



www.volcanoas.net

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

Volume 3 Issue 9

September

2014



2014 Club Officers

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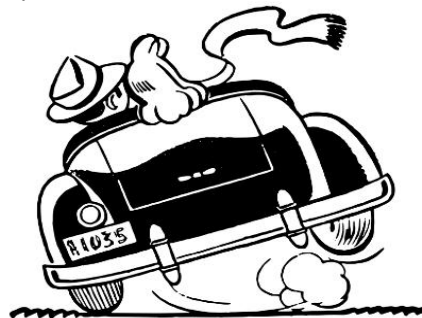
Bob Rusunen - 360-828-5317
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Photo of Month



1930 Standard Roadster

**Remember the President's Tour.
September 19, 20 & 21, 2014**





President's Note August 25, 2014

We have been quite busy during the month of August; first of all I would like to thank Lynn & Marilyn Elvestrom for leading the Tillamook tour, great job Elvestroms! It's always fun watching those little wieners drive a Model T.

Saturday, August 16th was our yearly meeting & picnic. We started the day early storing the food at the Lane's and then heading out on a North county tour, our first stop was to Bob & Joan Zumstein's Tree Farm where Bob showed us antique logging & farm equipment on display at his picnic shelter in the woods, then he led us across a foot bridge and trails thru his Tree Farm explaining the growing and cutting of trees. From Zumstein's we traveled on Cedar Creek Road to the Grist Mill and making a loop thru scenic areas and back to the Lane's for a delicious potluck.

This last weekend was La Center's Our Days, Friday night Twilight Parade and Saturday Cruise -In, judging and Pit Stop coffee. Many thanks to those who participated. We earned \$115.00 judging.

Jerry

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

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.



Front Page Photo
Lynn Elvestrom and his 1930 Roadster
stopped by a historic service station for a
fill up on cheap gas.

Volcano A's General Membership Meeting Minutes

August 16, 2014

Meeting was brought to order by President Jerry Lane at the Lane's Museum and followed by flag salute.

Treasurer: Linda gave us a report on the state of our finances.

Lava Ladies: A reminder that our Pit Stop coffee will begin at 8 AM on Saturday, August 23rd.

Old business:

Minutes from the previous meeting were approved as written.

Today's pre-picnic route was discussed and a brief explanation of our stop at Bob Zumstein's 60 acre Tree Farm.

La Center Twilight Parade participants should meet in the High School parking lot at 7 PM.

September 8th will be our next meeting.

President's Tour: Meet at 8 AM at ODOT (Jantzen Beach). Route was discussed and some of our activities will include open top bus ride in the sand dunes, touring a private Hot Rod museum, stop at a lighthouse, old town Florence and a pizza party at Wooldridge's.

Meeting adjourned and we all enjoyed a fantastic potluck lunch - thank you to all our wonderful cooks!!

Respectfully submitted by: Dian Lane fill in secretary

Lava Ladies



Our Pit Stop Coffee stand at La Center Our Days was a lot of fun and we made about \$100 for the club. The Lava Ladies all pitched in to help and always make any event a great time.

I have to say that I really enjoy any event when we all get together and bring food; the food we shared on our Tillamook tour and our picnic potluck was awesome!

SAVE THE DATE: October 25th will be our Babies in Need event, more details later!



HAPPY ANNIVERSARY

- 1 Don & Dolores LaBarre
- 6 Richard & Sandra Pargman
- 7 Darrel & Linda Freimuth
- 12 Ron & Jane Hall
- 13 Raymond & Kathy Neilsen
- 14 Don & Ruby Knudsen
- 17 Jerry & Dian Lane
- 23 Deon & Diane Schroeder



- 13 Ginny Bay
- 13 Bryan Sutherland
- 22 Jack Dusenberry
- 28 Richard Simpson
- 30 Sherry Rusunen
- 30 Ken Viles

Refreshments

September: Sandra Guyot, Jane Hall & Dee LaBarre

October: Jennie Ryan & Joyce Swartz

November: Roberta Emerick & Dianne Earnest

December: Holiday Potluck at the Lane's

Trivia Knowledge Nugget

Gold is the only metal that doesn't rust, even if it's buried in the ground for thousands of years.

Factory Foto of the Month



1931 180-A Deluxe Phaeton

A Volunteer Needed!

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

She has done a terrific job and retirement from the job is looking good. So like the clip art at the right, "Don't Be Bashful", VOLUNTEER or the President could appoint someone!

**DON'T
BE
BASHFUL**





Header from the MAFCA Website

MAFCA President's Page - Dan Foulk - August 2014

The 2014 National Convention in Puyallup, Washington is over and as of this writing, I am still returning home. I have probably mentioned in this column before that to every National Convention that I have attended, we have driven our RV and trailered the Model A. This isn't because my Model A won't make the trip or that I am an advocate of trailering. It is because we like staying in the RV and have no way to drive the RV and the Model A at the same time. What was different this time was that we saw no Model A's on our trip to Puyallup.

Usually when traveling, we will see some Model A's driving or on trailers. It was peculiar to us. Such was not the case on the way home. One would be surprised to know what a stir a group of Model A's coming through town will make. This became apparent to me at our first stop. We were taking the back roads so we headed toward the coast for cooler and more scenic traveling. We had only traveled about 100 miles and we came upon a small RV park near the town of Gregory, WA on the Willapa River. There were only 12 spaces and all of them were on the banks of the Willapa. It was ideal, only about 20 feet from the RV to the water.

The primary business of the area was the repair of small boats up to about 50 feet. I was walking around and happened to overhear a conversation about a bunch of Model A's coming through town. The conversation was something like, "I don't know what the heck they were doing here but there were about a dozen of them and they sure were pretty." Naturally that was my clue to get involved in the conversation. I told them what they were doing in town and that I had a Model A in my trailer and would be happy to show it to them if they wanted. Later, one of them came and did look. He told me that he had a Model A in restoration stages but had pretty much lost interest until he saw all those Model A's come through town. He had never been a MAFCA member and had only heard bits and pieces about a national organization. I gave him a back issue of *The Restorer* and all the information I could pump into him. Hopefully we will have a new member from that area soon.

Our next stop was in the town of Long Beach, WA and I had a similar experience. In this location, it was necessary for us to unhook the trailer, which is always a royal pain. The guy in the space next to me was helping and inquired as to what was in the trailer. Again, I told him a Model A and his jaw dropped! He said, "I have one. It was my dad's - a '30 coupe." He had been a member of MAFCA at one time but had lost interest and dropped out. He had actually committed the Model A to his son but it was still in his garage. Again, another back issue of *The Restorer* and maybe I rekindled his interest.

The last incident was much further down the road near the town of Trinidad in Northern California. This time I had the Model A out of the trailer and was driving around. A stranger walked up and told me that he had a Model A. Again, he wasn't a member of MAFCA. My last back issue of *The Restorer* went to him. Throughout the return trip home we saw a lot of Model A's on the road. It made me proud. I guess the trip to Puyallup was an anomaly because we sure saw plenty of them on the way home. On our website and in the September/October issue of *The Restorer* are the profiles of candidates running for positions on the MAFCA Board of Directors. There are seven candidates for five open positions. Take the time to read these profiles; their authors have spent considerable time putting together the best descriptions of their qualifications. In many cases, this profile is all you are going to know about the candidate you are voting for. The important thing is that you vote. It is the best guarantee that your board represents your views about the current and future direction of MAFCA. Coming in the mail soon will be your membership renewal form and, along with it, the ballot for the election of these candidates. Please return both as soon as you can.

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

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

Model A ERA Clothing Fashions

For Misses and Small Women
Sizes 14 to 20 Years Bust Measure 32 to 38

14 D 215 Printed Silk Mixed Crepe \$7⁹⁸

14 D 221 Gingham \$2⁹⁸

14 D 227 Dotted Swiss \$6⁹⁸

14 D 233 All Silk Crepe de Chine \$15⁰⁰

14 D 239 Woven Ratine and Washable Crepe \$6⁷⁵

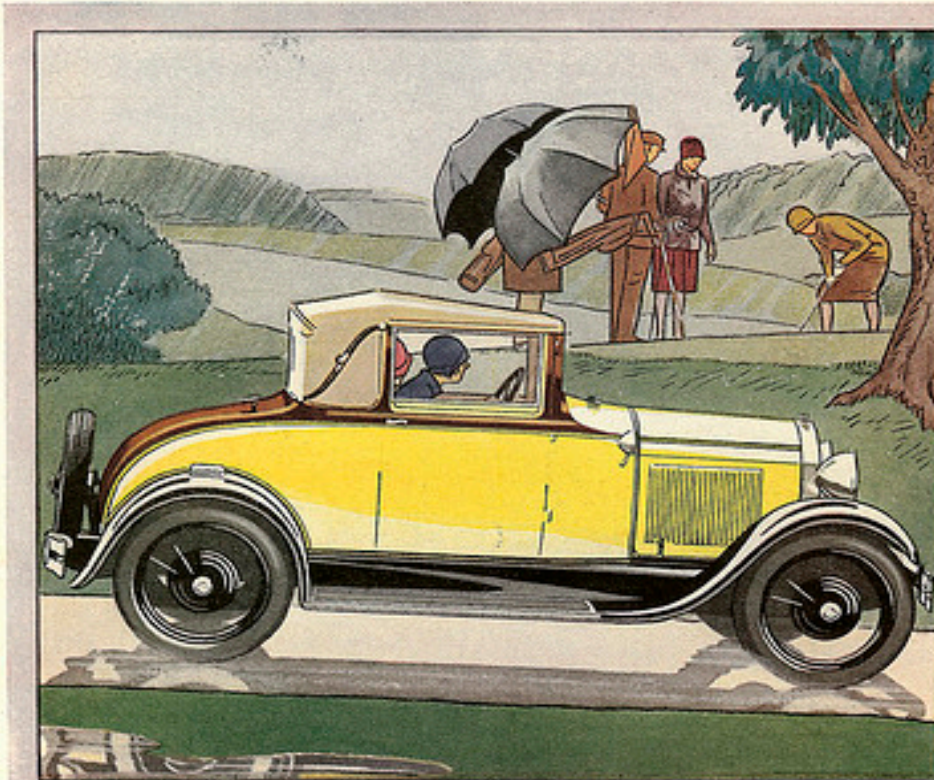
14 D 245 Printed All Silk Crepe de Chine \$12⁹⁸

14 D 239

For descriptions of these Dresses see opposite page

Source: Phillip Lensen at vintageadbrowser.com

Good Housekeeping Advertisement - Convertible Cabriolet



THE FORD CONVERTIBLE CABRIOLET

Features of the Ford car

*Ease of control ↔ Trim, smart lines ↔ Choice of beautiful colors ↔ Sturdy steel body construction
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system ↔ Triplex shatter-proof glass windshield ↔ Quick acceleration ↔ 55 to 65 miles an hour
↔ Smoothness, balance and security at all speeds ↔ Vibration-absorbing engine support ↔ Tilting
beam headlamps ↔ Reliability ↔ Economy ↔ Long life*



September 1929 Good Housekeeping

Technical Notes

Brake Shoe Arcing

By Lynn Sondena - Sandy, Oregon

What exactly does the term arcing mean, and what relationship does it have with the brake shoes? An arc is a part of a curve (brake shoe & lining). Arcing is a term used to describe the process of grinding or sanding the newly relined shoes to conform to the curvature of the brake drum surface. New linings will have slight high and low areas. The arcing process will distribute pedal pressure equally over the entire surface of the brake lining. Thus, you will have better braking. Brake shoes and linings need to be in full contact with the brake drums to provide the greatest force for stopping. Also, the ends of the brake linings should be beveled for clearance purposes. Brakes work on the principle of friction, therefore the linings grab against the brake drum. By beveling the ends of the brake linings the initial friction grab will be more inward from the end of the shoe. It is designed this way so that the lining is not peeled from the brake shoe.

Figure 1 shows a brake shoe that is not beveled (left side) and one that has been beveled (right side). Please be aware that the brake drums must be true if arcing is going to be successful. True means the surface of the brake drum is perfectly round and the brake linings on the shoes will conform accurately to the curved surface of the brake drum. Brake drums can easily be trued, by having them turned on a brake lathe.

I made a fixture to hold the backing plate and measure the brake lining arc. (Fig. 2) I attached a button dial indicator to the fixture to measure the circumference in thousandths of an inch (.001). (Fig.3). A shim is used by the wedge to simulate the setting on the Model A. This fixture will bolt to a work bench, or it can be clamped in a bench vise. I have found it a lot easier to work and adjust the brake linings in a horizontal position. Also, by using the button dial indicator a person can get the brake adjusting shaft arms perfectly matched in length.



Figure 1



Figure 2



Figure 3

Brake Shoe Arcing (con't)

I use a 2 inch wide vertical belt sander that is connected to a vacuum system, and I wear a respirator when arcing my brake linings. Brake shops and some clutch shops can perform this operation. For a period of time it was hard to find places to arc brakes due to the asbestos, but now that asbestos is outlawed in brake linings it is easier to find places that arc brake shoes. Remember, arcing is just fitting the linings and shoes to the circumference of the brake drum.

Brake shoes that are used without arcing will have high spots that do all of the braking. This will cause higher friction temperatures and either ruin the linings or cause them to wear out faster. Figure 4 shows new linings that were not arced to the drum. Notice that only the lower half of the lining is making contact with the drum. This is an example of why brake linings should be arced. It could also be due to not having properly adjusted brake shafts A-2042, but in this case they were adjusted properly and the linings were never arced. Figure 5 shows a backing plate attached to the fixture with the dial indicator being used to make accurate readings.

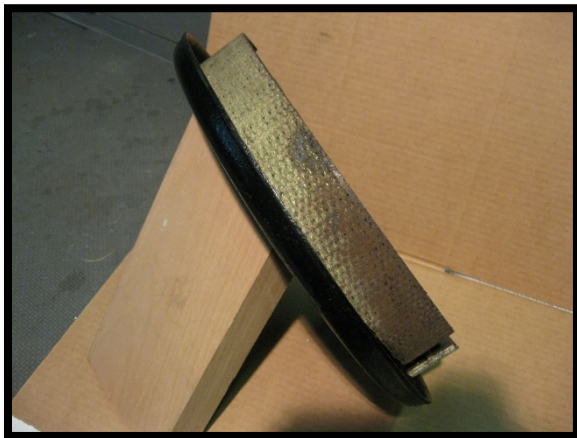


Figure 4



Figure 5

In conclusion, I hope you take a moment to look at your brake linings to see if they are wearing evenly. If not, arc them to the drum circumference so you will have full contact to each shoe for better braking. Stopping distance is critical in preventing accidents. How many times have you driven your Model A on the main highway and have seen a modern car approaching on a side road to the right? Instead of the modern car stopping, it pulls out in front of you. The driver was probably thinking that it's an old car which only goes 35 mph. This causes you to have a brake check at 45 mph. It is crucial that you have proper working brakes for safe touring.

Pig-n-Ford Races - Tillamook County Fair

Club members that trekked to Tillamook were; Jerry & Dian Lane , Jim & Marylan Kelly, Eddy & Terri Pitts, Leonard & Linda Willey, Jack & Pat Dusenberry, Terry Findley, John & Diana Carlile, Bob & Carma Huset, Lynn & Patty Sondena. Here are a few of the fun photos.



To see more pictures visit the Touring tab on our website at www.volcanoos.net.

August Tour & Annual Club Picnic Photos



La Center Cruise-In Car Judging & Coffee Pit Stop



2014 President's Tour Itinerary

Friday, September 19th

8:00 AM meet at Oregon DOT at Jantzen Beach

I-5 to Salem, Salem to 99W, Monmouth to Monroe, Hwy 36 to Elmira, Hwy 126 to Mapleton & Florence

Lunch in Corvallis area

Motel: River House Inn Call 888 824-2758 to make your reservation

Street view room is 107.00 plus tax

River view room is 144.00 plus tax

Continental breakfast included

Dinner: Pizza party at Nancy & Corley's Florence home

Saturday, September 20th

9:15 AM depart from motel for sand buggy tour. Interesting & fun ride through the dunes, out on the beach and through the fore dunes in an open bus. You will be out in the open and exposed to the cool morning air as you learn about the dunes, how they are formed and what ecology is involved with them and what is being done to save them. *Dress warmly!* Costs 13.50 per person for a minimum of 20 people otherwise cost is \$15.00.

Lunch at Mo's

1:00 PM special tour of Tim Smith's private Hot Rod museum.

Heceta Head Lighthouse and then a stop at Cape Perpetua Scenic Area

Drive up the coast to Newport, Oregon

Motel: Americas Best Value Inn & Suites call 541-265-6631 to make reservations.

Rooms are \$80 & up (Fall rates)

Includes continental breakfast

Dinner in Newport

Sunday, September 20th

Leisurely, scenic drive home

Lunch near Rickreall, Oregon

Ford Motor Company History

The significance of Henry Ford in American history and even in world history is so well recognized that it needs no argument here. Many published works upon Ford the man and works addressed to the history of automobile manufacture technology which include his contributions are readily available, not only In the United States but also abroad. The following is but a brief sketch of his life and his larger industrial complex.

Part 1 - Henry Ford Early History

Henry Ford became something of an archetypical American folk hero during his lifetime. One of eight children of William and Mary Ford, he was born on the family farm near Dearborn, Michigan on July 30, 1863, With only eight years of schooling, he went to Detroit at the age of 16 to work in the machine shops there. Three years later he returned to Dearborn, working part-time for Westinghouse Engine Company and spending the rest of his time in his own machine shop. After marrying Clara Bryant, in 1888, the couple moved back to Detroit. On November 6, 1893 their only child Edsel Bryant was born.

A month later Ford was made chief engineer at the main Detroit Edison Company plant. With no regular schedule as he was on call, he spent much of his time experimenting with gasoline-powered vehicles. His first vehicle was completed in 1896, and in a move that was to set him apart from other automotive inventors, he sold the "Quadricycle" to finance work on his second vehicle.

Over the next seven years Ford continued his experiments, selling the results, until some of his backers formed the Detroit Automobile Company in 1899, which was subsequently renamed the Henry Ford Company in 1901. However, all his backers eventually deserted him because they wanted to put a car on the market while Ford wanted to perfect a vehicle before marketing it. In 1902 Ford left the company, which subsequently became the Cadillac Motor Car Company.

Additional information will be in following issues of this newsletter.

Source: Reprint from www.fordmotorhistory.com/history

- 1931 Ford Model A Town Car Sedan Delivery
- Coachwork by Briggs



Recently we posted a photo of an interesting *M.C. Rogers Engineering Co. Model A Ford Sedan Delivery* and were unsuccessful in learning who constructed its body. At some point years ago we found a reference that is not readily at hand to the many various different makers of Ford commercial and sedan delivery bodies; Ford at the time had many of its bodies produced by outside suppliers and we have now found an excellent online source you may find useful.

Source: Photo courtesy of theoldmotor.com

Community Service

Food donations for August were a little low because of the annual picnic. We had other food concerns as in the potluck, so we have some work to do for Sept.!!! August totaled 50#'s, giving us a yearly total of 1169#'s. Remember...Bring your food Sept. 8th!!! We have some catching up to do!!! REMEMBER we are looking for a new Community Service Director for 2015!! Think about it...I will be more than happy to go over your responsibilities...it's really not difficult!!! I will assign someone if no one steps forward!!!!!!!!!!!!

Submitted by: Sherry Rusunen

For Sale / Wanted

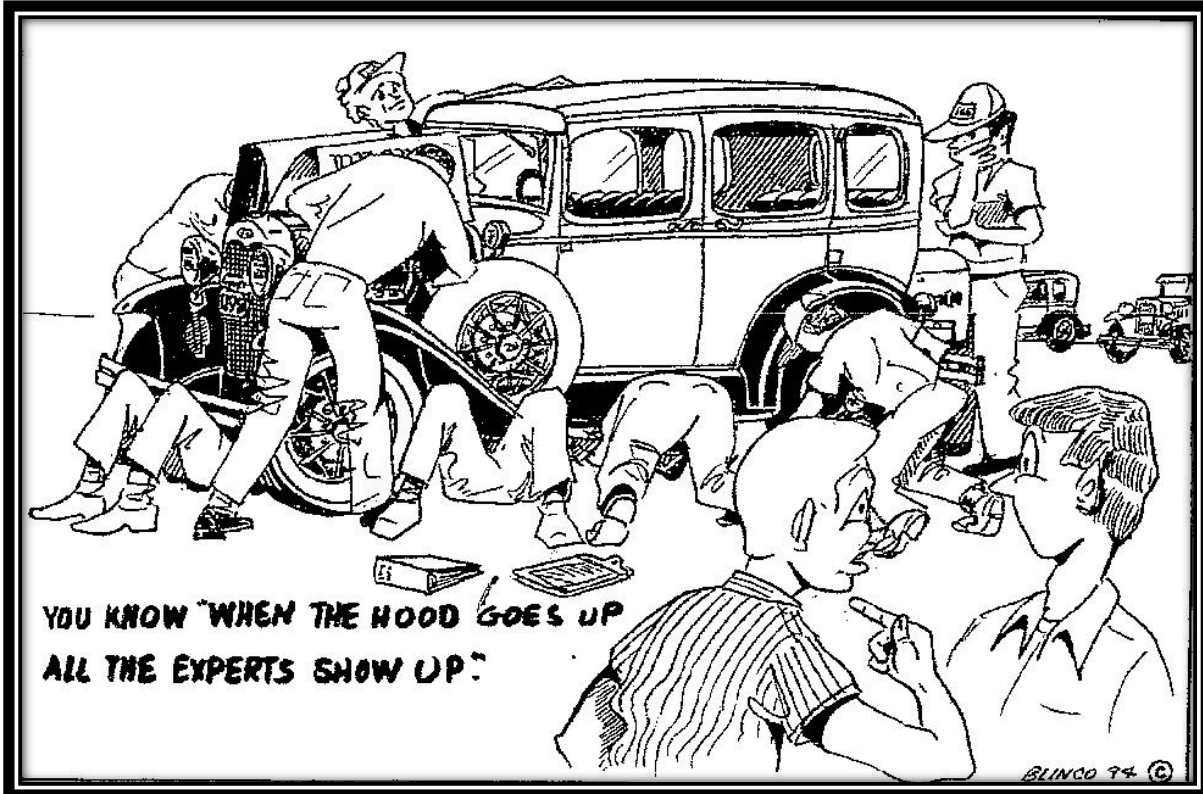
To place an "Ad" send your information to rusunen@comcast.net, or call Bob Rusunen at 360-828-5317

Vehicles for Sale

1931 Victoria Asking Price - \$22,000

New Mitchell overdrive, captain seats, seat belts front & rear, 12 volt all rewired, 5 new 235 16R 75 tires on Kelsey Hayes powder coated wheels with smooth hub caps, turn signal lights mounted I bumper, luggage rack, tan trunk, stone guard, West/Tach Tachometer, temp gauge, Qual cap, 3rd brake light, brown & tan paint.

Contact: Don LaBarre - dondee3211@comcast.net



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2014 Puyallup 1st Place Blue Ribbon
1931 AA Service Truck
Jerry Lubinski
Clinton, Washington