lead image and the enlargeable version below both contain heavy traffic at the intersection of Wilshire Boulevard and South Western Avenue circa 1930.

Earlier this area was part of Frank Pellissier's dairy farm. When this photograph was taken, Pellissier Square was being developed by the Henry de Roulet Co. The firm's sales-building can be seen on the right-hand street corner, and it was later replaced with the Pellissier Building that houses the Wiltern Theater. The majority of the vehicles visible on Wilshire Blvd. date to the late-1920s but a close look appears to show a couple that maybe 1930 models.

Reprint from: The Old Motor.com, September 26, 2019



## For Sale Items or Wanted

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

### 1931 Ford Model A Pickup Truck

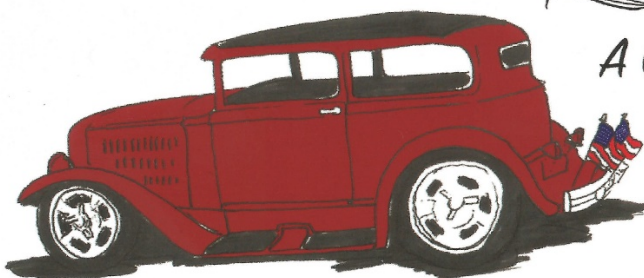


#### **This 1931 Ford Model A is a Joy to Drive and a Real Head-Turner.**

This vehicle is an older restoration that has some recent maintenance and new parts, such as the new in-dash fuel gauge and float assembly, and the addition of a new filter screen, new battery, seat belts, and wood stake sides on the bed. The tires are in good condition and the brakes are of the original style. The paint condition is quite good with a few spots that need attention. The roof is excellent and so are the interior, upholstery and windows. Additional features that add to charm and functionality are radiator top flags, rock screen and windshield visor. For Sale \$14,000. Please contact if interested:

**Bob Dempster, PO Box 1126, Renton, WA 98057, (206) 465-5579 or E-Mail: [r.dempster11@yahoo.com](mailto:r.dempster11@yahoo.com)**

## **The Roadmasters Present** **KRUZE for the KIDS**



*21st Annual*  
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**First Saturday  
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