



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 9

September

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

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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

August 23, 2019

These notes will be short and sweet just like the summer has been this year. I can't believe I'm already getting up in the morning in the dark. The cooler and wetter summer is just fine with me, the fire danger is much lower and I think our Model A's like it better, no vapor locking.

We had a good time on the Club Picnic tour, touring back roads to Woodland and then stopping at Dave & Connie Bowden's home for a nice showing and presentation of their Franklin collection. Many thanks to the Bowden's, On the way back to our place the back road turned to cow trails, surprising everyone.

Jerry

Front Page Photo

On the road during the annual club picnic in where Jerry Lane took us on back roads north of La Center to Woodland.

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

- 6 Richard & Sandra Pargman
- 7 Darrel & Linda Freimuth
- 12 Ron & Jane Hall
- 14 Don & Ruby Knudsen
- 17 Jerry & Dian Lane
- 20 Sam & Connie Salzman

Birthdays

- 13 Sharon Cook
- 16 Jim Harp
- 22 Jack Dusenberry
- 28 Richard Simpson
- 30 Sherry Rusunen

Refreshments

September: Becky Blick & Marylan Kelly
October: Diane Lane & Sandra Guyot
November: Roberta Emrick & Dianne Earnest
December: Christmas Party



Volcano A's General Membership Meeting Minutes
August 11, 2019

CALL TO ORDER: Jerry Lane called the meeting to order at 10:05 am. This meeting was held in conjunction with the club's annual picnic.

TREASURER: Linda Willey gave the financial report.

TOURS: Roger Green reminded everyone of the upcoming Regional Meet from Aug. 22-25 in Bellevue.

EDITOR/WEBMASTER: No report.

REFRESHMENT SCHEDULE: No report.

COMMUNITY SERVICE: Joyce announced 71#'s of food was collected in July bringing our year's total to 600#'s.

SUNSHINE: No report.

LAVA LADIES: Dian Lane stated a head count was needed for the trip to Canyon Beach as well as a \$25.00 deposit for the play.

OLD BUSINESS: The minutes were approved and seconded by Pete Hazard and Roger Green respectively.

NEW BUSINESS: Corley Wooldridge had all thank Jerry and Dian for once again opening their home and museum for our annual picnic!!

RAFFLE: No raffle this time.

REFRESHMENTS: Potluck.

ADJOURNED: Meeting was adjourned by Jerry Lane.

Submitted by Sherry Rusunen



Meet Your Model A Members

Corley & Nancy Wooldridge 1928 Model A Tudor



NAME: Elvira. (Yeah, just one name, sort of like "Elvis", no need for any more than that, I'm famous enough that people can recognize me by just "Elvira".)

Model A Model: MAKE... Well, silly question, of course I'm a Ford. To be specific, I'm a Ford Tudor sedan. YEAR: I was born in Los Angeles California, Oct 10, 1928 if you must be so impertinent to ask, but I remind you young man, asking a lady her age is not very polite.

HOW DID YOU ACQUIRE THE CAR? Since

I AM the car, this seems like a really dumb question to me. But, in the interest of cooperation, I'll say that I came to live at the Wooldridge estate after an exchange of \$\$\$ with a gentleman from California, but more on that later on. I was not "ACQUIRED", I did the "acquiring", and "acquired the Wooldridge's as my care takers in a moment of insanity.

YOUR BRIEF STORY ABOUT YOUR MODEL A: Ain't gonna be nuthin' brief about this story! I'm going to give you the real lowdown, now that we are buddies. After I was born in Los Angeles, I was purchased by a big guy, sort of pear shaped with a long neck and big butt, who liked to take me out to the desert and strip off my fenders, for a little speed testing at El Mirage. I did pretty well, being almost new and all, but "THE BOSS", as everyone called him, with all his girth did not help me go fast. As the depression started in 1929, and government projects started up to get the economy going again, Boulder Dam started up construction. The Boss hired out as a supervisor on that project, and we moved to Boulder city. Every day, I would haul my boss's fat butt down into the construction site, and then back up to his house in the desert. I sort of got used to desert life, and enjoyed living there and basking in the sun.

But all good things come to an end, and pretty soon, Boulder dam (now called Hoover dam), was finished, and the boss had to find new work. Luckily for us, Grand Coulee dam was just getting going good, so we moved to the desert in Washington and The Boss worked on that dam thingy until 1942, with me hauling his fat ass back and forth every day. I tried to get him to lose some weight, by letting him walk now and then when I ran out of rationed gas, but he would just jump on the bus instead. After 1942, and that dam thingy was completed, we moved back to Nevada, since we both liked the desert there. The Boss had been pretty good at saving his \$\$\$, and he bought a casino in Henderson, as soon as gambling became legal in Nevada. Once again, I'd drag his fat butt down to work each day, until one day he came home with a new '47 Cadillac, "Daisy", who sat next to me in our car port. What a come down, to only be driven once in a while, with the desert sand piling in on me while sitting patiently, awaiting my next outing. Things went on like this for several years, "Daisy" was replaced by "Bugger", a big old '52 Buick, and then "Tinker" came along with the boss's old age crisis. Tinker was a '57 T bird, and quite pretty to look at, but not as reliable as me.

Then one day, Mrs. Boss came out and said that the Boss had expired. Dropped deader than a doornail in the middle of the back door, and it took 4 strong men to move his fat butt out of her way. Tinker and I just sat in the car port for several years then, while Mrs. Boss drove her Studebaker ("The Stud" down town for toilet paper and such. Then, in 1975, there was a big "ESTATE SALE" (I saw the sign), and we all got sold. Tinker went to some hot shot casino owner in Las Vegas, The Stud went to the scrap yard, and I was purchased by a retired train man. Always talked about the good old days on the train. Most annoying, but he was a good guy, and had this big oil can he would squirt at me all the time. Since my title had been lost by then, he registered me with the Nevada State DOL, and they stuck a big old label on my door, which is still there. It has a new

number on it, so I figure it is probably counterfeit, and not my real number. This train guy with the big oil can, his name was "Gander".

Mr. Gander was older than dirt, and decided to move to Pennsylvania to be closer to GAWD. GAWD, as you know, lives in New York City, and would eventually run for, and become, president. But I digress. Mr. Gander took me along with Mrs. Gander to live in cold Philly. Mr. Gander didn't appreciate that my radiator was full of water, and Philly gets really cold in the winter, and he let me freeze and break my guts. Mr. Gander decided that I was getting tired anyway, and he wanted to make me right again, so he sent my guts to a place in Ohio, that practically electrocuted me with a really bright light and hot sparks, that fixed up my crack, but left me blind for a month. They did a bunch of other stuff too, but since I was blinded, I'm not sure what all was involved in a "rebuild". When my guts got back to Philly, it was only to discover that Mr. Gander had stripped everything off of my frame, with parts strung all over his garage, then he up and croaked! Mrs. Gander said it was a stroke that did him in, but I think it was shock at seeing what he'd done to me. Stuff, all over the place. Parts here, parts there, even some new stuff scattered around.

Crap! Another "ESTATE SALE" sign went up, and I was purchased by Mr. Dingle, from California. Yeah, I'm going home! Back to my birth place! And after all, all of us girls want to be California girls, right? Think about it, beaches, ocean, sun, waves, woodies, what could be better than being a California girl? Think again, Mr.

Dingle lived in the Sierras, up in snow country! Double crap! I hate the snow!!!

Well, Mr. Dingle came to Philly with a big trailer, and off to snow country we went, all 6 million parts of me that had been removed and scattered about. At least Mr. Dingle put me back together again, painting me black and calling me his "funeral car", and since he had so many left over parts, he put together two more Model A's as well, with the left overs. (Herby and Wynona.) We all shared Mr. Dingles garage for a while, but he was on a roll, and bought some more distressed collector cars, and kicked me out, so to speak. He listed me all over the internet, as "freshly restored", with a bunch of upgrades. After a few months, when he was getting pretty desperate for the space, he dropped the price, and Mr. Corley and Miss Nancy stepped up to the plate. A deal was made, and it was announced that I was moving to Washington. Exciting news, when I learned that Mr. Corley and Miss Nancy were this sweet middle-aged couple that everyone simply adored.

Cool man, Cool! I loved my days in the desert in Washington, and would be going back there to build another dam thingy. Only, that was not to be. You see, there was NO new dam thingy, and in Washington, there is this side and that side of the mountains, and unfortunately for me, Mr. Corley and Miss Nancy, nice as they might be, lived on the WRONG SIDE! Holy Cow, it rains buckets here, and nothing about it is as nice as the desert, but at least I get to live in a covered garage, my tank is full, and I can do the occasional parade or tour with some other Model As. You would think that seeing as how I'm older than dirt, I'd get more respect, but I do have to share space with a Hot Rod '29 pickup, and constant noise and bad smells from construction of a '26 T hot rod, not to mention some Studebakers, some Jaguars and Mercedes (foreign junk), and even a big old motorhome. Disgusting, but tolerable I suppose, given that I am now painted all black, instead of my original beautiful khaki green. Having lost my great looks was bad, but getting old is even worse, and my bones creek a lot, and the occasional fart slips out. At least I can still drip my excess oil with the best of them!

I'm "Elvira", that's my story, and I'm sticking with it.



Model A ERA Fashion

February, 2015 Page 7

FASHIONABLE BOOTS

By Lois Przywadowski

In some parts of the country the snow is flying and the trusty galoshes may not be enough to protect your feet from the winter weather. Thankfully, in the Model A era, there were multiple, fashionable, boot styles from which to choose, some of which are shown here.

High Cut Boot
This sporty 15-inch high cut boot features a handy side pocket. The soles are genuine Goodyear Welt® leather. The heel is topped with rubber. The available colors are brown and black, in sizes 2½ to 8 in a wide width. The sale price is \$4.79.
National Bellas Hess, Winter 1931-32.

* The Goodyear Welt is a method of stitching the upper and sole of the shoe together, resulting in the unique positioning of the two seams in the shoe bottom. A hidden seam holds together the welt, the upper, the lining and the insole of the shoe. It is stitched using a Goodyear Welt Machine.

Rugged Outdoor Boot
Perhaps you are desirous of a simpler outdoor boot. Try these genuine leather Blucher-cut** boots. With a damp-proof fiber sole. Available in brown or black, sized 2½ to 8, for only \$1.69.
National Bellas Hess, Winter 1931-32.

** The Blucher-cut uses a continuous cut piece of leather for the vamp (toe area) and the tongue of the shoe. For ease of getting the shoe on and off, the eyelet flap stitching ends before crossing the arch area of the shoe. This allows the entire eyelet flap to open.

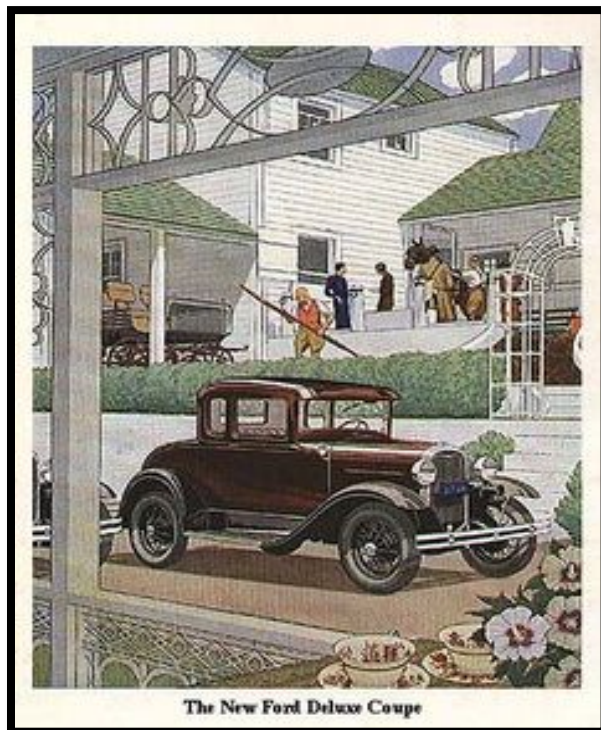
Cuffed Bootee
"Here it is - the dashing cleverly designed Black Patent Leather Cuff Bootee that has swept the country by storm. It has been adopted as one of the favorite styles by the fashionably dressed women in the large cities. The front strap, with contrasting light shade of kid leather, folds over, creating a very smart effect. Covered Cuban heel. An ideal model for fall and winter because of its style, comfort and ankle protection." Sizes 2½ to 8, medium widths. \$3.98.
Charles Williams Stores, Fall Winter 1928-29

Whoopie
The modern woman won't want to miss the style success of the season...the new Whoopie Booties!
Choose from red trim on black patent leather or gun metal patent trim on red leather, with 1½ inch covered military heels. "Fancy cutouts show off beautiful hosiery to nice advantage. Vanity last with rounded toes, modern as youth itself." Sizes 2½ to 8. \$4.98
Seurs, Fall Winter 1929






Ford Advertisement



Upcoming Events

September 18-22 - President's Tour
(Walla Walla, Lewiston, Enterprise)
October 6-10 - National HUB Tour
November 9 - Veteran's Day Parade,
Ft. Vancouver, WA
December 9 - Christmas Party

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



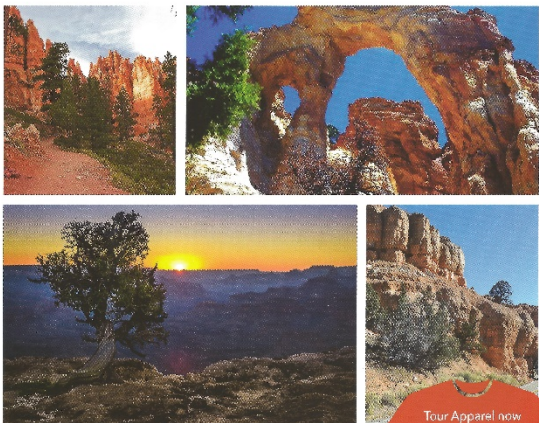
Articles and contributions are encouraged and may be used as space permits. The deadline for all articles is the 20th of the preceding month. The Volcano View is a monthly publication of the Volcano A's Chapter - MAFCA. E-mail all proposed articles to: rusunen@comcast.net.

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**

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

**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.wixsite.com/2019canyonlandstour>

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Jim's Tech Tip

by Jim Cannon,



Nut and Bolt Torque - Part 2

I wrote last month about the basics of tightening a nut or a bolt with a torque wrench. 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

copywrite Frisco illustrationsOf.com/89401



GET THE WORD OUT

Every two years since 1994, the **Model A Youth Restoration Awards (MAYRA)** program gives financial assistance to youth who are restoring a Model A. They must be between ages 12 and less than 22 when the awards are announced. Every applicant who meets the award requirements will receive the same amount. In 2018, nine youth each received \$2,200 in financial support. If you know of a youth who is working on a Model A, please tell him or her about the program. All the details are on the website – www.modelarestorationaward.org. The deadline for filing for a 2020 award is May 31, 2020.

MAYRA's guiding philosophy is that the future of the hobby rests with instilling an interest and love for the Model A in youth. Once that interest takes hold, the youth is more likely to stick with the hobby or rekindle the interest in the hobby at a later point in life. And being successful in the restoration often depends on finances and that is MAYRA helps.

The program requires just two things, youth and donations:

Youth – If you know of someone, please tell them.

Donations – The program is funded with donations from Model A clubs, the national organizations of the MAFCA and the MARC, Model A parts and services vendors, individuals and memorials. We are a 501 (c) 3 educational organization.

Thanks for your help,
Bob Moore 626-358-2027
MAYRA President

Send your donation to: MAYRA, 13478 Egbert Street, Sylmar, CA 91342
Our website: www.modelarestorationaward.org

Two of the 2018 Award Recipients



Diezel Cook, 14, Temperance, MI



Brooke Lindsay, 14, Vancouver, WA

MAFFI Newsletter Minute

August 2019

Coffield Collection of Model "A" Advertisements

Al Coffield was an active member of the Model A Ford community in the Phoenix area. In addition to enjoying Model A cars, Al collected Model A era ads. He passed away in 1993 and in 1995 his estate donated a large collection of Model A era ads to MAFFI.

Most of the activity in the past years involving the Coffield Ad collection is connected with the use of the presentation seminar prepared by MAFFI and now being used by various clubs.

The program provides insight into the techniques used to promote sales of the Model A during its years of manufacture. MAFFI solicits additions to both the ad collection and the photograph collection from anyone who has examples that should be preserved and shared with other members of the hobby, present and future.

The collection contains over 600 magazine and newspaper ads, including many foreign ads. The typical ad in the collection shows the methods and techniques of Ford advertising and revealing those things which Ford considered to be important to car and truck buyers of that era.

Member clubs have the opportunity to see a selection of these ads in color. MAFFI will provide a set of transparencies and a script. Your club need only provide an overhead projector and a screen. This program is also available on a DVD.

Enjoy an evening of education and entertainment using copies of these original advertising pages.

Please contact the MAFFI office for scheduling: ExecutiveDirector@maffi.org

Thank you for your continued support of the Model A Ford Foundation by both item donation and monetary support.

<u>Model A Mystery Part</u>		
<p>What is it?</p> <p>Do you know?</p> <p>For "Bragging Rights", Send an email to nwmomodelafordclub@gmail.com Or to NWMO Model A Ford Club Box 34, Liberty MO 64069</p>	 <p>Photo courtesy of Mike's A-Fordable Antique Auto</p>	<p><u>Last Month's Mystery Part</u></p> <p>This is a Main Drive Gear Bearing Baffle. This is the larger of the two baffles.</p> <p>Did you know?</p>  <p>Photo courtesy of Bratton's Antique Auto Parts</p>



Yikes these are some bugs!

From MAFCA Chapter Coordinator, Doug Linden



Touring season is in full swing and we are able to get out and enjoy our Model A's. We go on tours and to shows, but what if someone expresses interest in the Model A's. How do you give this prospective new member information about your club and MAFCA. A good idea I have seen is

that some chapters have had business cards printed that they give to all their members that includes club information such as website, email contact and meeting information. Other Clubs have just their name on the front and on the back space for a club member to write in their name and contact information so the prospective new member has a person to contact. If you are out and about and see a Model A you can also leave this card to provide club information to this prospective new member.

Another nice idea is to print out some pages from the Model A Coloring Book, which is on the MAFCA website. My wife keeps a few copies of a mini coloring book she printed and some small packs of crayons in the Model A and when the kids stop by she gives them a book and crayons. The kids love it and so do the parents. You never know what interest this will spark.

Enjoy the summer and I'm looking forward to seeing you on the Canyonlands Tour National Tour.

Happy Model A'ing.

Doug

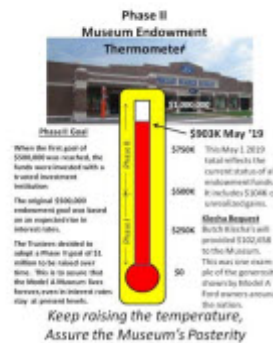


Home of the Model A Museum

Dear Model A Friends,

Mr. Ronald J. Rude 1928 Light Delivery Vehicle # A-1276

Engine # A-1276 was released for assembly on a standard car chassis at the Ford Dearborn Assembly Plant on December 3, 1927. This vehicle is one of only 99 Commercial 'A' units produced in 1927 and is the only known Light Delivery to be produced in 1927. The body was built by the Kentucky Wagon Mfg. Company, Louisville, KY. The design was a carryover from the Model T Light Delivery and was adapted for the Model A. They referred to this body design as the 'Driver Salesman Body'. The combined Ford chassis and Kentucky Body was shipped by rail to the Ford dealer in Oroville, California where it was sold locally.



The Light Delivery was last registered in 1963 but had been sitting unprotected outside for almost 60 years. The sheet metal remained in excellent shape, but the wood body was almost completely gone. Mr. Rude purchased the vehicle in 1977 and started the restoration. The speedometer showed just a little over 25,000 miles. The engine and chassis had never been taken apart and retained most all of its original parts and unique features. Even the original muffler, splash pans, fan shroud etc. were in good shape. Mr. Rude refurbished all the original parts and paid close attention to the original details. He was an authority on early Ford vehicles. The wood body had to be totally rebuilt. The Kentucky Manufacturing Company was able to provide details from their archive files which allowed the new body to exactly duplicate the original.

Mr. Rude finished the restoration in time to enter Fine Point Judging at the 2011 MARC National Meet in San Diego where the Light Delivery was awarded a MARC of Excellence. Mr. Rude also won an Award of Excellence at the 2018 MAFA National Meet in Sparks Reno, NV.

To say this vehicle is special and unique would be a true understatement. Added to the rarity factor is the amazing restoration which took research and dedication to such a high level in order to achieve the end results. We hope you will enjoy and appreciate this new addition to the museum exhibits. Our thanks and gratitude go out to the Rude family for their generous donation.

Best Regards,
John W. Begg
President

CONSTITUTION DAY ★
SEPTEMBER 17TH

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



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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**

Annual Club Picnic at the Lane's Museum Photos



Autumn Begins on September 23, 2019



1930 Image at an Unknown Location



Today's "Parking Lot Series" image contains a view of a large parking facility located in a city at a mystery location. The only hint to where the picture was taken is the photo title "Auto Manufacturing 1937" although the date clearly does not apply to this photo. Hopefully, there are enough clues in the photo to allow our resourceful readers to identify where it was taken. The newest automobiles in the image appear to date to about 1930.

Reprint from: The Old Motor.com

For Sale Items or Wanted

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

No items or vehicles for sale or wanted to buy.

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