



January 2023

Volume 12 Issue 1

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

www.valcanoas.net

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



happy new year



President's Message

Presidents Note January 1, 2023

Another odd pandemic year is now in the rearview mirror. Here's to hoping for a much more regular 2023.

The Christmas party and potluck was fun & filling (at least for me!). Thank you all for coming and thanks to Jerry & Dian Lane for hosting us & so much more. We raised north of \$900 in the gift auction, which is typically about 1/2 of our annual budget. So again, thanks to all that came.

The Board of Directors will meet in January and propose a budget. This meeting is open to all members and you are welcome to come & give your input. The time & place will be announced at the January meeting.

If you feel the club could be better, please step forward and help us to improve what we do. We have many diverse members, with a wide variety of knowledge, experience and ideas. Let's have fun with our Model A's this year and share them with as many people as possible.

Sincerely, Roger Green, President, Volcano A's

Board of Directors 2023

President: Roger Green - 503-602-2668
Roger_o_green@yahoo.com
Vice President: Gary Swartz - 360-666-0637
Garyswartz4@msn.com
Treasurer: Leonard Willey - 661-609-1988
lindawilley@mac.com
Secretary: Karen Huset - 360-609-4102
auntcappi@aol.com
Member at Large: Eirik N Huset - 360-606-0507
enhwooddesigns@gmail.com
Past President: Jerry Lane - 360-600-3158
northforkmuseum@gmail.com
Editor: Eirik N Huset - 360-606-0507
enhwooddesigns@gmail.com
Webmaster: Bob Rusunen - 360-828-5317
rrusunen@comcast.net

Committee Chairs

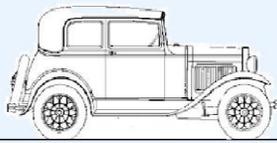
Community Service: Joyce Swartz
NW Regional Rep: Roger Green
Public Relations: Dian Lane
Refreshments Coordinator: Nancy Wooldridge
Sunshine: Carma Huset
Tour Director: Gary Swartz

Refreshments Committee

Volunteer members provide refreshments at the monthly meetings.

Jan: Linda Willey & Lyn Mattingley
Feb: Becky Blick & Marylan Kelly
March: The Huset's
April: Joyce Swartz

We still have several months open, so please sign up if you can at the next meeting.



Volcano A's

General Membership Meeting Minutes

Sunday December 11, 2022

CALL TO ORDER: Roger Green called the meeting to order at 4:10 pm.

NEW MEMBERS: Dan, Cecilia Hagemier, and daughter, Charlie were welcomed as new members!

TREASURER: Roger Green gave the financial report.

WEBMASTER/EDITOR: Bob Rusunen announced he will continue being Webmaster but will no longer be Editor. Eirik Huset has volunteered to take over the newsletter.

SECRETARY: Sherry Rusunen stated that the club received a thank you note from Babies in Need for our donation of baby clothes. They are so appreciative! Bibbi Lee shared that we received a thank you note from Sweats For Vets also for our clubs donation of sweats!

TOURS: Gary Swartz said he and Eirik Huset are working on plans for a tour. Nothing firm yet but will let us know later.

COMMUNITY SERVICE: Joyce Swartz reported we collected \$70.00 in cash and 130#'s of food for Nov. and plus 366#'s of produce by Tom Pagel giving us a total of 496#'s. Our year's total is 1637#'s.

SUNSHINE: Carma Huset reported that a plant and tools were sent to Leonard Willey who is recovering from a medical procedure.

OLD BUSINESS: Roger Green announced our officers for 2023 are President, Roger Green; vice president, Gary Swartz; Secretary, Karen Huset; Treasurer, Leonard Willey; Member-at-Large, Eirik Huset.

Award honors were announced: Hard Luck, Gary Swartz; Member of the year, Roger Green; Mr. and Mrs. Members, Gary and Joyce Swartz!!

ADJOURNED: Meeting was adjourned by Roger Green. Our Christmas Potluck and Auction followed the meeting!!

Submitted by Sherry Rusunen

Editor's Note: Happy New Years to everyone. I am both excited and nervous to take on this new role. I hope everyone is patient and expecting of change as I learn how to include anything and everything to keep the Volcano View an outstanding newsletter. I want to thank Bob Rusunen for taking the time to show me the process and sharing his years of files with me. I also want to thank my wife, Karen and Mom, Carma for the support as well as many of you. I could insert any number of famous quotes that could describe how I can succeed, but in the end, I just want to ask for help and continued support. This will be a work in progress, but we are a club with many talented and experienced members. If you have an idea or would like to write an article please reach out to me. Thank You, Eirik



Upcoming Lava Ladies Events

The Lava Ladies had another successful year, and will be planning 2023 at future meetings.

Club Calendar of Events

January

9th Meeting
14th Tour - Oregon Historical
Museum

February

13th Meeting
18th Tour (TBA)

March

13th Meeting
18th Tour (TBA)

April

10th Meeting
15th Tour (TBA)

January Club Celebrations

Birthdays

1 Larry Cox	16 Jerry Lane
4 Becky Blick	17 Kathy Green
5 Frank Emerick	21 Linda Willey
5 Ken Berg	22 Greg Weast
8 Frank Mayer	25 Patti Audette
13 Louise Berg	27 Sandy Miller
13 Jay Crawford	29 Michael Blick

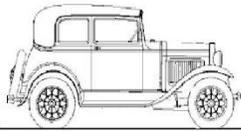
Anniversaries

30 Gordon & Sharon Cook

Remember ...

Just a reminder, the 2023 Club Membership Dues are due. If dues are not paid by the end of the January meeting, the member will not be included in the annual printed roster. Please make payment on or before the January 9th meeting or send your check for \$20.00 to:

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



On December 11th we meet at the Northfork Museum for our meeting and Holiday Potluck. We voted at the November meeting, and announced two new Board Members, Karen Huset as Secretary and Eirik Huset as Member at Large. What was not previously reported and revealed at this month meeting, is our Hard Luck Award winner; Gary Swartz, Member of the Year; Roger Green and Mr. & Mrs. Model A; Gary and Joyce Swartz. Congratulations to all !!!



2023 Board Members (L to R) Eirik Huset, Pres. Roger Green, Karen Huset, Vice Pres. Gary Swartz. Not Pictured Treasurer Leonard Willey.



(L to R) Gary Swartz explains his Hard Luck before heading to the Spokane Regional Meet, Roger Green and Gary & Joyce Swartz.



We had a great turn out, but missed all of you that could not make it. As always, we had great food, plenty of deserts and auction items surround the tree. A few high rollers were not in attendance, but we had new blood bidders and had another great year. Thank You for your club support !!!



Member Profile

Eirik & Karen Huset

When you are born the son of Bob and Carma Huset, you are going to grow up to be an equal opportunity automobile enthusiast. My mom and dad traveled around the Bay Area going to car shows and races in their 1957 Triumph. From the beginning, I was surrounded by cars, car toys and car magazines. I played with cars from Tonka to Buddy L, from Hot Wheels to Matchbox, from Revel and Monogram to AMT. I read, or looked at the pictures, in magazines from Hot Rod, Street Rodder and Rod Action to now Rodder's Journal and the Restorer. If you have ever been in my parents downstairs or dad's office, the proof is still there. Cars were my dad's favorite hobby and they are one of mine too.



Through the years the one thing that has stayed consistent is Model A's. I was born in Concord, California, where my mom and dad graduated from high school, but we moved up and into the Hazel Dell house in 1970. The Roadster came with us in pieces, packed in a moving van and the Triumph was my mom's daily driver. I grew up going to Beaver Chapter meetings, tours, car shows and swap meets, while Dad collecting more pieces. Eventually it was a driving car, with borrowed wheels, tires and a top, before it became the finished driver that it is today.



Besides cars, I grew up wearing Converse and playing basketball. While I never really liked school, I had a dream of playing college basketball. While that dream did not exactly work out, I did learn the game enough to eventually becoming a pretty good coach. That is where my love of working with kids started. I started coaching Basketball at Columbia River High School, where Karen and I both graduated, in 1991. I am in the Columbia River Athletics Hall of Fame for Coaching. We won 3 State Championships in softball. All in all, I have coached 15 years in basketball and 11 years in softball.

Member Profile

I studied Architecture at Diablo Valley College, but quickly learned that I did not like pushing a pencil in an office atmosphere. I moved back home, enrolled at Clark College where I studied mostly journalism, art and photography.

Eventually I graduated and still did not know what I wanted to do. Money talks and I went to work landscaping, painting and doing construction. I stayed in the construction industry for about 20 plus years before I took the Job at Hockinson School District in 2012, and now I have been teaching wood shop for 5 years.

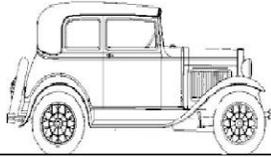
Last but not least is how Karen and I met and how we got to where we are today. I had known Karen, like many others, for being a checker at Albertsons on Hazel Dell Avenue. It wasn't until I went to work for one of my longtime friends, they ran the business out of there house, that happened to be Karen's neighbors. Well we became friends, sharing the love for kid's, neighborhood happy hour and BBQ's or cooking in general. Karen is a great cook and well... I liked what she was cooking!

Karen is a Navy brat, and has lived in a couple Navy cities before her family settled in Vancouver. Both her mom and dad served in the Navy. She was born at the Great Lakes Naval Station in Chicago, but was living in San Diego, before she turned one. She has two older sisters and a younger brother. Her family was a VW Bug family. They all learned how to drive in a Beetle. Her dad was restoring a '56 when he passed. Her brother currently has three. Her dad had a saying, "a car isn't complete and always looks better with red wheels".

Like myself, being born into the automotive family, Karen was going to have to accept that I was a car guy, if our relationship was going to last. I think, like my mom did so many years ago with my dad, that she has accepted and embraced it. She has been going to events with the Lava Ladies for years before we joined. We are now in our third year as members. By the way, we will be traveling to Hawaii in February to celebrate our 20th anniversary.

We have an eclectic vehicles collection including; 1937 Graham Supercharged 120 Series, 1957 & 65 Volkswagen Beetle, 1969 Mercury XR7 Cougar, 1971 Chevrolet Ambulance, 1972 Chevrolet Suburban, my newest and daily driver, a 1983 Toyota pick-up low rider and Karen's 2003 Toyota Camry. In the family is our Model A's, a 1930 Standard Roadster and 1930 Tudor street rod. We also collect Gladding McBean / Franciscan pottery and glass ware, the Pillsbury Doughboy family and Pillsbury Cookbooks.



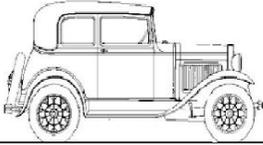


1928

13th - General Electric demonstrated the potential of television by broadcasting into three homes in Schenectady, New York. Company officials, engineers and journalists gathered in each of the three locations were able to see and hear a radio announcer on a 2-inch x 2 inch screen.

How To Build The S & I TELEVISION RECEIVER





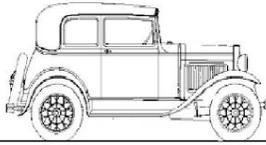
1929

4th - A merger between the Victor Talking Machine Company and RCA was officially approved. One reason why RCA head David Sarnoff wanted Victor was for its production plant in Camden, New Jersey, which could manufacture equipment for the booming medium of sound film. The move helped establish Sarnoff's RKO Pictures as a major new film company.



7th - The U.S. aircraft *Question Mark* ("?") completed 150 hours, 40 minutes and 15 seconds of sustained flight, a new endurance record more than doubling the old mark. The plane relied on aerial refueling to stay in the air for six days over Southern California.





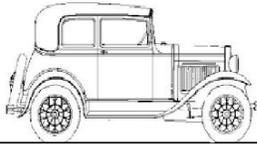
1930

14th - The Moon made its closest approach to Earth in the 20th century (and the closest for the next 127 years) with perigee coming within 356,397 kilometers (221,455 mi) of Earth. The next time the moon comes this close to earth will be January 1, 2257 when its perigee is 356,371 kilometers (221,439 mi).



Main Street Battle Ground, Wa

A Columbian correspondent visiting Battle Ground in 1928 said the community “is known far and near for its manufacturing of cheese.” The cheese-making plant was running shifts both day and night.



Did you know that January 1st (New Year) is the most celebrated day in the world.



PARIS IN FULL DRESS
NECKLINES SWING BACKWARD...
SHOULDERS PLAY HIDE AND SEEK

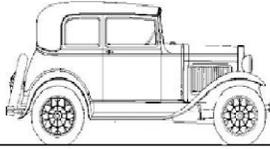
Less and less people were sewing in the 1930s. This was the beginning of the ready-to-wear fashion age. However, times were hard and things were scarce during this decade as well.

Since the 1930s was the decade of recovering from the 1929 Great Depression and stock market crash, companies started researching and implementing cheaper means of clothing manufacturing. New materials that were cheaper to process had been created during this decade to replace more expensive materials.

For example, rayon for women's hose had been replaced by nylon during this decade. Likewise, many of the dresses that used to be made out of silk were made out of different grades of rayon. The zipper became more widely used and replaced buttons during this decade as well.

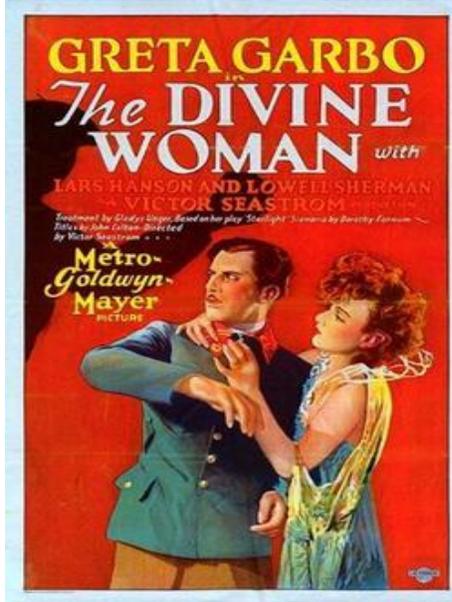
Clothing styles were less extravagant for the most part during the 1930s. However, you could still tell between the "haves" and "have nots" of this time.





1928

14th - The silent film *The Divine Woman*, starring Greta Garbo, premiered at the Capitol Theatre in New York City.

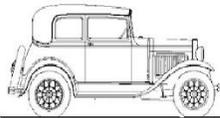


1929

17th - The comic strip character Popeye first appeared in the daily King Features comic strip *Thimble Theatre*.



26th - The talking drama film *The Wolf of Wall Street* opened at the Rialto Theatre in New York City. It was George Bancroft's first talking film role.



Model-A 5-Speed Conversion

I know there are Model A purists, but I also know that there are a few members that have 5 speed conversion. I somehow ran across an article by Brian Laine on his Laine family website. It contains several articles, but I thought that this one was great. It is on converting his Model A to a 5 speed.

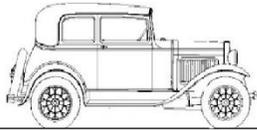
Brian is a “mostly” retired engineer. After serving as an electronics/flight-simulator technician in the Navy in the early 70’s, he received an engineering degree at Oregon State University, and later an MBA at Seattle University. He now owns and operates TechnoVersions LLC, which designs and builds performance and conversion products for the automotive industry along with shop accessories.

The family has an eclectic car and motorcycle interest, which included a 1931 Model A coupe. This car was mostly stock when he purchased it, with a few upgrade modifications for easy, safe driving and modern convinces. He decided to make a few of his own, one of which is the gearing restrictions of a stock 3 speed. This is his story and article that I ran across edited a little, but mostly only in font and photo size. It was originally published a few years ago and now re-published with Brian’s approval.

After driving my Model A for a while with the stock 3-speed non-synchro transmission, it seemed like the car would be much more compatible with modern-day traffic if it had an overdrive gear. A company in Muncie Indiana, called *Auto Restorations* makes a kit for installing a Borg-Warner T5 transmission in a Model-A. The kit costs \$895, and includes transmission adaptor, driveshaft, brake linkage changes, clutch disk, speedometer cable, etc. Presumably, everything you need. After a call to get information (765 288-3291, they do not have a web site) I ordered a kit.

The only thing you need to know before ordering is how many splines there are on the input shaft, so that you can get the proper clutch disk. The donor transmission comes from a Chevy S10 2WD pickup. These T5 transmissions are unique in that they have the shifter placed further forward than a standard T5. Even though the shifter is further forward, it still is about six inches rear of the original Model-A shifter once the conversion is finished. T5 transmissions are synchromesh in all gears and high gear is 0.72:1, a nice 38% reduction of RPMs while cruising. My transmission had the 14-spline input, but some of these T5s have a different spline count. I believe all have a standard 27-spline output. I found a transmission at the local Pull-A-Part for about \$70 including tax and the core-charge. They are not very difficult to pull out, but I did donate a nice socket to inside the frame of the donor vehicle while I was taking off the cross brace. Here is what it lo





The kit arrived, well packaged, in two boxes. Many of the parts were primed in red oxide. I thought that it would have been a nice touch if the supplier had powder-coated them, and I considered doing that myself, but decided instead to paint everything in black prior to installation. In retrospect, I am glad that I did not powder-coat them, since several parts needed to be modified.

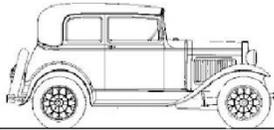
Instructions are included, but they are pretty sketchy and in unusual order. I suspect that no word processing was used so that modifying and updating the instructions had long ago ceased. They do include some good pictures and drawings though, that I found to be very helpful. I did not have any idea if this was going to be a half-day or week-long job. As it turns out, the latter was the closest guess. If you want to see the instructions that come with the kit, here is a copy... [T5 Installation Instructions.pdf](#)

First thing I did was to modify the transmission. This involves cutting off a tab behind the shifter and drilling a hole below the shifter to accommodate two thick steel plates that bolt to the rear of the transmission. These plates are the new support for the rear control arms connecting to the axle. As was going to be typical in this job, the plate on one side had to be machined to fit the transmission, and the spacers from the kit were not quite the right size, so I ended up making new ones. In addition, the hole in the T5 needs to be bored to a larger size to work with the kit.

The next step was to start disassembling the car. This involves unbolting the rear spring, brake rods, and shock absorbers from the car so that differential can be lowered and moved back to remove the torque tube. Here is one-step in the instructions: *"Go to the back of the transmission and remove six bolts holding the torque tube. At the differential, this torque tube should release so it can be taken down. If not, you may have to persuade it."*

Those two sentences turned into hours and hours of work. As it turns out, removing the torque tube at the rear involves pulling the pinion bearings (complete with races) from the differential. After several hours of unsuccessful persuasion, I found a note tacked onto the end of the instructions about how to use a disk and some studs included with the kit to help. Finally, success! Here it is at work:



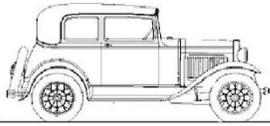


Once the torque tube is out, the transmission can be removed. It is not a bad time to also take out the brake linkage since it will all be modified anyway later on. When the transmission is out, the new clutch disk can be installed, using the existing pressure plate. The instructions tell you that you need to get an alignment tool, but they actually included a decent plastic tool for this purpose. The kit also does not mention, but includes a new pilot bushing that slips into the existing flywheel bushing, and extends it out and to the correct diameter for the T5. Forgetting that would be something you would remember for a long time since it would require pulling out everything again. You can see it in this picture.



The kit includes an adaptor that mates the Model A bell-housing with the transmission. I was concerned that it did not accurately locate itself on the transmission – it was only located by the bolts, which have some slop. I pondered welding and machining to make it fit tightly around the transmission input shaft, but then realized that it was the same situation on the bell housing side, and there was nothing to reference it to there either. I have read elsewhere about making sure that the transmission is aligned to the motor within a couple of thousandths of an inch, and consequently was nervous. I called *Auto Restorations*, and was connected with Mr. Lewis, who must be the owner. He said not to worry about it, just bolt it together and it will work. He was right. Maybe what's right for a car that works up to 2,500 RPM is different than what's right for a car that works up to 6,000 RPM. It was necessary to re-drill the mounting holes on the transmission to accept the bolts included with the kit, and a couple of the bolts were the wrong length, but it all went together in the end, and when painted up, looked like this:





It was necessary to drill a hole for a cotter key that holds one end of the clutch return spring, you can see it above, just behind the inspection cover on the bell housing. A sleeve, included with the kit, slides over the input shaft tube of the transmission to make it the correct diameter for the Model-A throw-out bearing.

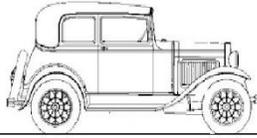
You cannot see it on this picture, but the other side of the transmission contains a bracket for holding the emergency brake. Much to my surprise, it moved several inches to the right – not exactly friendly for the passenger. The bracket did not fit as sent, and they forgot to drill the holes. Mr. Lewis gave me the location of where to drill the holes, and then I redid the poor weld and machined it where it interfered with the gearbox.

Prior to installing the transmission, it is necessary to, gasp, and cut an opening in the front of the cross member of the frame. It looks like this when you are done:



I did not like the idea of cutting the frame, but saved the piece that I cut out, and figured that it could be welded back in again if desired. The new transmission mount that bolts under the cross member restores some of the strength lost by cutting.

The new transmission mount needed to be reworked by heating with a torch and bent slightly to give the correct fit for my car. It installs with two new holes that you drill in the cross member.

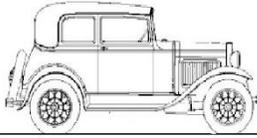


Once the transmission is bolted back into the car, I turned my attention to the differential. The kit contains a nicely machined input shaft and housing for the front of the differential. This converts it from a torque-tube to an open driveshaft. The housing is meant to also house the speedometer sender. You take the gear from the original torque tube, and machine it so that it slips over the new shaft, then pin it in place with a tension pin. When locating the gear, do not believe the drawing you get with the instructions, the dimension it gives you is off by an inch. The original speedometer drive bolts onto the outside of the new housing in front of the differential, and a long speedometer cable is included with the kit that reaches all the way back there.

I wondered why you could not just connect the speedometer to the transmission, so called Mr. Lewis. He said that there is not any reason why you cannot; it is just that some of the later transmissions do not have provisions for a speedometer. I like the idea of using the transmission output, and the speedometer was calibrated closely when I used the 0.833:1 adaptor that was on the S10 truck.

The driveshaft (included with the kit) fits well, although I think it could be about an inch longer so that it would engage more of the splines in the transmission output shaft. In addition, I was disappointed that at the rear, you install the U-joint to the differential input shaft with a small key (no splines), and then install a nut inside the U-joint, which is very difficult to tighten. I ended up grinding down a big wrench, but still could not get it very tight in that space. It will be really tough to remove too, especially after a cotter pin is installed. A flanged arrangement would have been much better. Here is what the rear looks like now:



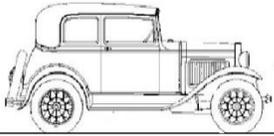


At this point, the drive train is pretty much complete, time to turn to the braking system. The first step for the brakes is to relocate the main pivot arm (crossbar) to the rear. It moves to behind the cross brace in the chassis. This requires drilling four new holes in the chassis, but they are small ones. The kit comes with a new crossbar and all new operating rods. The instructions show that you connect the rod from the pedal to the cross-shaft at a pretty severe downward angle. This actually reverses the direction of the crossbar, and I did not like the angle of the lever and rods – it just did not seem right. So I changed it to run the operating rod in the same general orientation as was stock, Henry Ford did a lot of good things, and I think this general setup was good too. This required one more hole in the frame cross member, and welding up an extension to the lever arm, but the geometry looks good now. The rods are also in generally the same location too, so they fit through the guides similar to original. Here is what the setup looks like from the rear of the crossbar:

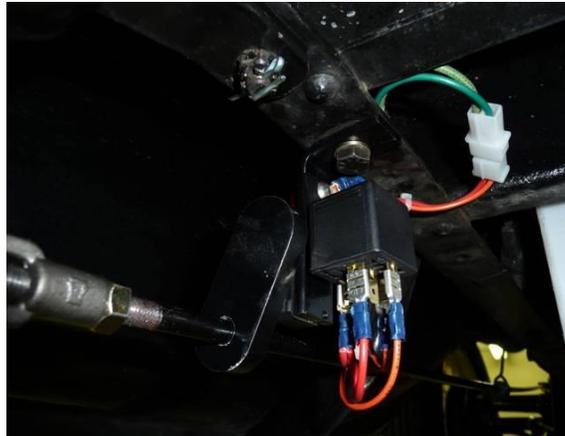


We are getting close at this point. The new brake rods all fit fine, except the one from the pedal to the cross shaft, which needed to be shortened after my geometry change. However, there are no provisions on the new rods for the anti-rattle springs. I can live with a little rattling, but these springs are also there to pull the brakes back away from the drums and lift the pedal. So I machined some short extensions to where the rear anti-rattle springs mount, and then machined a stop that slides over each rod with a set-screw to capture the spring and put tension on the rod. Just below the stop that I installed, you can see the remaining factory equivalent on the lower emergency brake rod:





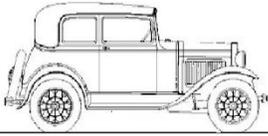
Only one brake detail left - the brake light switch. Even though my kit was ordered for a 30/31 car, it must have assumed that you would use a switch from an earlier car since mine was not even close to fitting on the bracket that they provided. So I made a new little assembly consisting of a micro-switch operating a relay. It works fine, but it does not look like it came from the early 30s:



Now that we are getting dangerously close to filling up that T5 with a couple quarts of Dextron ATF, there are only a few details left.

It is necessary to make a new floorboard and metal cover in the middle. Since both the shift lever and emergency brake have moved significantly, the original floorboard is not usable. Plus it's nice to save it in case someone wants to reverse all this someday (and that's not going to be me!). Here's the new floorboard made out of plywood.





I used my torch to heat up the T5 shift lever to bend it straighter. That was a little unnerving since you cannot disassemble it because it is clamped together, and there are plastic parts just a few inches from where you are heating and bending. Fortunately, the vise took enough of the heat headed that way to make it work. Now, look at that little beauty sticking up in front of the seat!



The only other comment that I have about the installation is that changing the control arm position to accommodate the T5 puts quite an angle on the U-joints. You can see that here:



Here is a shot of the tranny installed. You can see in this picture (behind the disconnected speedometer cable) where the pivot for the rear control arms is located. It is about six inches lower than the stock location.

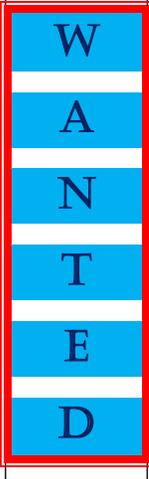
Articles and contributions are encouraged and may be used as space permits. The deadline for all articles is the 20th of the month. The Volcano View is a monthly publication of the Volcano A's Chapter. E-mail all proposed articles to: enhwooddesigns@gmail.com

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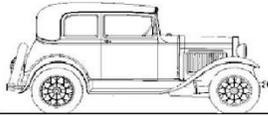
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Volcano A's

Misc. Model A News



Model A Ford Club of America
 Over 25 Years on the Web - 1997-2022
 "The Largest Car Club in the World Dedicated to One Type of Automobile"

<https://www.facebook.com/groups/MAFCA/>

<https://www.instagram.com/modelafordclubofamerica/>

<https://www.facebook.com/groups/EraFashionCommitteeMAFCA/>

Model A Ford Club of America

250 South Cypress,
La Habra CA 90631-5515



Over Eighty Years Ago...Henry Ford created his legendary Model A Ford, now an icon of Americana representing the transition from flappers to breadlines as the depression rolled across the continent.

You can help to preserve Henry's Lady, the Model A Ford and the dynamic era of 1927 through 1931 by joining the Model A Ford Foundation. MAFFI is dedicated to the preservation of historical information and memorabilia of this time of change in America.

Model A Ford Foundation, Inc,
P.O. Box 28,
Peotone, Illinois, 60468



The Model "A"
RESTORERS CLUB

The Model "A" Restorers Club
6721 Merriman Rd. Garden City, MI 48135
734-427-9050
model-a-ford.org

The Model "A" Restorers Club - MARC, founded in 1952, holds as its aims the encouragement of members to acquire, restore, preserve, exhibit and make use of the Model "A" Ford. And most importantly, to enjoy the fellowship of other Model "A" Ford owners around the world.



Model A Ford Club of America

Over 25 Years on the Web - 1997-2022

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



Presidents News



December 2022

It has been an honor to serve as your President for 2022. It has been a wonderful experience to be involved with the operation of our great national club. I want you know that our board of directors has done our best to serve you by listening to your ideas to make the club better.

My number one goal for this year was to grow MAFCA. I am happy to report that our membership has grown from last year, some say that the old car hobby is dying, I am excited to tell you that the Model A Ford hobby is alive and well. We are seeing new members join every day. This year MAFCA has added four new chapters including our first ever chapter in West Virginia.

I have visited chapter meetings this year and have observed that there are certain elements that lead to fun and successful meetings. I hope these suggestions will help you to build the club and your chapter. These successful meetings begin with a well-planned meeting, an agenda, a program, a raffle, refreshments, and time for fellowship. When your members have fun at meetings, they will want to become more involved and come back often. A quality newsletter is another thing that will strengthen your chapter. This communication tool is the lifeblood of an active club.

This year we have introduced exciting new products that are available at our MAFCA Store, www.mafca.com. Our latest edition in the "How to Restore your Model A series is Volume 10. I believe it to be our finest publication yet. We have also added a new, a high-quality baseball cap in Navy Blue, and two new Christmas Cards featuring a Budd Cab Truck and a Phaeton. Proceeds from sales help to offset the costs of running the club.

I am looking forward to attending our National Awards Banquet, in Golden Colorado where we will be introducing our 2023 Board of Directors and presenting the MAFCA National Awards along with the opportunity to visit the wonderful sites in Colorado.

Wishing you all a happy holiday season

Happy Motoring, Jay McCord



Model A Ford Club of America

Over 25 Years on the Web - 1997-2022

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



2023 MAFCA Directors

December 8 - At the 2022 **National Awards Banquet** in Colorado, the new Board for 2023 was announced:

President: Robert Bullard
Vice President: Ed Tolman
Secretary: Kay Lee
Treasurer: Melanie Whittington
Advertising: Gary Price
Chapter Coordinator: Will Langford
Marketing: Jay McCord
Publications: Dave Gill
Technical: Chet Wojcik Jr.



A great time was had by all. Thanks to the **Model A Ford Club of Colorado** for hosting this event!

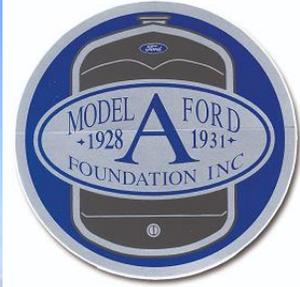
Webmaster Rick Black Retires

After more than 23 years as MAFCA's webmaster, Rick Black will retire as of December 31, 2022. Rick had the idea of a MAFCA website in 1996 and convinced that year's Board to give it a try. The website came online on January 1, 1997. Except for a 4-year span when Rick was on the MAFCA Board of Directors in 2002-2003, he and his wife have maintained and updated the website as volunteers.

Replacing Rick will be **Gary Price** of Carnation Washington, who was also elected to the Board for 2023. Gary has been working with Rick for several months "learning the ropes" and he's ready to take over, with Rick as his backup.

Rick has been a MAFCA member for 55 years and was honored as the Volunteer of the Year in 2010 and Life Membership in 2010. He's owned his 1931 De Luxe Tudor Sedan for 54 years. The Tudor took a 1st Place in Blue Ribbon judging in 2014, and he drove it 500 miles to the meet.

Rick says, "It's been a great ride and learning experience for me. I've met so many MAFCA members and learned so much about Model A's over the years. I will continue working on projects for MAFCA and enjoying my Model A. For those of you who want to keep in touch, my personal info is included on the [Members with Email page](#). Hope to see many of you down the Model A Road. Happy New Year!"



Foundation News

President's Message - 2023

Message from the President, Joe Fox:

Welcome to the Model A Ford Foundation, Inc. (MAFFI) website! Here you will find a host of interesting and valuable information that will benefit a wide array of Model A enthusiasts. Of course there is general information about MAFFI and the Museum operation. But look a little closer and you'll see specifics of all the various programs and educational opportunities offered, including Factory Photos, Upholstery, Museum Displays, and the Model A Hall of Fame. You can follow the progress on our restoration of a 1931 Model AA Bus, which when complete will be used to give rides around the Gilmore campus. You'll also find information on how you can help support this fabulous Model A Museum through membership and donations, and you can order souvenirs while you're at it. And now, you can even link to the relatively new MAFFI Facebook Group to keep up with the latest news and read some interesting stories.

The most important event of the year is Model A Days, held the 3rd weekend in September. This year we expanded to a full 2-day event, and it was incredible! The weather was perfect for two days of swap meet, seminars, riding in the classics, Model A's on display, music, dancing, and of course the Hall of Fame induction. New this year were driving classes, Model A 'first start', a night at the Air Zoo (complete with a fabulous lasagna dinner) and more! The team is already planning next year's event, which promises to be even more spectacular! Details and registration information for the event to be held September 15 & 16 will be posted on this website and the Facebook page as they become available.

I'd like to thank all the MAFFI Trustees for their dedicated service. These individuals, who are listed in the 'info' section, are the nucleus of this organization, and assure that the Museum, Model A Days and all aspects of MAFFI operations run smoothly. Be assured, there are several other key people who work with the Trustees in the day-to-day operations, with whom we could not function at all.

Myself... I have been actively involved in the hobby since 1975 when I bought my first Model A (I guess you could call it that a more of just a pile of rusty parts!). I have attended every Model A Day since the first one, just before the Museum was built, although I am relatively new to the MAFFI Board. I've spent a total of 8 years on the Model A Restorers Club (MARC) Board of Directors, the most recent four concluded with two as President. My wife Sandy and I are very active in local and National Model A events, so you'll be seeing both of us around! And along with fellow Officers, Trustees and advisors, we will continue to provide the Model A community with the best Museum and events with which you are accustomed.

So... enjoy this website, the Museum, and all that the Model A Ford Foundation has to offer.

Joe Fox President - MAFFI

VOLCANO A's - Ford Model A Club
P O Box 2513
Battle Ground, WA 98604

The Volcano A's is a non-profit organization dedicated to the restoration and preservation of the Model A Ford. Membership is open to all persons that are interested in the Model A Ford.

Membership in MAFCA National Club is optional for all members except 'Officers' of the Volcano A's, who must be MAFCA members.

Alcoholic beverages are not served at club functions. Any member choosing to partake of such beverages during club functions shall stand accountable for his own actions. Neither Volcano A's nor fellow officers shall be held responsible.

**Meetings are the 2nd Monday of each month at 7:00 p.m. at the
Fourth Plain Church of the Nazarene – 16807 NE Fourth Plain, Vancouver.**

Annual dues are \$20.00

Please right click and print this Application Form and send to above address

NEW MEMBER INFORMATION

Date: _____ Year Joined: _____

Please complete the following information for our Club Secretary

NAME _____ BIRTHDAY _____

SPOUSE _____ BIRTHDAY _____

ADDRESS _____ ANNIVERSARY _____

CITY, STATE, ZIP _____

TELEPHONE _____ EMAIL _____

Other Family Members living at home

Names _____ Birthday _____

CAR Information: (Model, Year, Body Style) _____

Revised 12/23/2022

Invitation to Join Model A Ford Club of America

~Membership Benefits~

The *Restorer* magazine (6 issues per year) - Technical Support (free via mail or email)
MAFCA Chartered Chapters in your local area - National Meets
National Banquets - National Tours
MAFCA also produces publications for sale including
Restoration Guidelines & Judging Standards; Paint and Finish Guide; Hardware Standards
A series of publications on How to Restore Your Model A; Era Fashion Guidelines; a number of
Other publications related to the Model A Ford and its era

Membership Form

*Please select your membership type? * Required Fields

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 International Membership - \$70
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The Restorer Print Publication is included with every membership.

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For New Members Only!
1 - Back issue of *The Restorer*
1 - MAFCA Decal
1 - Name Badge

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How did you hear about us?