



www.volcanoas.net

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

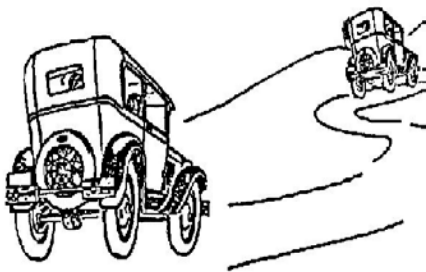
September 2011



1929 Modified Pickup owned by Corley & Nancy Wooldridge

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NOTICE:

The newsletters will be mailed this month because our Webmaster, Bob Rusunen, is on vacation. Bob emails the newsletters to those who prefer it online (and saves on stamps).

President's Notes August 25, 2011



This summer has been a very busy, fun filled time of the year for Model A activities and there is more to come, so bring out your cars and enjoy. We have enjoyed many events including NW Regional Meet in Wilsonville, Dick Bay's Memorial – both sad and happy as we viewed Dick's many activities throughout his life. We will all miss Dick's involvement in our great club; members like Dick & Ginny Bay are a great example of life and enjoyment that needs to be shared by all. Among our other activities have been our Volcano A's picnic, very well attended on a great summer day, Bob's Retirement party which was very enjoyable and exciting for Bob starting a new chapter in his life after many years of hard work, Congratulations Bob!

Coming up this Saturday is the La Center Car Cruise In at the La Center Community Park, the Volcano A's have been chosen to judge all the different car classes, so bring your cars and enjoy.

The President's Tour is coming up the middle of September, it's not too late to sign up and enjoy some of our country's greatest scenery and best eating at The Three Crabs.

Jerry

p.s. The Wednesday breakfast gatherings are a great time to enjoy visiting and checking out the cars.

VOLCANO A'S GENERAL MEMBERSHIP MEETING / PICNIC
AUGUST 13, 2011
Lane's Museum and Meeting Room

CALL TO ORDER / FLAG SALUTE: President Jerry Lane called the meeting to order at 1:25 P. M. and led the flag salute.

GUESTS / NEW MEMBERS: Guests: Jens Nielsen introduced his son Larry Nielsen. Jerry Lane Introduced his guests, Doug and Carol Schile, also Lynn and Marilyn Elvestrom of the Cowlitz A's.

TREASURER'S REPORT: Bill Peden gave the Treasurer's report.

SECRETARY: Linda Willey read the July Minutes to the membership. Ken Viles moved to accept the minutes as read. Dian Lane seconds the motion. Motion passed.

LAVA LADIES: The date for the next luncheon, (at Camas), for the Lava Ladies has been changed from September 8th to September 30th. More information at the next meeting.

COMMUNITY SERVICE: Sherry Rusunen reminded everyone to bring extra food to the next meeting. Last meeting the food donation was 55.5 pounds. The total amount so far is 501 pounds donated to the food bank.

SUNSHINE: Jerry Lane read a memorial remembrance honoring the passing of Dick Bay.

OLD BUSINESS: La Center Car Show is August 27, 2011. Call Jerry for more information. Members judging the car show are: Ron Hall, Leonard Willey, Jerry Lane, Jack Mattingley, Jack Dusenberry, Don LaBarre, Wayne Thompson, and Richard Pargman.

Jerry Lane told a story about a Still and Moonshine.

Presidents Tour: President Jerry Lane announced that there is still time to sign up for the tour. Let Jerry know if you are interested.

ADJOURN: President Jerry Lane adjourned the meeting at 1:40 P.M., to a tasty Bar B Q chicken potluck luncheon.

RESPECTIVELY SUBMITTED

Linda Willey, Secretary

AUGUST BIRTHDAYS

- 1 Patty Sondena
- 9 Dolores LaBarre
- 14 Darrell Freimuth



AUGUST ANNIVERSARIES

- 5 Jack & Pat Dusenberry
- 7 Wayne & Arleta Thompson
- 16 Frank & Roberta Emerick
- 29 Richard & Joanna Simpson



SEPTEMBER ANNIVERSARIES

- 1 Don & Dolores LaBarre
- 6 Richard & Sandra Pargman
- 7 Darrell & Linda Freimuth
- 12 Ron & Jane Hall
- 13 Raymond & Kathy Neilsen
- 14 Don & Ruby Knudson
- Jerry & Dian Lane
- Deon & Diane Schroeder
- 28 Bud & Joan Sears



SEPTEMBER BIRTHDAYS

- 5 Gary Firth
- 13 Ginny Bay
- 22 Jack Dusenberry
- 23 Joan Sears
- 28 Richard Simpson
- 30 Sherry Rusunen



LAVA LADIES

September 30th Downtown Camas

Hostess: Dian Lane

October 29th:

Babies in Need at the
Rusty Grape 1: - 3: PM.

Bring baby clothes, blankets, etc.
unwrapped.

Potluck. Bring salad or dessert
and \$5.00



PRESIDENT'S TOUR

September 16, 17, 18, 19

Jerry will be providing information
about the tour. It sounds like great fun!
You will stay in same Motel each night
but tour the Olympic National
Forest and places of interest for
several days. It is hard to top this!

October 15 Ridgefield Wildlife
Area tour.

November - Veteran's Day Parade
(date to be announced)c

December 10th Fort Vancouver British
Christmas

REFRESHMENT HOSTESSES

September: M.J. Peden & Dian
Lane

October: Louise Berg & Sandra
Guyot

November: Ardis Collins & Roberta
Emerick

*Front page: 1929 Pickup owned by
Corley & Nancy Woodbridge*

FUN MACHINE'

Back in the '60's, Corley and two of his brothers worked as field engineers, out of IBMs Portland branch office. Corley's 1929 model A CC pickup came to light at that time, when a fellow worker (Bill Summers) found it in a field, rusting away. Bill decided that this would be a great project for himself, bought it, and proceeded to massage the Model A, converting big pieces into little pieces. Pretty soon, he had everything that came apart, torn apart, except the transmission and differential. He sent the block in for a re-Babbitt, bore job, etc. He bought a lot of small parts, and talked a lot about it, and how much fun it would be to drive it around after he got it all back together. Then, as often happens, he lost interest.

Enter Corley's brother Richard: Richard bought the model A from Bill, or I should say the pile of model A parts from Bill, and carefully threw the pile of parts in a back corner of his woodshed. They languished there, with the occasional rain and snow blowing in on them, kids playing on the pile, slowly getting buried into the dirt floor. After about 13 years of this, Corley's brother Jim, decided that he couldn't stand it any longer, so he persuaded Richard to sell him the model A, er, eh, I mean the pile of Model A parts.

Now Jim, being a more enterprising person than Bill or Richard, set up a sand blast booth, and started blasting the parts. He managed to clean two wheels, the generator, and a couple small parts. He found it was time consuming, messy, hot work, and as it turns out, he was not really all THAT enterprising after all. His commitment waned. Besides, there was fishing that needed attending... His work slowed to a stop. So, the pile of parts was now scattered between Richards woodshed, Jim's sand blast booth, Jim's barn and Jim's garage, where the block and crankshaft were eventually found. Oh, and let's not forget that a few parts were still in Bill's possession as well. I guess it was too much for Jim, as he died before getting much done on it.

Enter Corley: Everyone had always said that Corley was really the one that should have the model A pickup anyway, because when he was in high school, he had one that he drove to school for two years. So, when the pile of model A parts became available after Jim's death, Corley bought them from Jim's wife. During all of these transactions, the price had remained the same \$1300 that Bill had paid for the original pickup. However, along the way, the original Oregon title had been lost. Hum... That's not all that was lost, as the pile of model A parts was only about half as high as when it was first disassembled (though there were a few additions here and there).

Corley owns the model A parts: Now Corley's typical modus operandi is that if you have it, you have bragging rights, whether it functions or not. Always wanting bragging rights to another model A CC pickup - now he had one. HOWEVER, Nancy didn't really go along with this thinking, and with her encouragement, he slowly began the assembly process. First he

assembled the engine, rebuilt the water pump, generator, starter, distributor, etc., and sand blasted / painted the frame. Brakes were next, and now he had a rolling chassis with a running engine. Every single body part was sand blasted and primed. Assembling the cab proved to be a bit of a challenge, due to rusty, bent and missing metal. It's now together and only slightly modified, with a 4" top chop, hard wood top, power windows, and old van seats. The bed just didn't seem like it was worth rebuilding, so he bought new side panels for the box, chopped 17" off the back of those, widened the bed by 8", and lowered it down to the frame. He used an oak hardwood floor, and incorporated the tail/stop/turn signal lights into the rear bed surround. Nothing was farmed out, all work was accomplished in Corley's shop. (There is still a lot more to be done!)

When it came time for wheels / tires, there were several choices. A set of 21" model A wheels, a set of 19" model A wheels, a set of 17" '32 Ford wheels, or, hey, in the corner, there is a set of 15" Ford 4X4 pu wheels that already have tires on them, and the bolt pattern is correct! He went with those for now. The rear fenders were so bad, that fiberglass replacements were finally ordered. A deal came along on some fiberglass front fenders, so those are being prepped for installation now, to save the many long hours the metal fenders would require in order to look decent.

Now about that title problem: Several options exist when a title is not available. One is to go through the state DOL, have it all inspected, produce receipts for every part on it, and get a new title issued as if it were a newly constructed vehicle. Only, Corley didn't have receipts for all those parts. In fact, he didn't have receipts for hardly any of it! Another option is to just buy a title at a swap meet, and stamp that number into your engine block. Not really legal, but it works. A third option is to go through a title company located in a state that does not use vehicle titles. The way that works is you sell the vehicle to them, they register it in their state, and then sell it back to you. Now you take the legal documents they give you from the other state down to the DOL and get your Washington title. Sounds easy, and strangely, it's all legal. So, that's what he did. For registration, he put on a collector car plate (never expires), to go along with the Hagerty collector car insurance, which costs a grand total of \$29 / yr. Now it's all legal to drive. YEAH, just in time for the annual picnic!

There is still a lot of work to do on Bill's / Richard's / Jim's / Corley's model A, and of course it all has to come apart again for paint, but at least next time the parts will all be there for reassembly. It's looking like a light metallic green with metallic grey fenders is in the works, and possibly, since it is looking decidedly hot roddy, maybe a later engine / trans as well... Can you say "Chevy"?

Editor's note: Chevy? That must be some kind of foreign car ☺

**Pancake Breakfast at Alan Schurman's
July 4th**

By Lynn Sondenaa

First we would like to thank Art Pugsley for the breakfast invitation. Art, Marlyne, their son and two grandsons proved to do an outstanding job of serving the Volcano A's. Art handles that spatula pretty darn good! We had 37 people turn out for this event. Our hungry people were: Lynn & Patty, Jerry & Dian, Jim and Marilyn, Bill & M J, Bob, Leonard & Linda, John & Dianne, her sister and husband Connie & Craig Mitchell, Jesse Baker & Jayson Krause, John & Ardis, Jack & Lynn, Bob & Sherry, Ron & Jane, Jack & Pat along with their neighbor Azizeh Ghotb, Wayne & Arleta, Steve, Mike & Becky, Dick & Ginny, Larry & Pat. Hopefully I did not miss anyone.

Ridgefield Parade July 4th
By Lynn Sondenaa

After breakfast some of our group headed off to the parade in Ridgefield. Our parade group had 17 Model A's plus the Bays went along in their modern iron. It was sure good to see Dick up and about. Here was our parade lineup: Jerry with passenger Mike, Leonard & Linda, Dian with passenger Becky, Deon & Dian, Bill & M J, John & Ardis, Bill Free, Ray & Cathy, Lynn & Patty, Jesse & Jayson Krause, Jim & Marylan, Jack & Lynn, Ron & Jane, Bob & Sherry, John & Dianne with sister and brother in-law Connie & Craig, Jack & Pat with neighbor Azizeh Ghotb, Wayne & Arleta, Dick & Ginny.

We were lined up and while we waited for the start of the parade people were busy decorating their cars. Some were waxing for a superior shine. John Earnest is out on tour to get ready for the Northwest Regional in August. His Woodie purrs like a kitten.

The Jets did a low fly over to signal the start of the parade. Off we were to a very steep hill where some of us sat part way up. Finally to the top we were. Wow! I have never seen so many little kids in one place. They really seemed to like the horns. I heard one of them say, that car must have a cold, its horn sounds sick. As we drove through town I noticed that someone was leaving a water trail, who was that? We had a grand time and a happy 4th of July.

Getting ready for the 4th of July Parade in Ridgefield

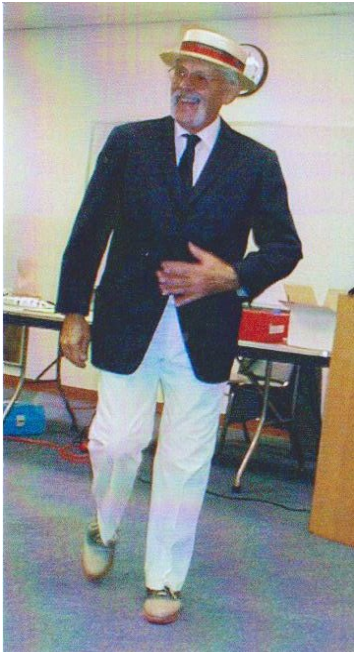


Annual Volcano 'A' Club Picnic at Jerry & Dian Lanes Museum / Entertainment Center

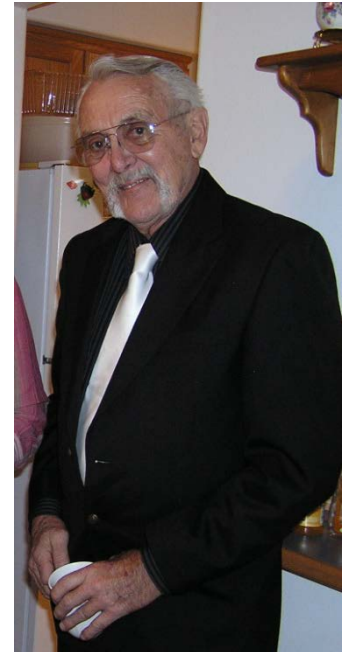


2011 REGIONALS IN WILSONVILLE OR
Thank you Sherry Rusunen for the Regional pictures.

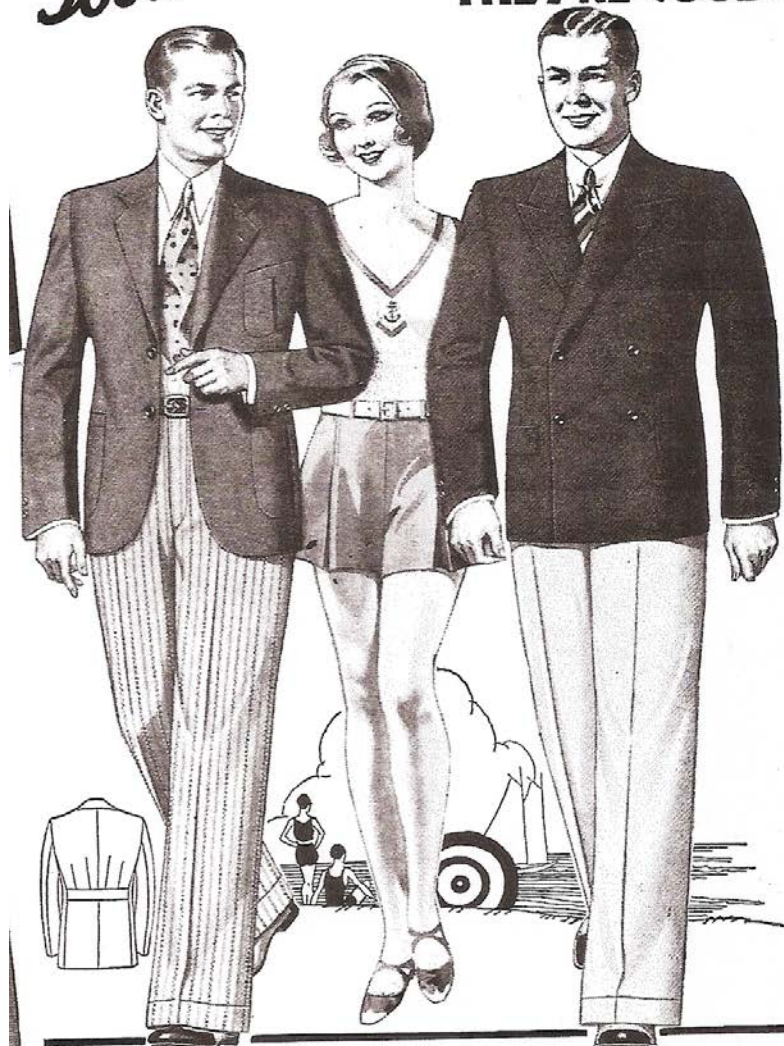




I would like to thank the Volcano A's for joining me and my family in celebrating Dick's Celebration of Life. Watching the Model A's drive by made me proud to be part of this wonderful group. Thank you also for the cards, flowers and potluck dishes.
Ginny Bay, Editor



*For the
Good Old Summertime*
**YES!
THEY'RE COOL!**



Stylish Summer Combination. The handsome, well tailored tan or blue sport jacket is made of fine quality all wool flannel, $\frac{1}{2}$ lined for coolness. The three patch pockets and the four pinch pleats in the back give it just the swagger that summer style demands. Coat \$ 9.95, Trousers \$4.95

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Ignition System

The ignition system provides electricity to ignite the air/fuel mixture in the cylinders of a Model A. It must increase the six volt battery electricity to 10,000 volts or more to properly ignite the air/fuel mixture. This system consists of the coil, ignition switch, spark plugs & connectors, condenser, breaker points, terminal box, ammeter, distributor body, cap & rotor, and the related wiring. Most problems with this circuit are due to shorts in the distributor, breaker point gap, or the condenser. To test for problems a test light with a probe, feeler gauges, and a multimeter (volt, ohm, current) are needed. Start with the following preliminary test:

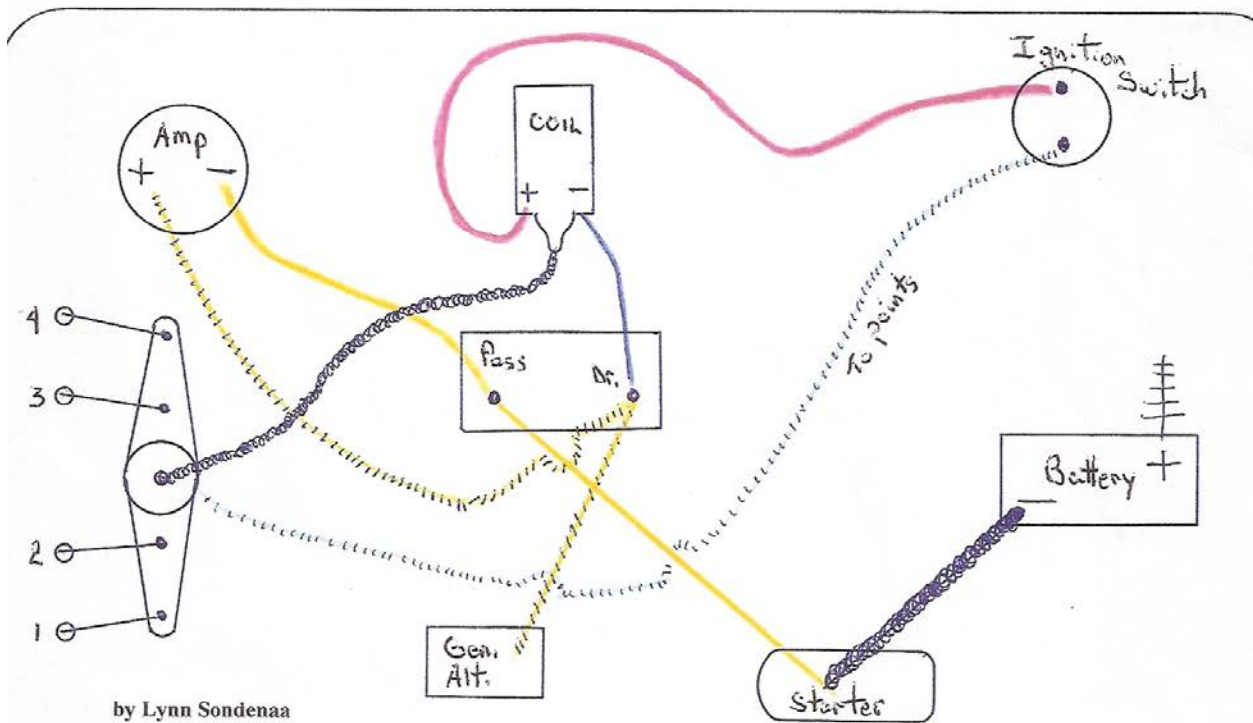
With ignition key **OFF**

1. 6 volts at battery negative terminal.
2. 6 volts at starter connection.
3. 6 volts at each side of the terminal box.
4. 6 volts at each side of the coil.
5. Place a thin piece of plastic between points to open points.

With ignition key **ON**

6. 6 volts on point arm.
7. 6 volts at generator or alternator.
8. Check spark gaps: Points .020, Plugs .035, Rotor .025
9. Replace the condenser.

Ignition System Wiring Diagram



September Tech Tip: Lighting Circuit

By Lynn Sondena

The fourth electrical circuit in the Model A is the lighting circuit. It consists of the headlights; tail light, brake light switch & lights. Dash light, and interior lights on special closed cars. Also the light switch, bulb and necessary wires. I have also grouped the horn and windshield wiper into this circuit. It could be argued that they do not belong here.

The number one problem in this circuit is grounding. A poor ground will cause dim or no lights at all. The second cause can be shorts in the wiring circuit. Shorts are where hot wires touch metal (ground). If a wire is crushed or ribs against something long enough it will cause a bare spot in the insulation. This bare spot will cause the short. Corrosion can also be a factor. Use a small brass wire brush to clean terminals, the end of bulbs, and light sockets.

To test this circuit it is best to have a 10 foot piece of 16 gage wire with alligator clips on each end. Hook one end directly to the battery + positive post and the other end can be used to test for grounds. You will also need a test light with a probe and a multi meter is helpful. No wiring diagram is supplied with this article. They are present in most Model A books.



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IN THE GOOD OLD SUMMER TIME