



**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

Lunch and Take-Out at Benny's Pizza & Café on 4219 St Johns Rd NE, Vancouver, WA

**Volume 9 Issue 9**

**September**

**2020**

*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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**Tour Director:** Roger Green

### ***Club Photo of the Month***



***Model A's parked for a photo shoot with historical mural in background during last year's Smooth Rider Tour.***





### ***President's Note*** ***August 24, 2020***

This China Virus has changed our lives unbelievably, but with time we will survive. Normally at this time we are planning our longest tour of the year, usually three or four nights, not this year. So, let us look back at some of our previous tours. My first experience of leading was in 1999 to Lake Merwin and circling back home, I was a little nervous, but everything went fine. The next tour I remember was to the Regional Meet in Silverdale. The planning was difficult because I tried to stay off I-5 all the way, at MP102 we were on I-5 for two miles, then on to Silverdale, it was a long day. We have had many memorable moments and visited some great places, so of the places I remember are Pendleton, Blue Mountains, Pilot Rock, Shaniko, John Day, Fossil, Antelope, Condon, Bend, Redmond, McKenzie Pass, (Corley, remember how you didn't calculate your mileage & coasted into Sister on fumes). Other Oregon towns were Enterprise, Joseph, Cottage Grove, Florence, North Bend, Coos Bay, and Lincoln City. Washington areas we visited were Long Beach, Hoquiam, Olympic National Forest, Forks, Port Angeles, Port Townsend, Brinnon, Walla Walla, Goldendale where Sherry entertained us all with a great laugh, Toppenish, Klickitat, Goldendale Observatory, Leavenworth, Cashmere, Ellensburg, and Mt Rainier. Boise Idaho, Lewiston, Orofino which Jimmy K. remembers well, Riggins and Mc Call. We also visited Victoria, Vancouver BC, and on to Abbotsford for secondary roads home, another long day, a room at Morton would have felt nice.

As you read these notes jot down some of the events I have left out, so we can share and reminisce at a future meeting, when things are better.

Keep those memories alive,

**Jerry**

### **Gynecologist Turns Mechanic**

A gynecologist had become fed up with malpractice insurance and HMO paperwork and was burned out. Hoping to try another career where skillful hands would be beneficial, he decided to become a mechanic. He went to the local technical college, signed up for evening classes, attended diligently, and learned all he could. When the time for the practical exam approached, the gynecologist prepared carefully for weeks and completed the exam with tremendous skill. When the results came back, he was surprised to find that he had obtained a score of 150%. Fearing an error, he called the instructor, saying, "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the grade." The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark." "You put the engine back together again perfectly, which is also worth 50% of the mark." After a pause, the instructor added, "I gave you an extra 50% because you did it all through the muffler, which I've never seen done in my entire career."



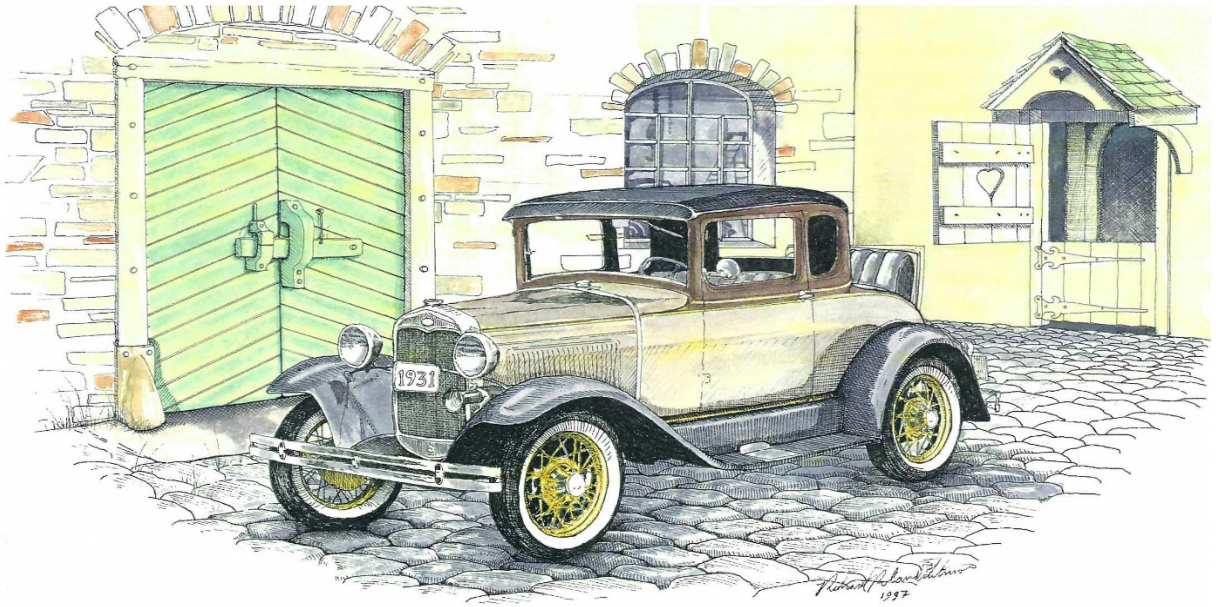
#### **Anniversaries**

- 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
- 28 Richard Simpson
- 30 Sherry Rusunen





### *Volcano A's General Membership Meeting Minutes*

We didn't have the club meeting for the month of August, so no meeting notes.

***There will be no September Club Meeting or Annual President's Tour.***

**I'm still wondering if any of the members of the club have fond memories or stories which other members would like to read. If so, I truly would appreciate it if you would submit it to me so I can include it in our newsletter. I realize many of the older members have probably sent in articles sometime down the road but some of the newer members would like to read their stories. And, some of our newer members must have interesting stories to tell too. Don't be shy, send it to me. Think about it and thanks in advance for your story. -- Editor**

Reprint from "The Accelerator Newsletter – September 2020

## Model A Advertisement



**RICHLy COSTUMED FOR A LEADING ROLE**

Upon the runways of the world, the new Ford plays an important part in the widening activities of the modern woman. Its distinctive beauty of line and color is apparent at a glance. Through many months of constant use you will develop a sincere pride in its alert and faithful performance.

The high quality of the new Ford is revealed also in every detail of its interior finish—in those all-important little things a woman's discerning eye is quick to note and remember.

The richness of the upholstery and the carefully tailored trimming—the excellent taste in appointments—the ease with which the windows go up and down in the substantial doors—the deep, well-sprung cushions in the restful seats—the pleasing harmony of color . . . all of these bespeak the care and craftsmanship that have gone into the building of the Ford car.

In addition to the Convertible Cabriolet, illustrated above, there are twelve other Ford body types for your selection, in a changing variety of attractive colors. The low first cost of the new Ford means a distinct saving and you may purchase on convenient, economical terms through the Authorized Ford Finance Plans of the Universal Credit Company.

## Women Fashions for the 1930's



### **Buy The New Model A or Save Your Money?**

Back in the day, people new money was tight but they also saw the new Ford Model A's coming out and some of their friends and relatives were buying them. What to do....

Well you could have a brand new Ford Model A for around \$400, or you could continue to throw those coins in the pickle jar and save your money.

What are those coins worth now?

#### **Average Coin Values in 2020**

	1927 D \$20 St Gaudens Double Eagle	\$270,000
	1930 S \$20 St Gaudens Double Eagle	\$125,000
	1928 S Peace Dollar	\$16,000
	1932 D Washington Quarter (M/S +)	\$21,000

(Coin Trackers.com)

*Tech  
Tech  
Tips*



**Removing Rust from Chromed Surfaces**



Often Model A Fords will develop rust on chrome surfaces. Here's an easy and low-cost method for removing rust from chrome.

- 1 Clean the chrome surface with soapy water to remove the dirt and debris.
- 2 Use cola, lime juice, vinegar, or other solutions that contain phosphoric acid in the ingredients.
- 3 Dip a small ball of aluminum foil in the liquid and rub it back and forth over the rusted areas. As you rub the chrome, keep the aluminum wet with the solution.
- 4 When satisfactorily cleaned, rinse and dry the surface of the chrome.
- 5 Apply chrome polish then wax to prevent more rust from forming. Rick Calhoun



**Coming Soon MAFCA Information**

*In the next few weeks you will be receiving your 2021 Membership Renewal and the election ballot, so keep an eye out for them. Please return them as soon as you are able. Your club appreciates it.*

Reprint Colonial A's August 2020 Issue

**MAFFI Newsletter Minute**

*August 2020*



The Gilmore is excited to have a new mobile store which is a restored 1930 Ford Model A Pick-Up. The Garage Works students did the restoration on the vehicle and their operations staff created the slat walls, awning and sliding storage drawers.

The mobile store is stocked with impulse buy items like logo'd hats, T-Shirts, mugs, as well as books, model cars and other items as well as snacks, sodas and water. They are able to utilize the mobile store on numerous locations around our campus. This is especially

valuable when there are events after hours or when the museum store is closed.

The vintage signage lettering was done by a local artist and made to look like it was done in the 1930's.



### Early Ford Model A's: The AR story

Originally submitted to the Stampede City Model A Ford Club for publication in the March 2015 Script

Numerous modifications were introduced throughout the Model A production period in response to reliability, performance and vehicle safety. Changes introduced were documented in monthly Ford Service Bulletins delivered to all dealers.

The Model A production began in October 1927 with a superior braking system as compared to the Model T predecessor. Ford's engineers introduced mechanical service brakes on all four wheels, plus an emergency braking system applied through a floor lever on the driver's left hand side, next to the cowl wall. A triangular 'Four Wheel Brakes' logo plate was attached to the rear fenders on early Model As. A complex equalizer cross shaft mounted to the frame, with sliding pivots, delivered emergency or parking brakes evenly to all four wheels. Both the service brakes and emergency brakes were applied through a single set of brake shoes in each wheel drum. Wear, improper adjustment and catastrophic brake failure of the *two brake: one shoe* system became evident soon after initial production in 1927.

By December, 1927, with over 5000 Model A vehicles manufactured in the US, Ford introduced significant changes to the Model A braking system in response to threats of legal action by several US states that demanded service brakes and emergency brakes be applied separately. Ford engineers quickly designed a new braking system that applied the emergency brakes to the rear wheels only through a centre-mounted brake lever. Instead of the complex emergency brake cross shaft equipped on earlier models, a solid brake cross shaft was installed with two brake rods activating a separate set of brake shoes in the rear wheel drums. Ford redesigned the rear brakes with the larger outer shoes for the service brakes, and an inner set of shoes for the emergency brakes, all in one drum.

To accommodate these changes, the brake backing plate was designed with reinforcing ridges. The Model A wheel, wheel hub, wheel lugs and hub cap had to be redesigned to fit the new braking equipment. The service brakes were designed to be adjusted for maximum efficiency but the emergency brakes were non-adjustable.

Model A vehicles with new braking equipment and wheels were introduced in February 1928 on vehicles delivered to states that were threatening legal action. By June 1928, all US cars were manufactured with the new braking system, but in some plants, original braking parts were installed until all were used by October 1928. In Canada, the braking modifications likely were not introduced until October 1928.

The original 21" wheels introduced in October 1927 were listed as Ford part number

A-1015. When replaced in 1928 with wheels designed for the new braking system, the original wheels became relisted as part number A-1015A; the new wheels were listed as A-1015B. Because the manufacture of the original wheels (A-1015A) was discontinued, Ford changed the part number to A-1015AR with the 'R' suffix indicating that the part was no longer manufactured. Hence, the name Model A AR that we as owners and collectors associate with early 1928 Model A's. Ford never referred to early 1928 cars as AR models.

In November 1928, the new solid brake cross shaft was described in the Ford Service Bulletin. Ford emphasized that the new shaft 'replaces the old-style cross shaft and equalizer assembly, as the old assembly is obsolete and will not be carried for service.' The November 1928 Service Bulletin included a parts list and instructions for installation on existing cars, with any new parts 'furnished at the price of the part or parts so desired.' Owners had to wait a long time until Ralph Nader came along decades later and forced manufacturers to pay for 'recalls.' Emergency brake levers originally mounted on the driver's left hand side could be adapted to the solid brake cross shaft. Brake rod holes through the frame cross members had to be enlarged for sufficient rod clearance. Brake rods also had to be shortened to accommodate the new brake cross shaft.

The March 1929 Ford Service Bulletin issued a warning not to apply original AR wheels to B brake drum and hub, and vice versa. The AR wheel does not fit tightly against the B drum when the hub bolts are tightened, resulting in risk of structural failure of the wheel. The space between the B wheel and the AR drum leaves insufficient threads on the hub bolts to securely tighten the wheel.

Most early Model A's were modified on customer's cars with the upgraded braking system supplied by Ford dealers. However, some owners chose to leave the early braking system intact. Efficient park braking had to be weighed against the risk of emergency brake failure.

This is the story of the Model A AR.

Reprint from The Desert A's – August 2020 Issue

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](mailto:rusunen@comcast.net)



Header from the MAFCA Website

MAFCA President's Page –

Some Thoughts from Bill

August 2020



As you have undoubtedly seen, the Model A Ford Foundation, Inc. (MAFFI) has cancelled its 10th Annual Model A Day for 2020. Originally scheduled for September 19th, the MAFFI Board of Directors concluded that the COVID-19 was too big a risk for people likely to attend the event. That begs the question, “What about induction of new Model A Hall of Fame members?” The answer is MAFFI will have a virtual induction ceremony that we can all attend safely. Details about how to connect will be released later.

Have you ordered your MAFCA leather key holder yet? If not, [Click Here](#). You will find it is helpful in preventing dashboard scratches. It also fits nicely into your pocket or purse without digging holes as bare keys have a tendency to do. Be the first in your club to have one of these MAFCA key holders. You will constantly show support for MAFCA when you use it. They are handmade and embossed with the MAFCA logo.

Well, we’re in our sixth month of novel COVID-19. It has caused some true hardships for many people around our country. Is there someone in your local MAFCA chapter who needs help? Does your chapter know of someone who needs help even if they aren’t members? It is easy to contribute food and clothing. Personal delivery by keeping your distance and leaving the package on the front porch can still complete the cycle of helping.

You may find that your local food bank has need for more volunteers. Why not take some of your Model A club friends and visit the food bank to volunteer? You can help many people with one effort in that way. Model A’ers are family. Now, our family is just a little bigger because of the great need people are experiencing. If you are retired, you are blessed. Those who need to be working often can’t. Why not see what you can do to help?

Even though you are practicing social distancing and wearing a mask, you can still take your beloved car out for a drive. Collect a few cars from your club and create an impromptu parade to delight your neighbors, and even those you don’t yet know. Enjoy. Be safe.

I hope to see you soon.

### **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**.

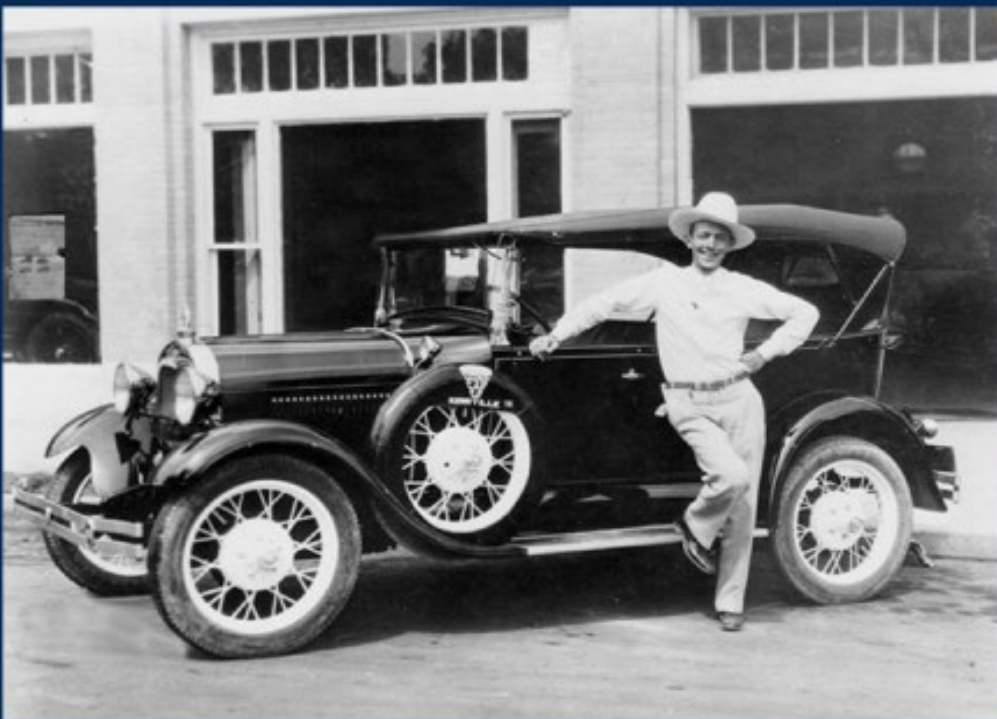


Can you find the 9 missing items in the 2 pages?

## **Jimmy Rogers at the Ford Delarship in Kerrville, TX**



**Find  
Nine  
Things  
Changed**



**Don't  
forget the  
2022  
Convention  
will be in  
Kerrville**

Answers to the puzzle are on page 9.



## 2021 MAFCA National Tour



The tour will officially open on Sunday June 20 with a evening welcome kick-off event and conclude on Thursday evening June 24 with a farewell closing event. Most attendees will start their return journey home on Friday, June 25.

Early Bird Newsletter sign up is available by sending an email to: [whitemountainadventure2021@gmail.com](mailto:whitemountainadventure2021@gmail.com)

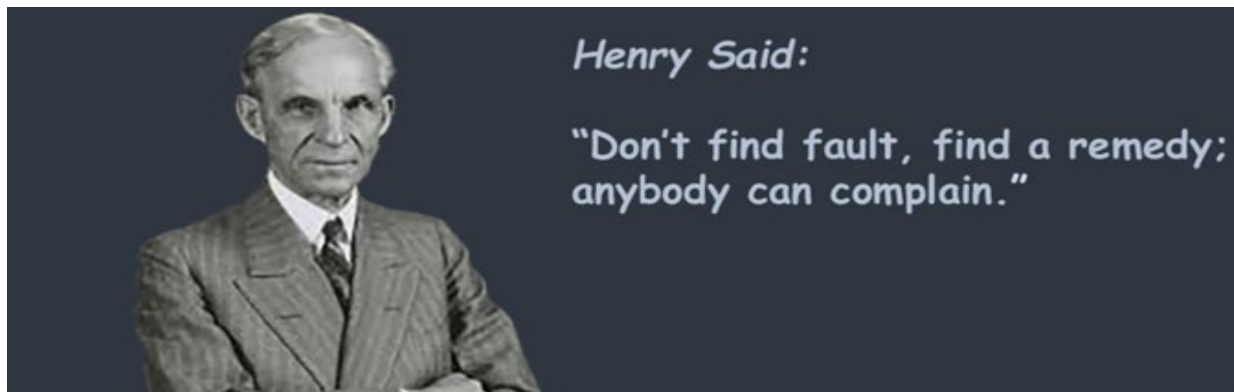
The Host Hotel - North Conway Grand Hotel in North Conway, New Hampshire is now taking room reservations for the Tour. There is a \$129 per night group rate for the nights of June 20-24. Call the hotel at 800-655-1452 and mention "National Model A Tour 2021" to be eligible for the group rate.

**At this time the host hotel has not posted earlier arrival room rates for parties arriving on or before June 19, 2021.** They are taking group reservations only for June 20 - 24, 2021 and we encourage you to call for your reservation. You will need to check back and update your reservation if arriving earlier or staying later than the Tour dates.

Registration Forms will be available in the January-February 2021 issue of the Restorer and online on the tour website at that time: <https://www.2021mafcanational-tour.com/>

**The Host Hotel - North Conway Grand Hotel in North Conway, New Hampshire is now taking room reservations for the Tour. There is a \$129 per night group rate for the nights of June 20-24. Call the hotel at 800-655-1452 and mention "National Model A Tour 2021" to be eligible for the group rate.**

**At this time the host hotel has not posted earlier arrival room rates for parties arriving on or before June 19, 2021. They are taking group reservations only for June 20 - 24, 2021 and we**



*Henry Said:*

**"Don't find fault, find a remedy;  
anybody can complain."**

### September 2020 Puzzle Answers

1. Sign in windowing missing.
2. Sign in left window different.
3. Top support missing.
4. Bow tie is missing.
5. Window pane above front entry is missing.
6. Front bumper shadow is missing.
7. Rear Door handle is missing.
8. TX abbreviation added to wheel cover.
9. Pipe in front of left window is gone.



## LOVE THOSE A'S

Some Photos Courtesy [MAFCA](#), [MARC](#), and [America in the 1930's Facebook Pages](#)



How many Model A's?



Can you make out what 2 movies were playing c1935?  
Answer is in the Newsletter....

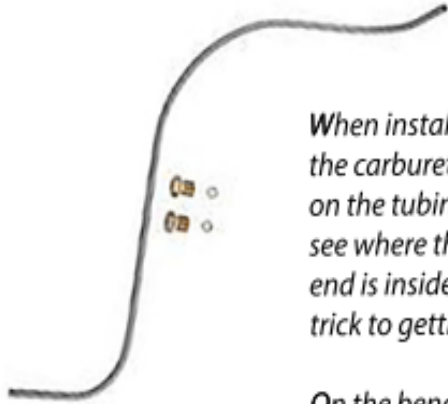


Reprint from Sullivan Trail A's News - August 2020 Issue



## Jim's Tech Tip by Jim Cannon

### Installing A New Fuel Line



When installing a new fuel line between the sediment bowl and the carburetor, you want to get the little brass ferrule locked down on the tubing about 1/8" from the end of the tubing. It is difficult to see where the ferrule is located on the tubing, though, when the end is inside the carburetor or the sediment bowl. Here's my little trick to getting it where you want it.



On the bench, before installing anything on the car, slip the tube nut and ferrule on the end of the fuel line like it will be installed on the car. See the photo. Place the ferrule on the tubing with 1/8" of tubing showing on the end. Gently press the nut up against the ferrule and mark that location with a little piece of masking tape.

Now when you install the tubing on the carburetor or sediment bowl, you hold the tubing in so that the tape is right at the edge of the nut while you tighten the nut. When the ferrule gets clamped down on the tubing, it will be in the right spot. You can take it apart to check.

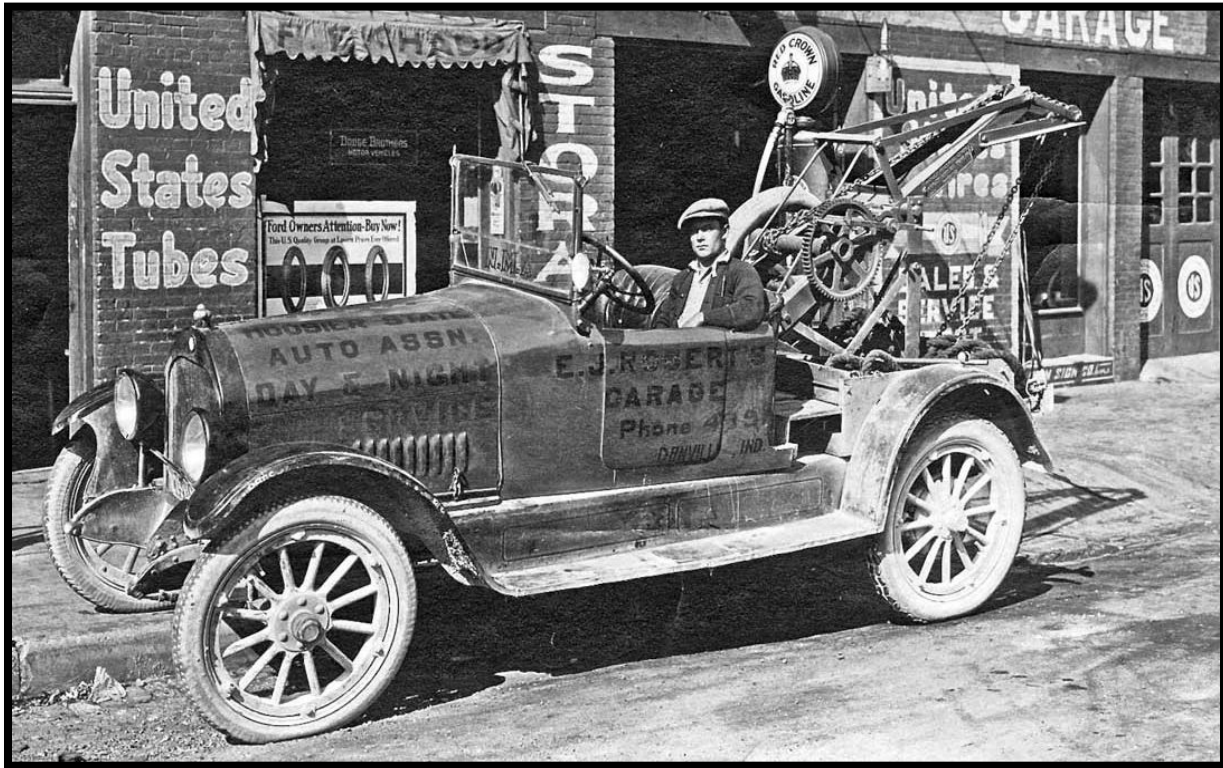
I apply a few drops of oil to the threads of the nut and to the ferrule when tightening it all up for the first time, to help everything turn smoothly as it's being clamped in place. Teflon tape should not be needed on these tube nuts and ferrules; they are designed to seal with just the nut being tightened. It does not hurt to put a thin film on non-hardening sealant on the ferrule, though, before installing, for extra protection against weeping fuel.

I hope this helps the installation of your next fuel line easier. Have a Model A Day! Jim



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### *E.J. Roberts Garage and Tow Car – Danville, Indiana*



E.J. Roberts Garage was located in Danville, Indiana, about 25 – miles west of the City of Indianapolis, like many other service stations did in the period, the shop tow truck was a converted automobile. In this case, Roberts cut off the rear section of a touring car by an unknown maker and mounted a Manley “Wrecker Crane” on the rear.

Tires were bane of the early motorist and tube problems, punctures, tread loss, and blowouts were fairly prevalent at the time. Roberts’ specialty was tires, and the sale of Standard Red Crown gasoline, repair work and car storage. The garage sold and serviced the complete line of the U.S. Tire Co., including sold rubber tires used primarily on trucks.

Source: Theoldmotor.com

### *For Sale Items or Wanted*

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

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.



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