



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

Guys breakfast meeting every Wed. (7:00am) at Hockinson Café, 219 NW 20th 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 10

October

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

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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 **September 25, 2019**

We arrived home Monday after a great tour organized by Steve Plucker and friends. The tour led us through some of the greatest farm and ranch lands of Eastern Washington and Oregon. The mountains, canyons and valleys were very impressive, if you haven't been there this area should be put on your bucket list. We trailered our Model A's to Jack Remillard's farm in Pendleton, unloaded and drove to Walla Walla on Wednesday night so we would be ready for an 8:00 AM departure. After leaving Walla Walla we drove through Waitsburg, Dayton, Pomeroy and stopped at Pataha for lunch and a tour through a historic flour mill established in 1878. The mill is four stories and built entirely of wood, many posts, beams and lumber of all dimensions expertly crafted. The mill was shut down in 1943 after Government regulation determined the dust accumulation was too dangerous. Pataha Flour Mill is under the auspices of an inter-denominational non-profit outreach directed by Jon Van Vogt. In 1998 after 55 years of being shut down the mill has been going through renovations and preservation for the public to enjoy. We then crossed the river into Lewiston briefly for pictures in front of a mural depicting pioneer life, then traveled to Anatone, Paradise, Rattle Snake Canyon, Joseph and Enterprise. While in Enterprise we visited the Sunrise Iron Wheat Ranch owned by Erl McLoughlin, Erl is a very interesting, high energy wonderful person. Erl restores tractors and farm equipment in the winter while he isn't farming with four feet of snow on the ground. Erl's collection is magnificent and a must to see and enjoy. After staying two nights in Enterprise we drove to Imnaha, Lostine, Wallowa, Minam, Elgin, Weston and Pendleton. We stayed Sunday night in Pendleton for a fresh drive home on Monday. We all enjoyed the tour very much and will remember our experience with Steve and friends the rest of our lives. Thank you very much Steve and friends!

On a sober note we all very sad following the passing of Bob Huset. Bob's Celebration of Life will be at 2:00 PM Saturday, October 19th at Hockinson High School.

Jerry

Front Page Photo

Frank & Roberta Emerick's 1930 Coupe parked at the Lane's Museum during the Annual Club Picnic on August 11th.

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

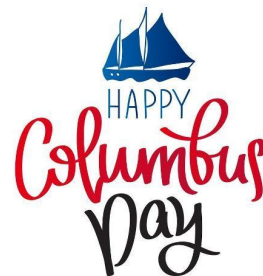


Birthdays

- 1 Lynn Mattingley
- 9 Dian Lane
- 9 Bibbi Lee
- 16 Jennie Ryan
- 19 Carlene Willis
- 26 Diana Carlile
- 30 LeRoy Helyer
- 31 Jane Hall

Refreshments

October: Diane Lane & Sandra Guyot
November: Roberta Emrick & Dianne Earnest
December: Christmas Party



In Memory of Bob Huset

Bob died on September 15, 2019 at the age of 82. His celebration of life will be at 2:00 pm on Saturday, October 19 at Hockinson High School. The family would love to see the Model A's, weather permitting.



Meet Your Model A Members

Bob & Carma Huset 1930 Standard Roadster

Bob purchased the Model A body, windshield, and windshield pillars. in Concord, Ca. for \$25.00 in 1961. His intention was to build a Street Rod.

But a neighbor's parents would drive their Model A to visit (Cecil Kissinger-Diablo A's) Carma would say isn't that a cute car, and talked Bob into restoring his.

In 1970 moved to Vancouver, WA. Bob was talking cars with a fellow, and he said there is a Model A club in Portland- The Beaver Chapter, and told him where they met. so, he visited and joined.

With help from club members he started putting together the car. The engine built by Alan Schurman-upholstery & top John Wortel-painted Jim Kurfurst.

The first big event in the car was N.W. Regional Meet 1977-Inn at Seventh Mt. Bend Or.

And have enjoyed lots of tours through the years with the Beaver Chapter and Volcano A's.

Carma and Eirik Huset



Volcano A's General Membership Meeting Minutes
September 9, 2019

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

TREASURER: Linda Willey gave the financial report.

TOURS: Roger Green said the Regional Meet in Bellevue went very well. Our next tour is the Smooth Rider's Tour Sept. 18-22. Then on Oct. 19th will be a tour to the Vista House in the Gorge. We will leave at 10:00 from Freddie's on Chkalov. Nov. 9th is the Veteran's Day Parade. Details to follow. Roger also attended the Regional meeting in Bellevue. Spokane WA will host the 2020 Regionals from Sept. 24th-27th. Boise will host a meet in 2021 from 21st-25th.

EDITOR/WEBMASTER: No report.

REFRESHMENT SCHEDULE: All is covered.

COMMUNITY SERVICE: No report.

SUNSHINE: Both Bob Huset and Gary Swartz are hospitalized. We send our prayers.

LAVA LADIES: Sherry Rusunen announced our Baby's In Need "Shower" will be Sat. Oct. 12th at Rocky's Pizza at 11:30.

OLD BUSINESS: The minutes were approved as written by Pete Hazard and Bob Rusunen respectively.

NEW BUSINESS: Albany's Swap Meet is Nov. 16th. Jerry read a thank you note from Marian Smith thanking our club for our Spa basket donation at the Regional's raffle. Remember the Smooth Rider's Tour is Sept. 18th-22nd. We will meet at Ridgefield at 8:30 am. There are anniversaries of club members this year as listed in the Restorer: 40 years; Pete Hazard and Jan Jones; Ron and Jane Hall; 30 years; Roger and Kathy Green; 25 years; Deon Schroeder. Congratulations to all!!

RAFFLE: Nancy Woolridge won \$42.00 and the club raised \$42.00.

REFRESHMENTS: Marylan Kelly and Becky Blick served cheese & crackers, spiced muffins, and ice cream with a Fall theme!

ADJOURNED: Meeting was adjourned by Jerry Lane.

Submitted by Sherry Rusunen



Model A ERA Fashion



Ford Advertisement



The Ford Coupe

A splendid car for the busy mother

The Ford is a splendid choice for the busy mother not only because of its comfort and reliability, but because it is such an easy car to operate and control under all conditions.

Soberly, it seems as if everything has been planned and arranged for the particular convenience of the woman motorist. Starting is easy because of the efficient, dependable self-starter. Gears shift smoothly, silently, without effort. On the

open road or in traffic, you have a feeling of security and confidence because of the safety of the silent, fully enclosed six-brake system, the substantial balance of the car, and the additional protection of a Triplex shatter-proof glass windshield. Quick acceleration, alert speed, and the ability to park in a small space, without confusion, are other features you will especially appreciate in city driving.

A further advantage to the woman motorist is the country-wide availability of Ford dealers and the manner in which they are trained and equipped to give you prompt, courteous, intelligent service at all times. The interest of the Ford dealer in the interest of a friend—to relieve you of every detail in the care of the car and help you get many thousands of miles of pleasant, economical motoring.



Ford Motor Company
Dearborn, Michigan

Upcoming Events

October 6-10 - National HUB Tour
October 14 - Monthly Volcano A's Meeting
October 19 - Bob Huset's celebration of life will be at 2:00 pm on Saturday, October 19 at Hockinson High School. The family would love to see the Model A's, weather permitting.
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 Tour

2019 - October 6-10 - Kanab, Utah
Host: Canyonland Special Interest Group

MAFCA National Awards Banquet

2019 - December 2-5 - Claremont, CA
Host: Pomona Valley MAFCA

Remember

Nominations for next year's club officers will be heard at the October meeting. Voting for new officers will occur at the November meeting.



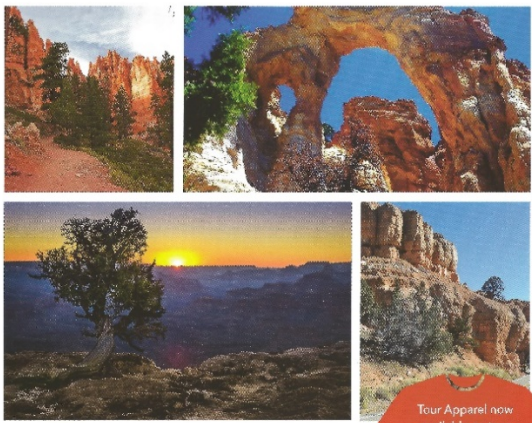
Articles and contributions are encouraged and may be used as space permits. The deadline for all articles is the 20th of the preceding month. The Volcano View is a monthly publication of the Volcano A's Chapter - MAFCA. E-mail all proposed articles to: rrusunen@comcast.net.

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 Tour

Canyonlands - October 6-10, 2019




**2019 National Tour
Canyonlands**

**Kanab, Utah
October 6-10, 2019**

Sunday, October 6 - Welcome Dinner Party
Monday, October 7 - First day of Touring
Tuesday, October 8 - Second day of Touring
Wednesday, October 9 - Day In Kanab with Lunch and Entertainment
Thursday, October 10 - Third day of Touring

<https://modelafordclub.wissite.com/2019canyonlandstour>

Tour Apparel now available on tour website!
Order today, receive prior to the tour!



MAFCA National Awards Banquet

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

Registration Now Open!
www.2019NAB.com
Early Bird Discount

POMONA VALLEY MODEL A FORD CLUB
MAFCA 2019
NATIONAL AWARDS BANQUET

GET YOUR KICKS ON ROUTE 66
CLAREMONT, CA 91711

DOUBLE TREE
BY HILTON
Claremont, California
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Register Online at
www.2019NAB.com/hotel
\$129 ++ per night

**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

Find the Words

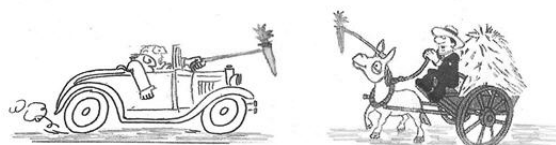
How Long Does It Take You To Solve This Puzzle?
Ford Related Words

M	F	H	P	L	K	R	A	P	S
A	D	E	M	A	F	C	A	O	C
T	R	M	U	E	P	S	A	T	O
U	O	U	S	N	G	L	E	U	H
N	F	G	T	G	K	U	N	D	N
A	S	P	A	I	H	E	O	O	R
D	D	U	N	N	H	E	N	R	Y
E	F	L	G	E	N	G	R	A	T
S	A	G	E	P	U	O	C	R	M

Beginning Time:

Ending Time:

Rouge, Ford, MUSTANG, HENRY, COUPE, TUDOR,
MAFCA, ENGINE, SEDAN, GAS, SPARK, PLUG



A Model A Tail of Lock & Key

By Roger Green

I am preparing to put new tires on our '31 Roadster. The existing tires, all 6 of them, have been on since Kathy's dad, Stan Davey restored the car in the late '70s. Last year Dian Lane told me the tires had to go and she was right!

In getting ready to change the tires I started looking for the key for the lock on the spare tire. It has dual side mounts, but only one still has a lock on it. I know that at some time there was a key ring with keys for the ignition, rumble seat, spare tire and those 2 spare tire mount mirrors (which are worthless to see out of, but part of the bling of this car). Well I can't find the key ring, it's probably in Fresno with Kathy's sister who owns the car.

I did look through the pouches that are down low in the cowl. I found a key and tried it in the ignition, rumble seat and spare tire locks. It does not open any of them. Well what am I going to do? I cut off the locks for the 2 spare tire mount mirrors. That was easy, but that spare tire lock, it's a problem. There is no way to get in and cut it off, if I try to drill it out, all I can see is messing up the paint and probably failing.

So, it's off to Harry's Locksmith. Dennis helps me. He sprays some penetrating oil in the lock. Neither of us can read the numbers on the lock. I take a picture of it with my cell phone, oh, now we can read it. He runs the number through the computer and it comes up with nothing. He asks when the lock was put on. I don't know, probably 40 years ago, about when Kathy & I got married. Now I'm thinking I have never had to change a flat tire on this car, so I don't think that lock has ever been off. And come to think about it, Stan did a lot of shopping at swap meets & garage sales. So, the lock might have been old when he put them on!

Dennis tries picking the lock, it's not like on TV and it does not work. He goes back in and comes out with two rings of about 100 keys each. I'm thinking this could take a long time and I'm wishing I had brought a chair. Dennis puts the first key in and unlocks the lock! The first key! Wow, Dennis is good!

Dennis makes a couple copies of the key and we might as well make copies of the ignition key too. I'm happy we did not have to drill it out or something. I pay up & go home.

Once home, I'm thinking, why didn't I have him work on the rumble seat lock while I was there? Might as well try that key I found in the cowl pouch. It does not work. But what about the new spare tire key? I try it and IT WORKS!!! Dennis, you're the best!

Now on to getting 6 tires off the wheels. It was a good Model A day! Roger Green, Volcano A's
PS: Later I was thinking about the key working both locks, part of Stan's job included running the security program for the community college. Maybe he had them keyed a like... ...I will never know.



Model A Ford Club of America

Established 1957

"The Largest Car Club in the World Dedicated to One Type of Automobile"



Header from the MAFCA Website

From the desk of Chapter Coordinator - Doug Linden



Doug, adjusting the carburetor on his Model A

Our chapter has been putting on the miles in our Model A's and I hope you and your chapter have been doing the same. Whether it is out for a little ice cream or a tour to a local historical land mark doing so in the Model A is always more fun. Speaking of tours, I have noticed a number of chapters conduct a major tour for their members. These "super" tours last a week or more and really give their members a chance to experience travel in the slow lane to places they may never get to visit. This might be something for your chapter to think about conducting.

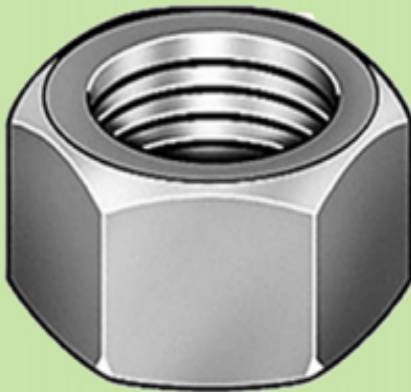
While reading the many chapter newsletters I receive, one thing I have noticed is that clubs who are members of both MAFCA and MARC tend to only promote one of the national organizations. To those editors of clubs with dual affiliation, please take a little time to promote the activities of both organizations. This information may inspire a local club member to join one or both national clubs. Both MAFCA and MARC could use new members.

I have been busy doing maintenance on my Model A in preparation for the Canyonlands National Tour. All the major areas have been checked and repaired or adjusted as needed. Just when I figured I was all set, the battery died. Oh well, that one was 7 years old so I can't complain. See you in Kanab.

*Happy Model A'ing.
Doug*

Jim's Tech Iip

by Jim Cannon,



Ford did not publish torque specs for the nuts and bolts on a Model A in the service bulletins. (The torque wrench was not invented until 1931 and was not common in automotive repair until the late-'30s.) Ford relied on the experienced hands of the mechanic to tighten, but not overtighten, the various fasteners on the car.

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 things 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. This is why we put new studs in the block, for example, so that they don't break.



There are tables of 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. This is better than loosening the nut to get the pin in.

As I mentioned, there are tables of recommended torque values to use for guidance on our cars. Let's continue with that theme.

In general, published torque values (unless it 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, grease or anti-seize compound should be applied to the threads that the nut will be turning on. (A drop of oil can be applied to the 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. Have a Model A Day!

Jim

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The Early Birds By H. S. "DOC" KALINKA Part 1



Bumper with flat rounded, open end, without the usual bolt, is one of the more obvious features of a true "early bird." Also notice round center bumper clamp with Ford script and "made in USA" - same as Model T

Forty years ago the first of our beloved Model A Fords were produced. Records relate that nearly five thousand complete 1928 Model A Ford cars were actually built in 1927. From pictures and present day articles on these "early birds" we find that many errors and false ideas have been created concerning Henry's first. It is not my intention to create more argument and confusion but to simply set forth some of our findings, as compiled from the 1928-Owner Questionnaire which has been sent out to interested owners over the past two years.

The basic intention of the questionnaire was to tabulate, if and when possible, the appearance and disappearance of certain features related to the 1928 Model A. Definite emphasis was placed on the early left-hand emergency brake models. More than two hundred questionnaires were sent out; with a fifty percent recovery.

some beliefs, the left side emergency brake handle and single brake system is found to appear into the month of June 1928. The changeover took place between the 10th and 22nd of June that year and involved engine numbers A-155,000 thru A-177,486. This data does not apply to commercial vehicles or 7928 passenger cars produced outside the continental United States.

Next, it seems appropriate to discuss some of the ramifications appearing on some of the 1927 models that we have records of; some six reports, I have on file. We suspect that some or perhaps all of the assembly plants used up stocks of late Model T Parts where and when they were compatible on the first very early Model A's. Despite Ford directives, many of the early Model A's sported Model T center bumper clamps, with "made in USA" in block letters beneath the Ford script.

I hesitate to comment on the following, but at least two thousand pairs of open-end front bumpers were released, the vast majority going to foreign assembly plants, especially to Canada.

Many of the sheet metal body components on the early A's were actually bolted and screwed together instead of being spot welded or riveted. Many of the floor panel patterns and rear fender well patterns differed not only from car to car but also from one side of the car to the other.

In retrospect, from forty years away, one might summarize that the assembly plant did not receive a full stock of parts to build a complete car at first. Thus necessitating the use of whatever they had on hand or could acquire in order to make it saleable and roadworthy. It cannot be denied that the first days were not difficult and trying, since from mid-October to December 37, 1927, only five thousand vehicles were manufactured. Compare this to the near record production rate of nine thousand units per day in 1929.

After only a little research on the subject, one begins to imagine that the Model A must have been designed while it was being assembled. The number of changes evident on the first early five thousand or even twenty thousand Model A Fords manufactured defies imagination or description. I will describe, however, just a few of the most obvious deviations from what may be considered a "typical" 1928-1929 Ford.



HUB CAP and WHEEL
LUGS same as Model T



REAR BUMPER CLAMPS have Ford
script

NW Regional Meet in Bellevue, WA - 8/22-25/2019
(Photos provided by Roger Green)



Smooth Rider Tour (Walla Walla, Lewiston, & Enterprise) 9/18-23/2019



Photos provided by Dian Lane

Lighthouse Barbecue and Muirhead's Filling Stations



Today we feature a pair of gasoline stations that opened for business in the pre-World War II days. The lead image contains a postcard view of the Lighthouse No.10 and filling station located in Valparaiso, IN. the facility opened for business on February 2, 1929, and offered four gas pumps out front, a barbecued chicken for sixty-five cents, a steak sandwich for fifty cents, and two brands of "soft drinks."

An early 1928 or 1929 Model "A" Ford coupe is parked at the gasoline pump island on the left-hand side of the photo and a later 1930 to 1931 Model "A" sedan on the right at the Lighthouse.

Reprint from: The Old Motor.com



For Sale Items or Wanted

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

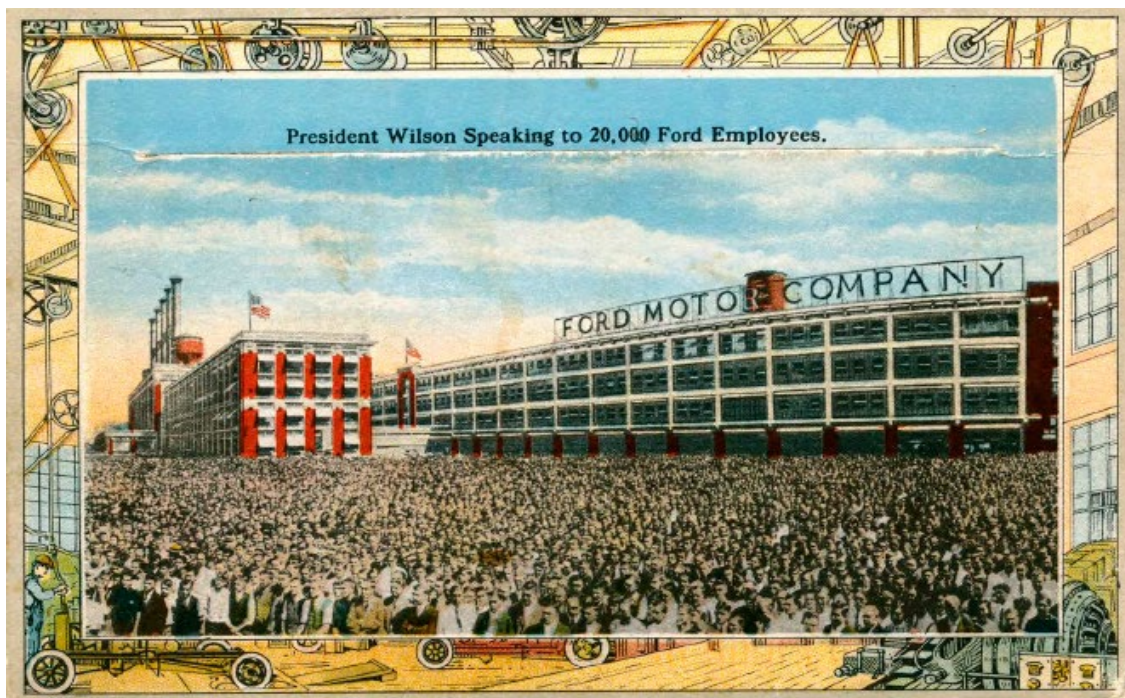
1931 Ford Model A Pickup Truck



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



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