



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

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

Volume 9 Issue 12

December

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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Model A's at a rest stop during the Countryside Tour before they traveled over the great pothole trail in July 2020.





President's Note
November 23, 2020

Happy Thanksgiving to all of you, even though our celebrations will not be the same as in previous years. In the Lane family we have cut back tremendously from sixty people to just our immediate family members to help everyone stay safe and healthy.

Because of the second wave of the virus and new restrictions from the state, we will not be planning a Christmas dinner and party, I am sorry to have to announce this news but must as an effort to help keep everyone healthy.

Let us all be thankful for what we have and look forward to more happy times in the future.

Jerry



Reprint from Script A's April 2020 Issue



Anniversary

- 27 Art & Marlynne Pugsley
- 29 Frank & Arnita Mayer

Birthdays

- 2 Janet Hickel
- 9 Shirley Weast
- 12 Carl Bach
- 13 Linnette Jordan
- 18 Jim Kelly
- 20 Rick Boehm
- 24 Mike Grimm
- 27 Ron Hall
- 29 Marylan Kelly



No Meeting Minutes for this Month

The UP SIDE FROM CORLEY

Nobody likes to be told what to do, certainly not me, just ask my boss if you don't believe me. Locked down again! NO! Well, we are almost locked down, I can still go to the grocery store, what a bummer. I guess it is for our own wellbeing though. Meetings not happening, tours delayed, no interactions with our friends, eating turkey by ourselves in the lounge chair in front of the TV set... Humbug! Rats!! Dang!!!

But wait, there might be an upside to all this, if only we can find it. Let's be positive for a minute. Well, first, our house has never been so clean! That's cool, right? And, the yard looked pretty decent this year for a change, that's also cool. (Nancy has been working her butt off around here.) But wait, what about in the model A world?

I don't know about you, but I've had a lot more hours in the shop this year than ever before in my short life. (OK, it's not really all that short, now that I think about it.) I managed to upgrade my shop tooling a lot, get to some car projects that I'd put off for years, (actually, lots of years!), and generally catch up with a lot of things in the shop. Not "caught up", just catching up. Added milling machine tooling, lathe tooling, shop tooling, that's all fine, but what about the model As. Getting the Jaguar engine swap done, installing a turbo charger on Elvira, then removing it, bringing the Studebaker truck back to life, assembling the jeep body off engine swap project, those are great accomplishments too. Making an adapter for the T5 transmission for Elvira took a little time, and installing that still needs to be scheduled, since I've been so busy, but what about maintaining the model As

While walking past the model a Pickup yesterday, I happened to notice something strange on the front axle. Rust around one of the spring hangers caught my eye, so I looked a bit closer. Then I noticed a front shock link had also fallen loose. What the heck? This is the hot rod pickup that I put together about 6 years ago, and ever since then, I don't really do anything to it, just jump in and go. So far, there has been no need to do anything much, just the very occasional oil change and lube job, and off we go. (Both of which are about a year overdue.)

So, it has dawned on me that I need to do some routine maintenance on the model As, in addition to any other upgrades I have in mind, and I outta get on it. I guess they won't go forever without some TLC, and I've been remiss in that. Nothing like seeing rust oozing out of a joint to get your mind wondering what else might be about to go south. (When did I last check tire pressures?) So, what is the up side to these lock downs and "stay at home" orders? Sure, we may be doing a lot of contemplating our navel, and certainly the TV has hardly had a chance to cool down through all of this, and yes, we've had time for things we've put off for years, but the upside for our model As is that we have the time to do the maintenance items that keeps them on the road for over 90 years now. Shucks, I could even wax Elvira! But no, let's not get carried away here...

I'm going out today to start on those model A things I've been putting off, and I suggest if you know of anything on your model A that could use a look-see and possibly a drop of oil, get out there and do it while you have nothing better to do. (Have you oiled your distributor lately? When did you last check the brakes adjustment? Have you checked your shocks in the last decade? Is the battery water up to snuff? Is the framus out of alignment with the dingus? And, something I've noticed a lot of us need to attend to, are your brake/turn signal lights visible to other cars?) If you don't know of anything that Betsy needs, go have a look, a really good look. Crawl under and peer around and I bet you can find at least 3 things where that baby would be better off if you worked on them. It won't be long before we can once again mount our steeds for some serious cruising! As for me, maybe I'll go out in another minute or two...

"Nancy, where is that TV remote control? Bring me a beer... PLEASE!"


Tiny Tips
From MAFCA Members

From Rick Black, Medford, Oregon
Illustrated by John Pratt, Urbana, Illinois

A Better Brake Adjustment Tool

Here's a tip to help you adjust the brakes on your Model A. Instead of using a 7/16" open end wrench, or worse an adjustable wrench, find a 7/16" 8-point 1/2" drive socket. This "square drive" socket will fit right on the square brake adjustment stud coming off the backing plates, and you can use a BIG 1/2" drive ratchet wrench or, better yet, a breaker bar, to move that stubborn wedge.

So rummage through your tool box and find those hardly-used 8-point sockets and see if you have a 7/16" in there. If not, you can get one at your favorite tool store. The Sears Craftsman part number is 44221. I got mine on eBay.



If you have a helpful tip about Model A restoration or maintenance that you'd like to share with MAFCA members, please forward it to the MAFCA Office, 250 S. Cypress St., La Habra, CA 90631-5515 or e-mail to: restorer@mafca.com.





Model A Advertisement



Cancel distance & conquer weather

The woman who drives her own Ford Closed Car is completely independent of mail and weather conditions in any season. It enables her to carry on all those activities of the winter months that necessitate travel to and from—

or out of town. Her time and energy are conserved, her health is protected, no matter how bitterly cold the day, or how wet and slushy it is underneath. A Ford Sedan is always comfortable—warm and snug in winter, and in summer with ventilator and windows open wide, as cool and airy as an open car. This seasonal comfort is combined with fine looks and Ford dependability, no wonder there is for the car so wide and ever-growing a demand. FORD MOTOR COMPANY, DETROIT, MICHIGAN. TUDOR VEHICLES, INC., FORDOR, MICHIGAN. COUPE, 1934. ALL PRICES F. O. B. DETROIT.

Ford
CLOSED CARS



Model A Era Fashions

1930s FASHION

Accessories

A woman wore gloves for both day and evening. Day gloves were loosely at the cuff. Evening gloves were long opera length. A simple handbag, small angular hat and shoes always matched.

Jewelry

Simple art deco designs or small plain pearls were all the jewelry a woman needed. Earrings and bracelets were preferred over flashy necklaces and pins.

Evening Gowns

Elegant bias cut floor length gowns with sweeping flared hems was the style of the decade. Modest necklines on the front opened up to bare backs. Black, nastics and jewel tones in silk, satin or lace.

Day Dresses

Floral prints, polka dots and muted colors filled a daytime wardrobe. Dresses had modest tops, wide sleeves or cape effect and a slender bias cut body with flair at the hem. Length ranged from floor to slightly below the knee. Matching twin belt at the high waist.

Shoes

Shoes had thick heels and full coverage but with ample straps, cutouts and perforations. Two tone heels were very common as well as mixing textures. Oxfords were a daytime comfort shoe.

Formal shoes were tall pumps and strappy sandals in gold, silver and jewel tones.

Create your 1930s style at
VINTAGEDANCER.COM/1930S

Source: Vintage Dancer.com



Christmas is just around the corner Two New Books

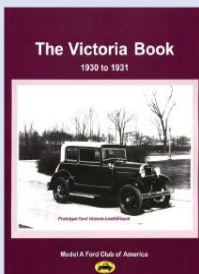
MAFCA introduces two new must have books for your reference library.



The Model A & AA Ford Paint & Finish Guide and The Victoria Book are being offered now, just in time for the holiday season.

The new Model A & AA Paint & Finish Guide is the 4th edition of this valuable reference. This is a must have book to guide you in the finishing of your Model A or AA. The text has been updated and some illustrations are now in color to enhance the details. The paint chip section has had an extensive upgrade with the paint chip size increased to approximately 2" x 4" with only 4 chips per page. This greatly enhances usefulness of the chips for comparison and for scanning.

Order your copy now for \$42.50 plus S&H



The Victoria Book is our latest Body Style publication and it follows the format of our other Body Style books in that it is full of specific information of the Model A Victoria.

The information for this book is adapted from articles published in the Victoria Association *The Buzzle* and *The Restorer* magazine. The extensive use of color pictures throughout the book provides extraordinary detail of areas being discussed.

If you own a Victoria, in fact even if you don't own one, you will find this book loaded with helpful information

Order your copy now for \$29.95 plus S&H

www.mafca.com or 1-866-379-3619



All club events are cancelled until further notice

Reprint from Lompoc Antique Auto Club
DISTRIBUTOR Newsletter October 2020

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

rrusunen@comcast.net

PAINTING WHEELS

If you are painting your wheels and don't want to remove and reinstall the tires, here's a tip for masking the tires.

- deflate the tube
- break the tire beads from the wheels
- cut a "donut" from a sheet of heavy-duty plastic. The center of the donut is an 18" diameter circle and the outside of the donut is 32" (for 19" wheels). For 21" wheels, add 2 inches to these dimensions.
- Stretch the donut over the wheel allowing the plastic to drop down into the drop center of the wheel. The donut will cover the tire and can be taped in place with masking tape.
- Now, do the same thing with another plastic donut on the other side of the wheel.

ONE CAUTION: don't use the plastic donuts for priming and then for color coat painting (paint peels easily from the plastic and flaked paint will mess up your job). Make donuts for each paint procedure.

PREVENTING PAINT POPPING

If you have trouble with freshly painted wheels "popping the paint" when the lug nuts are tightened, "mask" the holes in the wheels with a set of lug nut spacers held in place with small strips of body caulking material. After the paint job, these spacers can be carefully removed. A light coating of lubricant on the tapered part of the lug nut will help prevent "popping the paint."

Submitted by Gene R. Bassage Palmyra, New York

MAFFI Newsletter Minute
November 2020

Give a Brick for Christmas!



Since 2011, when we first started raising money for the construction of the Model A Museum, over 2000 bricks have been ordered in memory or in honor of your favorite Model A'ers, Model A clubs and regions. We have room under the gas canopy at the Museum for about 17 more bricks but we will be opening up a new area very soon so there will be plenty of space for future growth. So how about ordering a

brick for a loved one for Christmas. A personalized brick would make a great gift for that parent or grandparent who really doesn't 'need' anything and of course, it would benefit the Model A Museum as well. If your Model A region or club doesn't yet have a brick at the Museum, now would be a good time to do that as well. Use the brick order form in this month's issue of the 'A' Preserver to order your engraved brick or copy and paste this link into your browser:

<http://www.maffi.org/WSContent/Download/BuyABrickDonation.pdf>

It will be in place at the Museum by September 19, 2021

Merry Christmas and thank you,

MAFFI Board of Trustees



THE APPEARANCE OF THE TOW TRUCK

What happened to broken cars before tow trucks?

Towing has been a thing in one way or another for as long as there have been vehicles that could break down. Before the days of cars, large animals would get hooked up to broken down vehicles, pulling them out of mud, snow, or anywhere else. They would even sometimes help get broken vehicles back home. Of course, there wasn't any kind of towing service back in those days, and most of the time, the people that would help were simply those with the means and ability to do so who happened to stop by. Often, many of those poor vehicles were abandoned as there were no tools or people with the expertise around to help.

When did tow trucks first appear and what were they like?

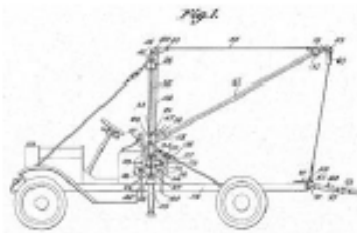
Ernest Holmes Sr., of Alabama, was a mechanic in Chattanooga, Tennessee in 1916 when he received an unusual request: his friend from business school, John Wiley, flipped his Model T over in a ditch. In an effort to salvage his Model T, Wiley contacted his friend, Ernest Holmes Sr., to see if he could retrieve the vehicle. Two people couldn't do it alone. Thankfully, Holmes knew the owner of a nearby service station, a man who sent a crew out to the scene, so a total of eight men worked together on the recovery. Using only wood, bricks, rope, and a whole lot of manpower, this group of men spent hours out by the water pulling the vehicle out one inch at a time. After the grueling process was done, Holmes was exhausted. He knew there had to be a better way.

After the exasperating process of early roadside recovery, Holmes went to work on finding a way to automate what it took eight men hours to accomplish. Holmes modified his 1913 Cadillac to pull cars and transport them to his garage using an iron chain, a pulley, and several poles attached to the back of his Cadillac. Holmes' creation was no massive wrecker like the monsters we see on the road today. It was a simple 1913 Cadillac chassis that sported a metal tube framework, numerous pulley mechanisms to mitigate tow loads, and steel wires with hooks that secured to the rear bumper when not used. The original design was purely utilitarian, though not quite enough. When Holmes put his prototype to the test, it failed because it lacked stabilization (the subject vehicle had to instead be recovered by simple manpower).

Holmes spent an extensive amount of time and money, eventually building a viable machine. This first tow truck, the Holmes 485, was completed in 1919 and would have cost approximately a quarter of a million dollars in modern figures. But considering all of the time and effort it saved, it quickly paid for itself.



Ernest Holmes Sr.



Holmes' 1919 Patent for the tow truck

With extensive modifications, the first Holmes 485 could not sit atop a Cadillac chassis. Instead, it was coupled with a long, sleek 1913 Locomobile, a car considered by many at the time to be the "best-built car in America." The base vehicle sold for \$6,000 new, an astronomical figure for an automobile at the time (it would retail for \$89,000 today). The original Holmes 485 on exhibit is worth around \$250,000 today.



The Holmes 485 in action, attempting to recover its first vehicle

What kind of equipment did early tow trucks have?

Early tow trucks used a combination of hooks and pulleys set up in such a way to reduce the amount of work required to move a vehicle. Combined with a proprietary operating system, a single person could do the work of what used to take half a dozen people or more in significantly less time!



Model AA Tow Trucks



<https://guystowing.com/blog/history-of-tow-trucks/>
<https://custerproducts.com/history-of-the-tow-truck/>
<https://drivesing.com/holmes-485-first-tow-truck-ever/>



Header from the MAFCA Website

MAFCA President's Page –

Some Thoughts from Bill

November 2020



Well, here we are, eight months into the COVID-19 restrictions. And, yet, Model A folks still know how to enjoy their precious cars. In groups of two or three, sometimes four, there have been mini-tours galore. That's the spirit of Model A people.

We have had some nice things take place so far this year. At the top of the list is the induction of **Les Andrews** into the Model A Ford Hall of Fame in Hickory Corners, Michigan. MAFCA also introduced a couple important new publications to our store. The Victoria Book was a project that came together with color photographs throughout the pages and articles that will be very important to the many people who own or are interested in Victoria models. It is priced at only \$29.95. Secondly, and no less important, the [Paint and Finish Guide](#), 3rd Edition is at the printers and will be ready for shipping by the early part of November. Thanks to the Judging Standards Committee (JSC), this new publication incorporates all the known, commonly used, Model A colors. You will find this new paint guide extraordinarily helpful because of the very large color samples made possible by a new printing technology. Unlike the old edition with its small samples, the new version offers samples nearly 1/3 the size of each page. It can be yours for only \$42.50. You can order each of these new books by calling the MAFCA office at 562-690-7452. Please leave a message with your contact information so we can call you back if there is no one immediately available.

And, don't forget that the [MAFCA store](#) also offers many items that would make great gifts. The Holidays are fast approaching and you may find a MAFCA gift to be just the thing you want to give this season. We have wearables, DVD technical programs for vehicle maintenance and repair as well as fashion references. There are many books, including Les Andrews' three volumes on car maintenance. We are sure you will find something of interest that will satisfy the need for your favorite Model A hobbyist.

Please stay safe, wear your masks and enjoy a warm Thanksgiving celebration with your family. I'll look forward to seeing you out in your Model A.

[Bill Truesdell, 2020 National President](#)

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**.

If you haven't yet

Many MAFCA members have already renewed for 2021 - thank you to all who've done so!

Membership brings many benefits as we all know, and our dues are the main source of the income that enables them. If you haven't yet renewed your membership, this is the time to make that happen! And thank you.



Renew your 2021 membership today

Call 866-379-3619

or visit

www.mafca.com





Jim's Tech Tip by Jim Cannon

Removing Rear Wheel Hub/Drum

The rear hubs and drums are bolted on to the tapered axle shafts quite tightly. It is not always easy to get them off when you need to inspect the brakes or check the rear wheel bearings. Don't let this put you off.

You can buy a special "hub puller" that is designed to help get the hub off of the axle. It uses a large bolt that you screw in to press against the axle, and the puller pulls on the hub.

Some Model A hubs were made with a ridge that sticks up, away from the hub body. The puller connects with that ridge. Other hubs were made with a groove machined down into the hub. The puller goes down into that groove and pulls as you tighten the bolt.



Some pullers are specific to the style hub you have (ridge up or groove down) so before getting a tool, you should remove a wheel to see what kind of hub you have to be sure to get the right puller. Other pullers are designed to work with either style hub, which is handy — so you might want to look for one of them.

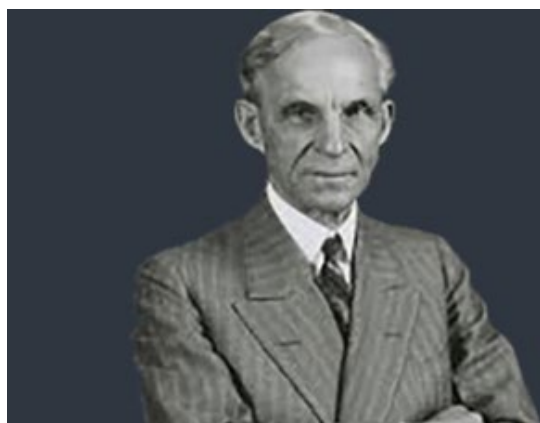
When using the puller, it is hard to keep the drum from turning as you tighten the bolt on the puller. Put a wheel lug nut on the drum temporarily and put a 13/16" box-end wrench on it. Press down on that wrench while you lift up on (tighten) the big bolt in the puller. The wrench will jam against the hub and stop the drum from turning as you tighten the bolt.

[insert photo here]

When using the puller, tighten the big bolt, then tap the head of the bolt with a hammer. Tighten the bolt again, then tap with a hammer again. Repeat this until the hub pops free of the tapered axle.

Removing the rear drums is a pretty common task for servicing a Model A, so it is worth investing in a hub puller tool. It makes the job easier and helps you get back on the road quickly to Have a Model A Day!

Jim



Henry Said:

"One of the greatest discoveries a person makes, one of their great surprises, is to find they can do what they were afraid they couldn't do."

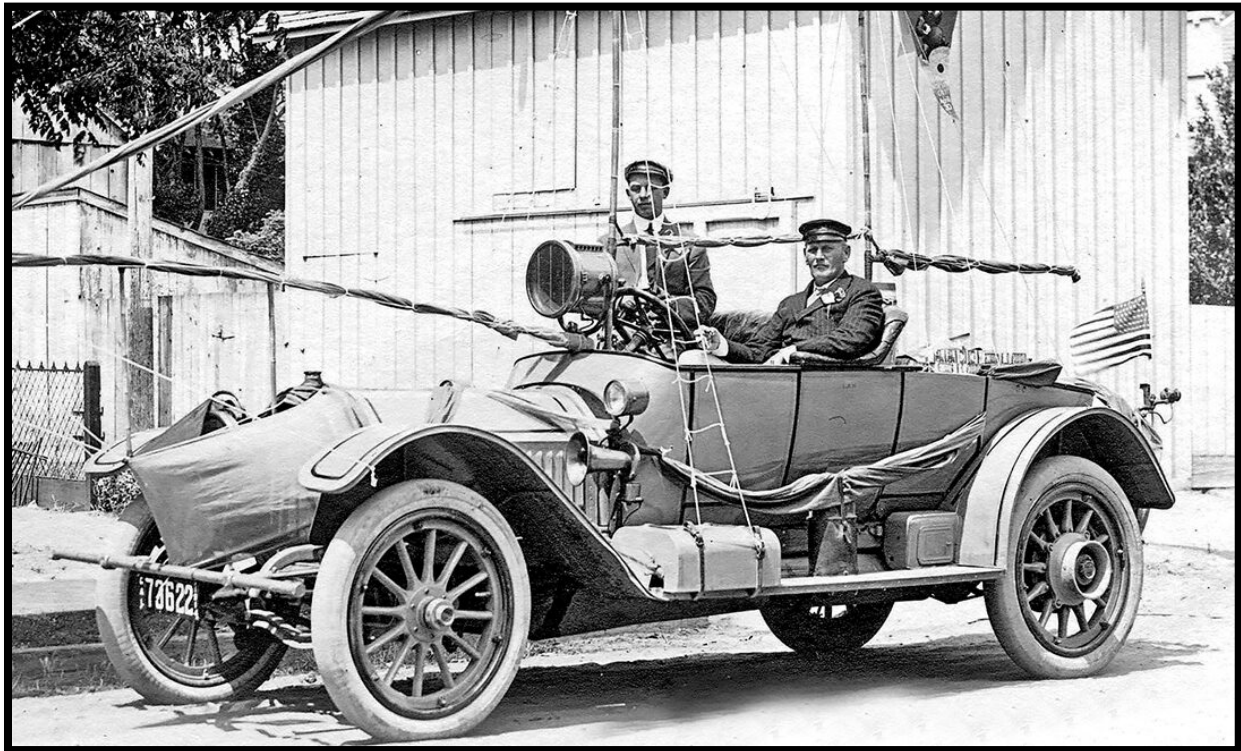
It's "A" Puzzling Problem



Photo by Janet Shreeding on MAFCA's 2011 National Tour along the Natchez Trace

Answers to November 2020 Puzzle on page 14

1912 Locomobile Four Passenger Torpedo Doubles as a Schooner



Today's featured image contains a 1912 Locomobile Model "48" four-passenger "Torpedo" dressed up to resemble a schooner. It was an entry in the Raisin Day Parade in Fresno, California; the photo was taken on April 30, 1914. This machine's accessories include a large *Rushmore* acetylene spotlight, electric cowl lamps, Sparton horn, front bumper, and a running board toolbox.

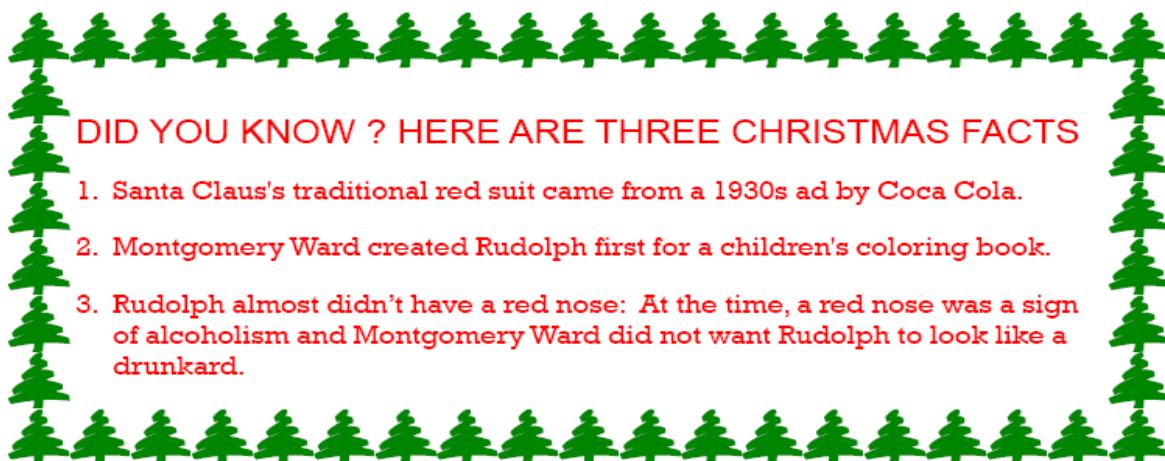
The Loco is powered by a 4.5 x 4.5-inch bore and stroke T-head engine with a manganese bronze crankcase, backed up by a wet multiple-disc clutch and a four-speed sliding-gear transmission featuring a bronze lower case. The wheelbase is 135-inch, and the tires are the demountable type that are 36 x 4-inch in the front and 37 x 5-inch in the rear. This fine car sold for \$5,000 which is the equivalent to \$132,795 today

Source: Theoldmotor.com

For Sale Items or Wanted

To place an "Ad" send your information to 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.

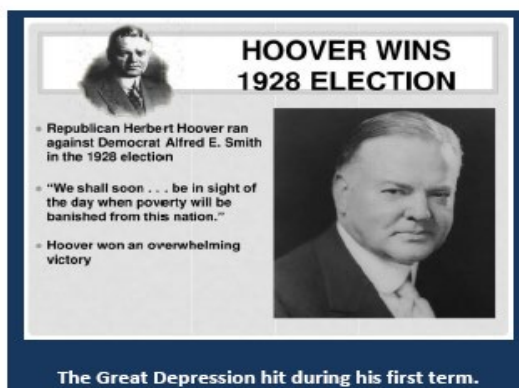


Reprint from The Accelerator Newsletter December 2020

Answer to November 2020 Puzzle

1. Guy in blue shirt appears twice.
2. Tool bag moved.
3. Fire Extinguisher and its reflection in door are missing.
4. More trees on right side
5. Grass greener (tough one to find).
6. Bumper clamp missing
7. Oil Spot is gone.
8. #8 missing on license plate
9. Woman appears twice
10. Hubcap and wheel missing Rt. Wheel

Henry Ford and his son Edsel are seen in one of their showrooms in 1928. Did you know that Henry Ford tried, and failed, to win a U.S. Senate seat in 1918? | AP Photo



Reprint from Sullivan Trail A's – November 2020

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