



**Volcano A's, PO Box 2513, Battle Ground, WA 98604**

[www.volcanoas.net](http://www.volcanoas.net)

Meeting: Church of the Nazarene – 16850 NE Fourth Plain Blvd, Vancouver, WA 98682 - Second Monday of Month – 7:00 PM

**Volume 11 Issue 9**

**September**

**2022**

**2021, 2020, 2017 & 2015 MAFCA Newsletter Certificate of Merit**

**2018 – MAFCA Website of Distinction**

**2021, 2017 MAFCA Website Certificate of Merit**

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



*A Sunday drive in the country on those old dirt roads*



## **President's Message** **September 1, 2022**

It was sure swell to see everyone that made it to the club picnic/potluck in

August. A few members really had to persist to find Jerry & Dian's place. I heard Jerry even directed a new member to drive across a field to make it there! We actually had 5 new members attend and it was great to meet you all.

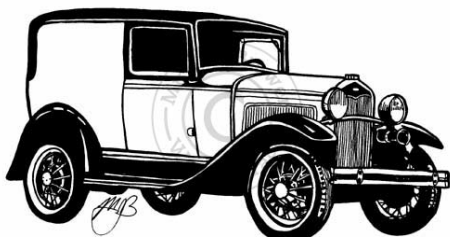
Thank you, Jerry & Dian Lane, for hosting our club again and for sharing such a special place with us!

Thinking about September, I have been planning a route for getting to and from Spokane for the NW Regional Meet. I think you could still join in on the fun of this tour if you are interested.

Further ahead will be our club elections and planning what direction we want to take this club. You can all play a role in this, I'm sure we will have both officers and other positions to fill.

September 17<sup>th</sup> is International Model "A" Ford Day, 2022. Our club will be at the NW Regional Meet but for those of you who can't go, it would be great to take your "A" out and do something. It seems everywhere we go people are in awe of these 90-year-old cars still being used!

Sincerely, Roger Green,  
President, Volcano A's



## **Committee Chairs**

**Community Service:** Joyce Swartz

**NW Regional Rep:** Roger Green

**Public Relations:** Dian Lane

**Refreshments Coordinator:** Nancy Wooldridge

**Sunshine:** Carma Huset

**Tour Director:** Gary Swartz

## **September Celebrations**



Richard & Sandra Pargman	6
Darrel & Linda Freimuth	7
Ron & Jane Hall	12
Jerry & Dian Lane	17
Sam & Connie Salzman	20
Eirik & Karen Huset	21



Sharon Cook	13
Robin Crawford	23
Richard Simpson	28
Sherry Rusunen	30

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



### **Refreshment Committee**

Volunteer members provide refreshments at the monthly meetings.

Sep: Pat Schroeder & Dianne Earnest  
Oct: Sandra Guyot & Marylan Kelly  
Nov: Don Olson & Dian Lane  
Dec: Christmas Party & Gift Auction

### **2022 Board of Directors**

#### **President:**

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#### **Editor/Webmaster:**

Bob Rusunen - 360-828-5317  
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### **Upcoming Club Events**

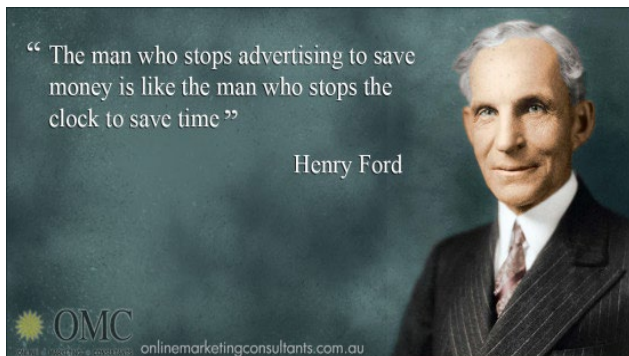
Sep 12 – Volcano A's Meeting  
Sep 14-18 – Annual President's Tour and  
Hub Regional Tour – Spokane, WA  
Oct 10 – Volcano A's Meeting  
Nov 11 – Ft Vancouver Veteran's Day  
Parade & Lunch  
Nov 14 – Volcano A's Meeting  
Dec 12 – Volcano A's Christmas Potluck  
Dinner and Gift Auction

### **Lava Ladies**

The Lava Ladies hope all Volcano A members will help their "Sweats for Vets" drive by donating sweat tops and pants (XL to 4X) by November. For pick-up (if you can't get to a meeting or function) or questions, ring 360 448 7620. THANKS!!!



**Please filler up!**



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

*Sunday August 8, 2022*

**CALL TO ORDER:** Roger Green called the meeting to order at 1:48 pm.

**NEW MEMBERS:** Roger introduced new members Todd & Sandy Miller, Patti & Dave Audette, and Dave Bowden. Welcome!!

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

**EDITOR/WEBMASTER:** Bob Rusunen announced that their Model A sold and has been picked up and on its way to California.

**COMMUNITY SERVICE:** Joyce Swartz reported we collected 86#'s of food for the month of July bringing our total to 756#'s for the year. Joyce also said a cash box is now available for cash donations for the Food Bank.

**LAVA LADIES:** Dian Lane announced there will be a signup sheet passed around for a Lava Ladies tour on Sat. Aug. 13<sup>th</sup> to the Rodgeron Clematis Collection at Luscher Farm Park. Meet at the Grand Central Fred Meyer's parking lot at 9:00 am.

**SUNSHINE:** Carma reported that cards have been sent to the Kelly's and the Wooldridge's. Get well soon!

**OLD BUSINESS:** Roger Green reminded everyone to make their reservations for the Hub Tour in Spokane Sept. 13<sup>th</sup>-19<sup>th</sup>.

**TOURS:** Roger stated the July Tour was great fun and informational going through Fort Vancouver.

**REFRESHMENTS:** Following the meeting, our annual potluck picnic was enjoyed by all.

**ADJOURNED:** Meeting was adjourned by Roger Green.

Submitted by Sherry Rusunen



**Audette, Dave & Patti**

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**360-263-4612**

[Pattiaud43@AOL.com](mailto:Pattiaud43@AOL.com)

**Bowden, Dave**

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**360-263-2623**

[dcbluexow@AOL.com](mailto:dcbluexow@AOL.com)

1928 Roadster

**Miller, Todd & Sandy**

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**559-760-6666**

[acmerocketrocket@mail.com](mailto:acmerocketrocket@mail.com)

1930 Coupe & Roadster



**Model A Restorers Club**

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Website: [www.modelaford.org](http://www.modelaford.org)  
Dues are \$45.00 per calendar year.

**Model A Ford Club of America**

250 S. Cypress Street  
La Habra, Ca. 90631-5515  
(562) 697-2712



E-mail: [info@mafca.com](mailto:info@mafca.com)  
Website: [www.mafca.com](http://www.mafca.com)  
Dues are \$50.00 per calendar year.





## **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**.

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.



**Way-Stations for Mileage**

ALONG main-travelled highways, the motorist finds well-kept garages and dealers' stores bearing familiar orange and blue signs—Firestone Tires.

Here he knows he may buy mileage on a sound assured basis, free from speculation or risk. In the Firestone Cord he purchases values that protect his purse and insure his comfort and safety.

He has learned by experience not only to expect mileage delivered at the lowest cost per mile, but smooth, easy riding, unmarred by tire troubles. He does not need to be convinced of the superior strength of the Firestone Cord carcass and the wear-resistance of the non-skid tread.

It has been demonstrated to him, too, that the dealer who links his name with that of Firestone stands for the value principle in tire-selling—protecting his customers, giving Most Miles per Dollar.

Locate the dealer nearest you, whose store carries this name. Remember it when next you need tires—and all it implies in facilities and experience to give you the best tire ever produced at the lowest price at which true quality can be sold.

MOST MILES PER DOLLAR

**Firestone**

GUM-DIPPED CORDS





## ***Step up and Volunteer***

The Club Needs Volunteers for 2023 Officers  
President, Vice President, Treasurer,  
Secretary and Member at Large.

Oh yes, the **Club Newsletter Editor** is  
resigning his appointment position effective  
December 2022 after 11 years.

## Towing Your Model A on a Trailer

By Jim Cannon

When the car is loaded on the trailer, the tongue weight of the trailer on the trailer hitch should be between 10–15% of the total weight of the combined trailer and model A. If you load the trailer with less than 10% of the weight on the hitch, the trailer will sway as the speed increases, which is very dangerous. Over 15% can put too much unnecessary load on the back of your tow vehicle, which can take weight off of your front wheels (needed for steering and braking) which is also not good.

How do you know the weight of your trailer+Model A? I took my car on the trailer to my local feed store where they have a scale. Many truck stops also have scales. I parked the loaded trailer on the scale, disconnected my truck, and moved the truck off the scale. They charge a small fee to give you the weight. Once I had that total weight, it was easy to calculate 10% and 15% of that. For example, if your trailer+model A is 4200 lbs, your target tongue weight is 420 to 630 pounds.

Once you know the target tongue weight that you are shooting for, how do you know what the actual tongue weight is when you put the Model A on the trailer? You can figure it out with a ruler or tape measure. Go to a building supply store with your tow vehicle and no trailer. Measure and record the distance between the bottom of the trailer hitch and the ground. Now start loading 80# bags of dry concrete mix into the rear of the tow vehicle until you have loaded the targeted weight. The exact load is not critical, but it must be above your 10% number. Now measure and record the distance between the bottom of the trailer and ground again. Once you have those two numbers, you can ask the helpful lad at the store to put the concrete mix back. Thankfully, you only have to do this exercise once.

With these 2 measurements, before and after the load was added, You can quickly figure out the change in height above the ground when you have your target tongue weight on the back of your tow vehicle. This change in height of your trailer hitch is the Hitch Drop that you need to get when you load your Model A on the trailer. Before attaching the trailer to your tow vehicle in the future, measure the height of the trailer hitch above the ground. Now attach the trailer and load your Model A on it. Pull the Model A forward and backward a bit on the trailer to get the amount of drop that you are shooting for. Now, tie the Model A down in this position on the trailer and be confident that you have enough but not too much, tongue weight on your trailer hitch.

I have marked on my trailer, the best spot to load a Model A to get the target tongue weight and hitch drop. When I put them on the mark, the tongue weight is correct.

For more tips on safe towing, check out the following web site. <https://www.curtmfg.com/towing-safety>

Let's be careful out there, and Have a Model A Day!

Reprint Queen City Model A Club – August 2022







*Yep...the oil is OK, but a little dirty.*



***Gas Pumps from the past***



## News from the Era

### December 2, 1927: Henry Ford Introduces the Model A



It's said that when the photographers asked Henry Ford to drive the first Model A off the assembly line, he was forced to decline as he had never driven a standard-shift car. We don't know if the story is legit, but there is some ring of truth in it. Such was the stubborn loyalty of the man to his Model T, his first great triumph, the car that put America on wheels and made him one of the richest men in history. Instead, his son Edsel performed the ceremonial driving duties that day (view the newsreel [here](#)).

*For years, Henry had ignored the pleas of Edsel, production boss Charlie Sorensen, and others in his inner circle to replace the venerable Model T, introduced way back in 1908, with a more modern car. Finally in the spring of 1927 he relented, but in his own inscrutable manner. Model T production was ordered to a halt, throwing 60,000 people out of work and leaving the Ford dealer network high and dry while a successor was developed.*



During the changeover, vehicle assembly would be shifted from the Highland Park plant on Woodward Avenue to the giant complex at River Rouge. Gene Farkas, Ford's right-hand technical man, was taken from the fruitless X-8 engine project (read about it [here](#)) and put in charge of the effort, teamed with Lawrence Sheldrick and Lincoln chief engineer Frank Johnson.

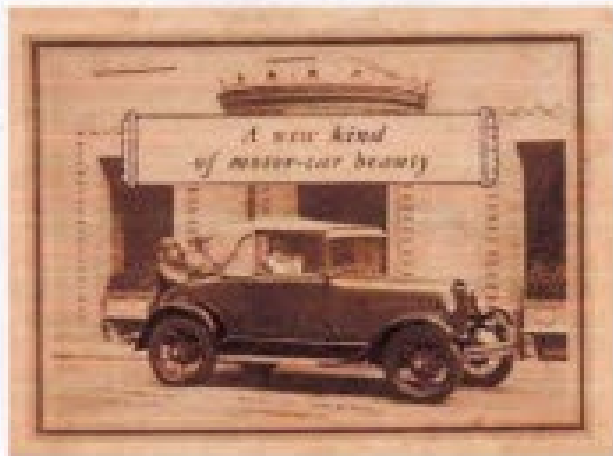
The engineering was beautifully simple, adhering to the tried and true. The approach was vindicated, for today the Model A is remembered as one of the most rugged and dependable cars ever produced in America.

As much as anything, the Model A was set apart by its handsome looks, which is noteworthy as the Ford Motor Company did not have a real styling department at the time. *Edsel Ford supervised the design himself, working with body engineer Joe Galamb and Ford's body suppliers. Often described as a "baby Lincoln," Edsel's design bears a strong resemblance to the Ford premium brand, especially in the radiator shell and fender lines. As the story goes, Edsel also contributed an improved intake manifold that allowed the Model A's engine to exceed its output targets.*



### Introduction cont.

While the Model T had been innovative in its day, even revolutionary, the Model A was surprisingly conventional. The up-to-date four-cylinder L-head engine displaced 200.5 cubic inches and delivered 40 hp, nearly twice the output of the Model T, and unlike the T it boasted coolant and oil pumps, though the fuel feed was still via gravity.



Ford's trademark transverse-spring chassis was continued, but now featured industry-standard four-wheel mechanical brakes and a conventional three-speed manual transmission.



Demonstrating that Henry had not lost his gift for promotion, the Model A was teased out to the public over several months, culminating in a five-day media blitz that launched on November 28, 1927 with \$2 million in advertising in 2,000 newspapers across the country. The formal introduction came on December 2, and more than 9 million Americans reportedly visited Ford dealerships that week to see the new car. Compared to the Model T, the exciting new Model A offered more features, more colors, and more body styles—a total of nine the first year, ranging from \$480 to \$600.

Ford sales shot straight up with the Model A, allowing the company to retake the number one spot from Chevrolet in 1929. While Henry at one point predicted that the Model A would surpass the Model T in total sales, that was not to be. Model T production topped out at more than 15 million units, while the Model A accounted for some 4.3 million as the Motor Company to hit the 20 million mark in 1931, the A's fourth and final production year (below). By then Ford was then planning his third and final triumph, the 1932 V-8.



[Source](#)

During the design of the Model A in 1927, Henry Ford assured mechanical quality and reliability, allowing his son to develop the body, with the help of designer József Galamb. Edsel also prevailed upon his father to allow the inclusion of four-wheel mechanical brakes and a sliding-gear transmission on this model. The resulting Model A was a commercial success, selling over four million during four years of production. [Edsel Ford](#)



### **Model A ERA Children's Fashion**



Children's clothing was very fashionable in the Model A era as you can see in this image.

Reprint: New Jersey MAFC – September 2022

## Tech Notes

### *Maintaining Your Model A Horn*

To keep the horn giving its best sound, there is a little maintenance involved. The instructions below are what Ford told the owners to do in 1928:

**The Horn** The quality of tone and length of service received from Ford horns depends entirely on the care they receive. To produce the most effective tone it is necessary that the armature revolve at a high rate of speed. The speed is possible only when bearings are properly oiled, and the commutator and brushes are kept clean.

**Lubrication** Once a month remove motor cover located at the rear of the horn and place a few drops of oil in groove at each end of the armature shaft. See "B," fig 463. Use light fine oil.

**Care** To clean the commutator, set the motor in motion by pressing the horn button. While motor is revolving hold a piece of fine sandpaper against the commutator until commutator is clean. Next, with a small piece of wood (e.g., toothpick) clean the gaps between the commutator segments. Do not use metal when cleaning gaps. When turned with the fingers, the armature should revolve freely. Should it fail to operate examine the battery, the wiring, and the horn button.

**Adjustment** Turning the adjustment screw, see "A," fig 463, regulates the tone. Turning the screw to the right tightens the adjustment. Turning to the left loosens it. Regulate the adjustment until the desired tone is obtained.

**Source:** [Model A Garage](#) [Editor's note: horns must also have a good ground at the headlight bar and the "A" must have a strong electrical system to work properly]

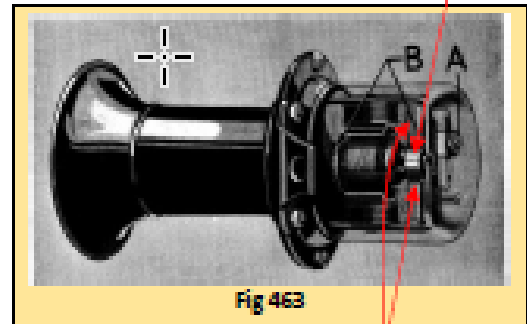


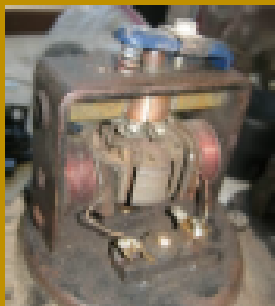
Fig 463

2 brushes

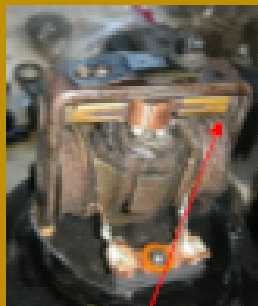
### **Horn Facts:**

- There were five different horns manufactured for Model As: Ames, E.A. Laboratories, G.M.I., Sperton, and Stewart Warner.
- Horns can be identified by the brand stamped into the motor base, horn cover, horn bell, or data plate (if the horn came with one from the factory); there are several other fine differences like size of the frame and shaft.
- Caution: the nut at the end of the Stewart Warner horn is a left-handed thread so to unscrew the nut you turn it clockwise (not counter-clockwise) which is opposite from what is usually done.

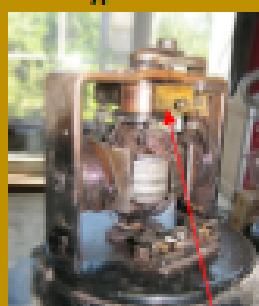
- Motors of the 5 types of Model A horns -



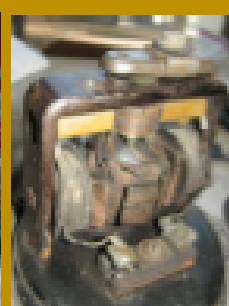
Ames



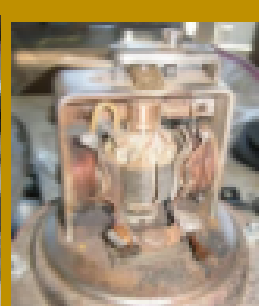
E.A.



G.M.I.



Sperton



Stewart Warner

The G.M.I. horn motor differs greatly from the other four horns, it has "wings" that hold the brushes from the top of the motor frame vs. "boxes" that are attached to the sides of the four types of motor frames

Reprint from: Sullivan Trail A's News September 2022





Looking for a car, selling a car? Have parts, want parts? Have other 'stuff' you need or want to sell? Free advertising right here. Contact your Editor for placing your ad in next month's Newsletter.

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

### **WANTED**

Wanted, a Model A Ford engine or long block known to be in good running condition. I already have an engine I can rebuild; but would prefer to find a runner.

Earl Bower, Lynden WA, 360 305-9140 or email [res1tazc@frontier.com](mailto:res1tazc@frontier.com)

### **ITEMS FOR SALE**



**1930 Washington State License Plate - \$125.00**

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