

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986 - Frisco, Texas

Model A Ford Club of America - Model A Restorers Club

January, 2003

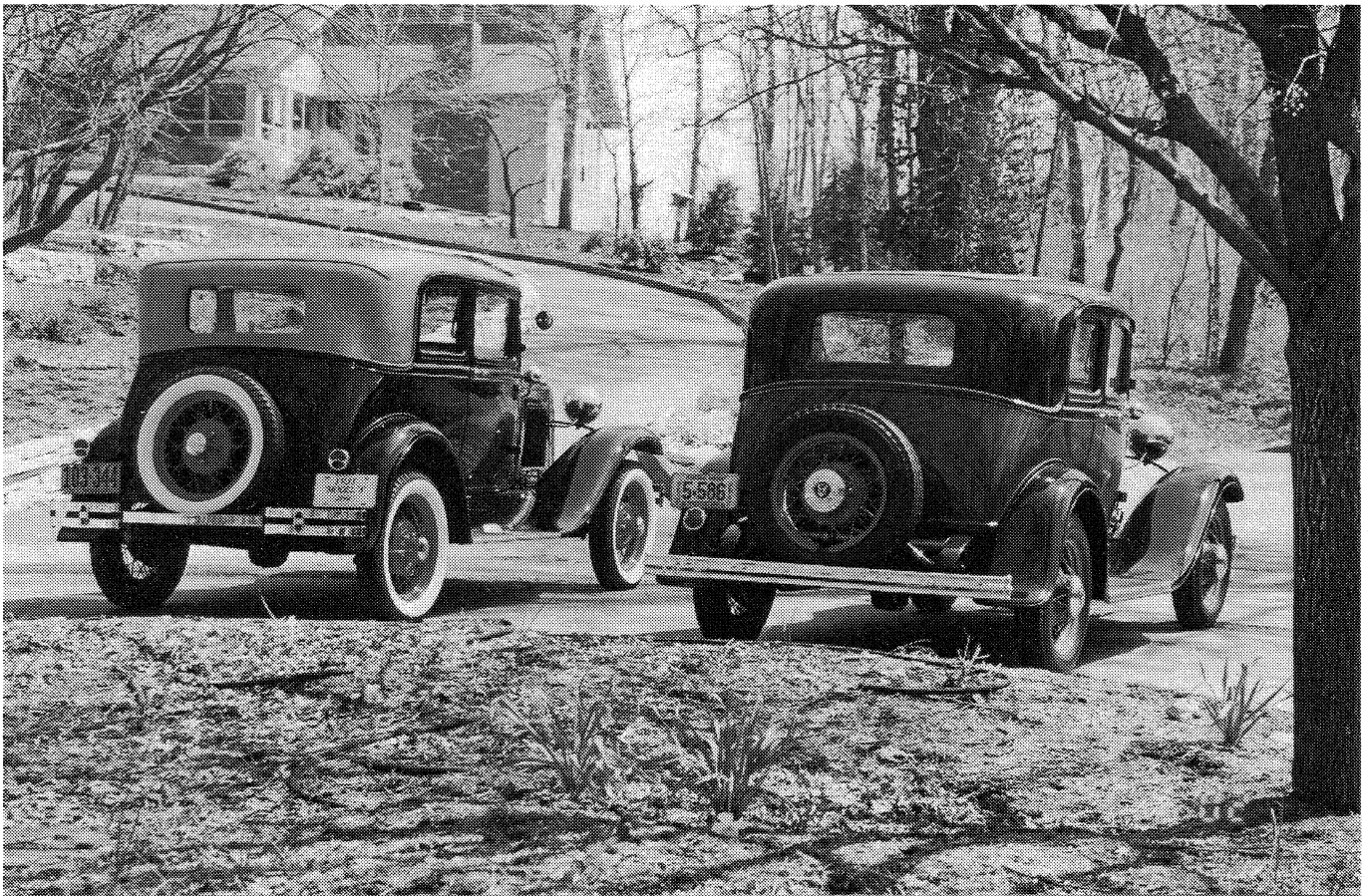
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1931 Victoria - 1932 Victoria

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A Shady Spot!

by Charlie Viosca

When the shade lady retired, she gave me the name of another expert weaver. I have contacted her and she lives in Texas not far from the Louisiana border, so she must be OK. She told me she can do shades for us if we want them. They will cost more than Jacquie's. The price will be in the neighborhood of \$300. (a set) and possibly a little less. \$300. is the maximum amount. The object of this shady spot is to find out if there are still members who want shades? Let me know and we'll take it from there. ©



Charlie Says!

by Charlie Viosca

Happy New Year:

I hope all of you had a good Christmas and will have a good 2003. January is always a good time of year. The holidays hoopla is over and we can settle into our regular routine. Hopefully it will include working on our Victoria projects and getting ready for the 2003 touring season.

Shades of the Victoria:

This issue of the Bustle will feature an article on Victoria shade installation (page 6) which was written for the Victoria Book revision. We anticipate the revisions will be out early in the year. However, it seemed prudent to publish this information for the benefit of those members who have recently purchased new shades.

Shade cord:

For those of you who are unable to locate the required shade cord, I have purchased a quantity and cut it to the proper lengths. Send a check for \$5. made out to "MAFY Scholarship", and mail it to my attention. It will help you and at the same time benefit the scholarship.

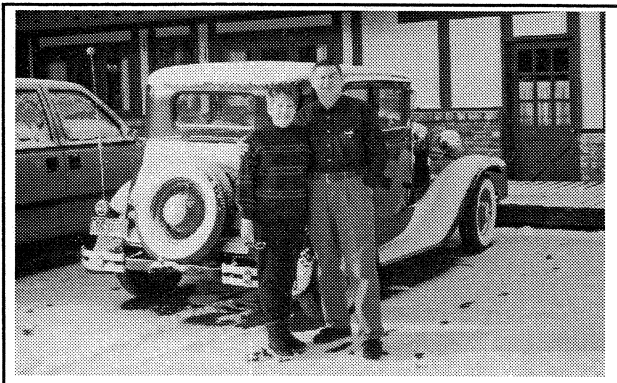
Charlie Viosca
11084 Windjammer
Frisco, TX 75034

Scholarship Board:

The term of the 2002-2003 Scholarship Board of Directors ends in June of 2003. All of the board members have indicated a willingness to serve another two years. However, if any of the Victoria Association members would like to volunteer to serve on the board, please let me know.

Charlie & Felicia in the snow:

Taken in Winter Park, CO about 1996. The Victoria ran good in the snow and 20 degree temperature. It did not fishtail at all going up and down snow covered mountains. ☺



MARC National Meet!

Membership Meeting April 9-13, 2003:

The Active A's of Pennsylvania will be the host of the National Membership Meeting in Lionville, Pennsylvania, April 9th through 13th, 2003. The host hotel is the Inn at Chester Springs (Best Western) located half way between Philadelphia and Lancaster on Rt.100, just south of Rt.113.

Festivities:

The agenda will include tours through southern Chester County and northern Delaware. We will visit the Brandywine River Museum, Longwood Gardens, Chad Ford Winery, Winterthur Museum, Brandywine Battlefields, and numerous local antique shops. Other tours will include Valley Forge National Park, a covered bridge tour through northern Chester County, QVC Studios, and the National Helicopter Museum. For more information about the tours visit the MARC web site www.modelaford.org.

Thursday, April 10, 2003:

There will be a bus trip to Atlantic City. Spend the day there and visit the casinos, stroll down the beach or take a walk on the famous Atlantic City boardwalk. You will receive a portion of the money for this trip back in casino credit.

Welcome Party:

The welcome party will be held on Friday evening. We will be having a buffet called Philly Feast. The buffet will include a tossed salad, Philly cheese steaks and chicken cheese steaks, south Philly strombolis, French fries, soft pretzels, Italian water ice, and Tastykakes.

Closing Banquet:

The banquet will be held on Saturday evening. There will be a fashion show before dinner and MARC's program afterward. A buffet dinner will include salad, chicken cordon bleu, top round of beef, vegetables, rolls, pies, and cakes. We hope you will join us for dinner.

Contact information:

Donald Ludwick, 2003 Membership Meet Chairman, Active A's Region, 109 Baker Circle, Exton, PA 19341. Phone 610-363-6328. e-mail stretch@ccis.net. ☺

Quality-Safety Alert!

by Tom Endy

Front hub dust seal (A-1190):

There is a front hub inner dust seal, part number A1190, on the market today that is of such poor quality that it can cause you a considerable amount of grief. The A1190 fits onto each front spindle behind the large inboard front wheel bearing. The parts are being made in India and most Model A Ford suppliers probably have them in their stock. The part can be referenced in an east coast preferred suppliers's parts catalog on page 3.

Preferred supplier modification:

This supplier discovered one aspect of the out of tolerance condition and took steps to correct it. In their catalog they state that the outer circumference was .006 oversize, such that the wheel hub would not fit over it. They had all parts in their stock turned down on a lathe for proper fit inside a hub.

The encounter:

I had a need to replace the front wheel bearings on my Victoria and I had difficulty getting the large inboard bearing off of each spindle. I had to remove the large outer grease slinger from the backing plate in order to get a chisel behind the A1190 dust seal. While prying off the seal and bearing, I butchered up one of the seals. When I ordered the new set of wheel bearings from the preferred supplier I also ordered two A1190 dust seals. When the order arrived, for some reason I was only sent one. Since I needed a second one I went to a local supplier and purchased one. Their price was 40% less than what the preferred supplier sells them for and this aroused my curiosity. When I got home I re-read the statement on page 3 of their catalog. Obviously the higher price reflected the cost of turning the part down on a lathe.

Time to measure:

I measured the outer diameter of the one purchased locally and found it to be .030 over the preferred supplier one and also .030 over one I had removed from the car. The one purchased locally would also not fit inside the hub, which was conveniently sitting on my work bench and afforded the opportunity to check it.

A more sinister problem:

My plan was to install the one from the preferred supplier on one wheel and one I had removed from the car on the other wheel. While comparing the two I noticed that the flange on the inner

circumference of the preferred supplier part was uneven and varied about 1\16th of an inch. I also noticed that when pressed onto the spindle the flange (lip) protruded past the seat where the large inboard bearing is supposed to come to rest. I compared the one from the preferred supplier with the one I purchased locally (both made in India), and they were both the same. Had I not noticed this I would have installed the bearing up against the uneven protruding flange and I would not have seated the bearing, and there is no way I would have known that because one cannot see behind the bearing because the A1190 dust seal blocks the view.

Four critical dimensions:

There are four critical dimensions concerning this part, and the India made parts are out of spec in all four areas.

1. The outside diameter must be smaller than the outside diameter of the bearing race pressed into the hub (the bearing race O.D. is 2.5005).
2. The inside diameter must be such that it is an interference fit onto the spindle (about 1.635).
3. The outside diameter flange (lip) must not exceed the depth above where the bearing race seats in the hub (about .250).
4. The inside diameter flange (lip) must be less than the distance from the base of the spindle to where the bearing seats (about .200).

The unsafe condition:

If an unsuspecting person installs one of these poor quality dust seals the hub will be bound up against the outer diameter of the dust seal, that is if you can get the hub on at all. The lip on the outer circumference could also be up against the edge of the race pressed into the hub. If the inner circumference is not a press fit it can come loose and rattle around loose on the spindle. If the inner circumference lip is too high the bearing will not be properly seated because it will be up against the inner flange of the dust seal and it may be cocked to one side. The result of all this would be bound up and/or wobbly front wheels.

Problem resolved:

I was able to resolve my immediate problem by removing the A1190 dust seals completely and installing the new wheel bearings without them. The east coast preferred supply tells me he plans to have his entire stock reworked to conform to the original Ford drawing. ☺

Bits & Pieces!

Congratulations to Charlie:

At the MAFCA National in Riverside last July Charlie Viosca was awarded a lifetime membership to MAFCA. Those of us who are members of MAFCA may have seen his picture in the September/October publication of the Restorer. The initial recommendation for MAFCA life membership was put forth by Victoria Association member Phil Ierardi of St. Louis, MO. Numerous other Victoria Association members throughout the country endorsed the recommendation. The award was well deserved for all the years of work and dedication Charlie has contributed to the youth of the Model A Ford hobby.

e-mail addresses:

It is the intention of my vast editorial staff and myself to publish the full Victoria Association e-mail roster in every publication of the newsletter. However, I would like to point out that I am not the keeper of the e-mail roster. Each quarter prior to publishing the Bustle I ask John Icenhower, our treasurer, to e-mail me his current roster list in a word document ready for insertion into the newsletter. Therefore, if there are errors, changes, and omissions, the correction needs to be addressed to both John Icenhower and Charlie Viosca. Charlie needs to be current on e-mail addresses because he sends out a ton of stuff to the membership by e-mail. John needs to be current on e-mail addresses because he is the master keeper of records and finances. I don't have a need to know at all. Please address all e-mail changes to both John and Charlie. Their e-mail addresses are in the roster (if they kept them current). Editor

Mailing labels:

Please take notice (if you have a spouse) that the names of both members of the family are now printed on the Bustle mailing label. This has been made possible by furthering my education in the use of a computer. I always knew I could make the font smaller so that I could even get Leonard & Shirley Hammermeister's name on a 2-5/8" label. My problem was I didn't know how to pull the information from a merge file when some folks have a spouse, and others don't. I finally learned how to do it. If your spouse is not listed, and you have not provided that information, please contact John Icenhower, our treasurer and keeper of the records, and he will list the spouse and so advise me. Editor.

For Sale:

1931 Victoria Leatherback. Original engine (rebuilt), great driver, can e-mail pictures. Asking \$12,500. Delivery possible. Steve McCarthy, P.O. Box 741, Martens Mills, MA 02648
508-420-5262 mtbiketrail@yahoo.com

For Sale:

1932 Victoria driver side quarter window moldings. Larry Pope, 2605 SW 167th Pl. Burien, WA 98166
253-229-2940 lpope60989@aol.com

For Sale:

Five reproduction left-hand door window frames for Victoria and A-400. They are steel, duplicate of the original. \$185.00. Front header panel for A-400 and Cabriolet 68-C. Quarter window molding (reproduction) for A-400. Buddy Frazier, 1601 Quaker Rd. Quinton, VA 23141 804-932-3330, cfrz3@aol.com

Wanted:

Luciano Copetti (Australia) is looking for a Victoria rear spare wheel carrier. Phone 02-498-28808
9 Wilga Rd., Medowie 2318 NSW, Australia

Trailer Raffle:

A car hauler trailer will be raffled off at the 2003 MAFCA National Membership Meeting in December in the Dallas area. The trailer is being donated by a trailer manufacturer in Texas. The trailer is 16' long, with electric brakes, dove tail, bull dog coupler, dual axle, spare tire and mount, and rear slide-in ramps. Tie-downs will be installed to accommodate a Model A Ford. The value of the trailer is about \$2,000. Tickets are \$5. each or 5 for \$20. Contact Jill Sullins (Meet Chairperson) for tickets. e-mail jsullins@ev1.net, phone 972-491-2770. Make check out to DMAFC and mail to Jill Sullins, 6809 Saddletree Trail, Plano, TX 75023.

Head count:

The Victoria Association has 236 card carrying members. The six states with the most members are 53-California, 23-Texas, 11-Michigan, 11-Florida, 11-New York, 10-Colorado. There are also 13 foreign members. There are members in every state of the union except for 12 states.

On the Cover!

The comparison of a 1931 Victoria and a 1932 Victoria. Photo by Phil Ierardi. See his comparison article on page 8.

HOW TO MOUNT SHADES IN A MODEL A FORD

By Charlie Viosca

This article is written particularly for the Victoria (A-190) but is applicable to all Model A's with side and/or rear shades (curtains). The dimensions given are for the Victoria so if you are installing shades in another Model A, be sure to use the dimensions applicable to your particular Model A.

Because many of you are not lucky enough to have original (metal) shade rollers, the wooden rollers sold by Home Depot and Lowe's (and other suppliers) will serve as well.

Purchase the shortest roller they have over 26", (you will need three), one for the rear and two for the quarter window side shades. These wooden rollers are manufactured so as to be shortened and usually the store will cut them to the length you need.

On the Victoria, the single rear shade is 26" and the shade roller is 26-3/8 inches long. The two quarter window shades are 20" and the shade rollers are 20-3/8 inches long. If you cut them yourself, take the plastic end piece off and cut each roller so it is 3/8 longer than the shades including both roller end fittings. (We are not including the end mounting hardware in these measurements.) The Model A set of mounting hardware fittings are different in that one has a slot that allows the shade to wind the spring (when you pull the shade down) and the other has a pin to plug into the roller so it will allow the shade to roll up and down. The wooden shade roller end with the pin on it has to have the pin removed and a 1/4 hole drilled into it to accept the pin made onto the Model A mounting fitting. Note: On the shades you purchase, they have the pin on the roller whereas the Model A Hardware comes with the pin on one of the end pieces. The other mounting fitting has a slot to accept the roller wind-up spring flat prong. You may have to grind off some of the wind-up prong to fit into the Model A slot.

First, lets talk about the original roller, which is metal and has a slot made into it (running lengthwise across the roller) to mount the shade. Take the serge edge and turn it once and stitch it and then insert it into the slot. (The serge end is opposite to the shade stick end and has a special stitch to keep the material from unraveling.)

Second, on the wooden rollers (or the metal original rollers) you can mount the shades with masking tape or white glue. If you use the glue method, mark a straight line with masking tape from left to right as a guide. Brush on white glue (such as Borden's) very thin. It doesn't take much. Then place your shade top end over the glue and press into the glue with your fingers. Remove the masking tape. Be sure to leave overnight to dry completely. Roll the shade on the roller so that as it unrolls off of the roller top and is close to the window (not over the top of the roller towards the inside of the car). It is very important to be sure you glue the shade to the roller properly. It is advised to lay the shade on a table and place the roller over the shade to see if you are rolling it properly after checking which fitting goes on which side and how it rolls up in relation to the slotted fitting. After the shade is mounted on the roller you can mount the roller and end hardware in the Model A.

To facilitate the mounting, (Determine the window center at the bottom of the window as the top is curved.) I hold the shade up to the window and place a piece of masking tape on the

upholstery above the roller. Mark the tape for the center of the window. Also place a piece of masking tape on the roller over the shade and mark the center. That way you can line up the two marks and the shade will be centered with the window. By doing this you can see just where the hardware end pieces go. After the shades and rollers are mounted in the car you can add the side strings.

You are now ready to mount the shade strings, refer to Bob Bidonde's drawing (hasn't been determined yet). The string can be obtained from craft stores like Michael's or MJ Designs. The string is called Plastic Canvas Yarn made by "Needloft" in the Cinnamon color. You get 10 yards for 48 cents, a bargain for a Model A Part. Bill Cilker, a member of the Victoria Association has an original Victoria and an original Coupe. The manner in which to mount the string was sent in by Bill as per original installation on his Coupe. I have tried it and it works just great.

Using your Needloft string supply, cut four strings each 20 inches long for the two quarter window shades and two strings each 15 inches long for the single rear shade.

Tie a knot on one end of each of the strings. Thread the opposite end of each string through the small hole in each roller end hardware fitting from the inside to the outside and pull it through the hole until the knot is up against the end piece on the inside. Now, pass the string up and over the end piece and come down the inside of the end piece. Pass the string through the eyelet in the end of the shade stick (at the bottom of the shade) and secure the string to the side panel with an upholstery tack with a brown colored head.

With the shades installed, the bottom of the roller should be just above the top of the window(s). The string should be tacked at the bottom 14 1/4 inches below the roller on the quarter windows and 9 1/2 inches on the rear window. Be sure the strings are parallel vertically. You can check by rolling the shade down to the bottom of the window and see that the shade is not pulling the strings inward or pushing them outward. It would be a good idea to do this before you hammer the upholstery tacks permanently. After tacking the strings in place, cut off excess.

To partially wind up the spring, start with the shade rolled up on the roller and grasp the flat spring winder with a pliers and turn the roller. (You can only wind it up in one direction.) Do not wind too tightly as when the shade is mounted on the hardware and you pull the shade down, you automatically wind up the spring. If it is wound too tight, it will not be able to go all the way down conversely if it is too loose it may not go all the way up. You may have to fool with this to get the proper adjustment. When you roll the shade down, you have to quickly snap the shade downward a small bit to release the internal catches so the shade will go up.

Finally, let's talk shade care. You may clean the shades by vacuuming gently. If necessary, spots can be removed by dampening with cool water, rubbing gently with a clean cloth, then blot gently between layers of towel. Air dry, then press with a steam or dry iron set on silk/rayon. Too much heat or moisture will cause them to shrink.

Now enjoy your Model A Shades.

A Vicky Comparison 1931 Model A vs. 1932 Early V-8

By: Phil Ierardi

One day last year while at a Missouri Valley Model A Ford Restorer's Club Meeting, I noticed from a distance what appeared to be a Ford Victoria. Since I was in process of restoring a 1931 Model A Leatherback Victoria, I naturally was interested in it. However, as I got closer to the car, it became obvious that it wasn't a Model A but a 1932 early Ford V-8 Victoria. I immediately introduced myself to the owner, Bruce Williams, who also has a Model A, but took his Vicky to the meeting that night.

While Bruce and I started to discuss our cars, it became apparent that we had some things in common with them. My Model A Victoria, which was my first car purchased in 1958 when I was 20 years old, was driven during my college days. Interestingly, Bruce's first car was also a Model A which he bought when he was "12" years old in 1965. Then in 1973, when Bruce was 19, he traded his Model A for his 1932 early V-8 Victoria. Bruce also drove his 1932 Vicky in college and thru 1979. Then in 1980 he started his restoration, which was completed in 1984. Whereas, my Vicky, after college was used as a historical vehicle thru 1970. It then sat for 27 years and was restored during 1999-2002. We concluded our discussion agreeing to do a photo shoot of the two cars when my restoration was finished.

Well, in March 2002, my 1931 Model A Victoria restoration was completed. Coincidentally, the St. Louis Early Ford V-8 Club scheduled their monthly breakfast run in April and included a tour of Bruce's new "Ford Room". Immediately the "light turned on". This was the perfect opportunity to have a photo shoot of the two Victoria's-----A 1931 Model A vs. a 1932 Early V-8.

The total tour was great but having the two cars side by side was a blast! Everyone knows that, in 1931, Ford ended production of the Model A and later introduced his all new 1932 styling including a new V-8 engine. Ford continued the Victoria model in 1932, but not until they are side-by-side does one see the dramatic differences.

I'll let the pictures speak for themselves. However, the major differences other than the all-new styling are:

	<u>1931</u>	<u>1932</u>
engine	4 cylinder	V-8
transmission	non-synchromesh	synchromesh
fuel System	gravity feed	fuel pump
fuel tank location	front cowl	rear
wheels	19"	18"
distributor	manual spark	centrifugal advance
radiator shell	stainless steel	painted
bumper	two pieces	one piece
splash aprons	yes	exposed frame
rear spare tire carrier	on body	structural part of frame

Notice the major changes in the windshield design and rear roof shape.

All in all, a great day, a great photo shoot, and a new friendship. We capped the day giving each other a ride in "the other" Victoria. I must admit that the 1932 Vicky is smoother riding and a lot faster but the Model A still has that charming unmistakable sound which is why it's called "Henry's Lady".

MODEL A FORD YOUTH SCHOLARSHIP FUND ANNOUNCES 2 SPECIAL SCHOLARSHIPS FOR 2003

The Model A Ford Youth Scholarship Fund, Inc. is pleased to announce the donation of two \$4,000 scholarships to the Model A Ford Youth Scholarship Fund, Inc. These scholarships will be awarded in 2003 to children and/or grandchildren of members of either or both of the national Model A Ford organizations, the Model A Ford Club of America (MAFCA), La Habra, California, and the Model A Restorers Club (MARC), Dearborn, Michigan.

These two \$4,000 scholarships were made possible due the generosity of Fritts Ford, Riverside, California, the Santa Anita A's, Arcadia, California, the San Gabriel MARC, San Gabriel, California, and the Southern California Region of MAFCA. The Southern California Region is comprised of the 22 MAFCA chapters in Southern California. The Region was host of the 23rd National Convention of MAFCA in Riverside, California in July 2002. The Region designated \$3,000 of the proceeds from this convention for the Model A Ford Youth Scholarship Fund.

The Southern California Region earmarked \$1,000 of its contribution to be added to a \$3,000 contribution from Fritts Ford, Riverside, California. Fritts Ford was a sponsor of the national convention and is an active community leader. The scholarship will be known as the Fritts Ford Youth Scholarship.

The Santa Anita A's and the San Gabriel MARC had each agreed to donate \$1,000 to the Youth Scholarship Fund in the memory of their beloved member, Herb Cuckler. The earmarking of the remaining \$2,000 from the Southern California Region enabled the creation of the Herb Cuckler Memorial Scholarship, which will be awarded in 2003.

The Model A Ford Youth Scholarship Fund, Inc. is a non-profit organization; all moneys contributed (100%) go directly to the scholarship awardees. The Victoria Association, Frisco, Texas, pays all operational costs of the Youth Scholarship Fund. The Model A Ford Youth Scholarship Fund Board of Directors manages the fund, reviews all applications, selects the winners, and oversees the award and distribution of funds to the awardees in accordance with published criteria.

Whoosh!

A strange story of fuel starvation.

by Tom Endy

Ran out of gas:

On a recent sunny day I was rolling down the road in Miss Vickie when I came to a steep curving hill. I shifted out of overdrive and put my foot in the Zenith and went scurrying up the hill. Just as I crested the hill the engine quit. It had the spooling down sound of running out of gas, as opposed to the abrupt shutdown when the electricity goes away. I glanced at the gas gauge and saw there was a quarter of a tank of gas.

Back on the road:

I coasted down the hill a short distance and pulled over and stopped. I pulled up the choke rod and restarted the engine. I was on my way again and the car seemed to run just fine. I immediately headed for the nearest gas station just in case the gas gauge was playing tricks on me. At the gas station I filled the tank. With that I drove on home uneventfully, which was about ten miles away .

Ran out of gas...again!

The next day I bolted on another Zenith I had just finished restoring and went for a test ride to check out the Zenith. A couple of blocks from the house the engine quit. Again it was the spooling down affect of running out of gas. Once again I glanced at the gas gauge and saw it was almost full, and I was certain it was almost full. I coasted to a stop and contemplated world events for a few minutes. Eventually I pulled up the choke rod, restarted the engine, and immediately headed for home.

Drain the tank:

I suspected I might have a blockage in the tank. Miss Vickie has an indented firewall type spigot and I thought possibly a pile of rust may be blocking it. I had to drain the tank, but now I had to deal with a full tank and find some place to store ten gallons of gas. I had previously made up a brass fitting that screws into the bottom of the firewall spigot in place of the fuel line. It has a length of clear plastic hose attached, which allows me to see the gas running through it. I began the process of draining ten gallons of gas and it seemed to take forever. The gas was running out through the plastic hose ever so slow.

The gas cap:

After about five gallons had drained out it occurred to me that if I removed the gas cap it would provide additional venting of the tank and might speed up the

process. When I removed the gas cap there was a loud whoosh sound, such as would be heard when air rushes in to fill a vacuum. With that the gas draining from the tank increased to a fast steady stream, such as would have delighted even the most pessimistic urologist.

A repo gas cap:

It was abundantly clear to me that the gas cap was the culprit and was not allowing the tank to vent. However, the gas cap has been on the car for the last eight years, the entire time I have owned the car. Why was it causing a problem now? Inspection of the gas cap revealed it had a 1/16 inch diameter hole drilled through the lower flange, but the hole stopped there. I could see the orange colored gasket right under the hole, and the gasket is what seals the top rim of the gas tank. When the tank was empty I put the gas cap back on the tank and blew shop air in through the drain hose. I was able to pressurize the tank, and it would hold the pressure. There was no venting. When I removed the gas cap there was the sound of air escaping a pressurized tank which has the opposite sound of whoosh.

The rework of the reproduction:

I drilled the hole in the lower gas cap flange through the gasket and through the brass diaphragm that is above it. I put the gas cap back on the tank and blew shop air in through the drain hose. I could hear air hissing out from around the gas cap and I knew the tank now had the ability to vent itself. I was still confused at how the car had run all these years with the lack of tank venting, and why a problem now?

Continuing on:

With the lack of full understanding of what was going on, I reinstalled the fuel line and put all ten gallons of gas back in the tank. When I was finished I put the gas cap back on. About an hour later I removed the gas cap to look at my modification work and to give myself a well done. I was astounded to see that the hole in the lower flange was once again blocked by the orange gasket. How could this be? I distinctly remember drilling a hole through the gasket. I drilled another hole in the gasket and diaphragm. I put the gas cap on and off a dozen times and the hole was still there. I repeated the process several times during the day and the hole was always still there. I even got up in the middle of the night and snuck up on the car and removed the gas cap. The hole was still there. It reminded me of the phenomenon of the refrigerator light.

There's more:

The next day I drove over to a friends house and told him the strange story of fuel starvation. I even removed the gas cap and showed him the hole I had drilled, which was still there. When I was leaving and ready to climb in the car I told my friend about the refrigerator light and once again I removed the gas cap and looked at the hole. It was gone!!! It was almost a full minute before I could speak. Where do these holes keep going?

The mystery solved:

With much contemplation it became evident that the gasket was rotating around the single rivet that holds a number of pieces together under the outer cover of the cap. Apparently over the years the gasket had dried out, or the rivet had loosened up, and the twisting motion of putting the cap on would cause the lip of the tank to hold the gasket in place while everything above and below it rotated out of position.

A better mousetrap:

I drove home with the gas cap laying on the floor of the back seat. It was my intention to modify the cap by drilling another hole through the gasket and diaphragm and tap it for a screw and install a screw with a hole through it to keep everything lined up to provide the necessary venting. The modification process went from bad to worse and I ended up ruining the cap. At least I was going to learn how the cap was put together, so I drilled out the center rivet to see how all the pieces fitted together. When I had it all apart I was able to find all the missing holes in the gasket. They were positioned in various places around the circumference of the gasket.

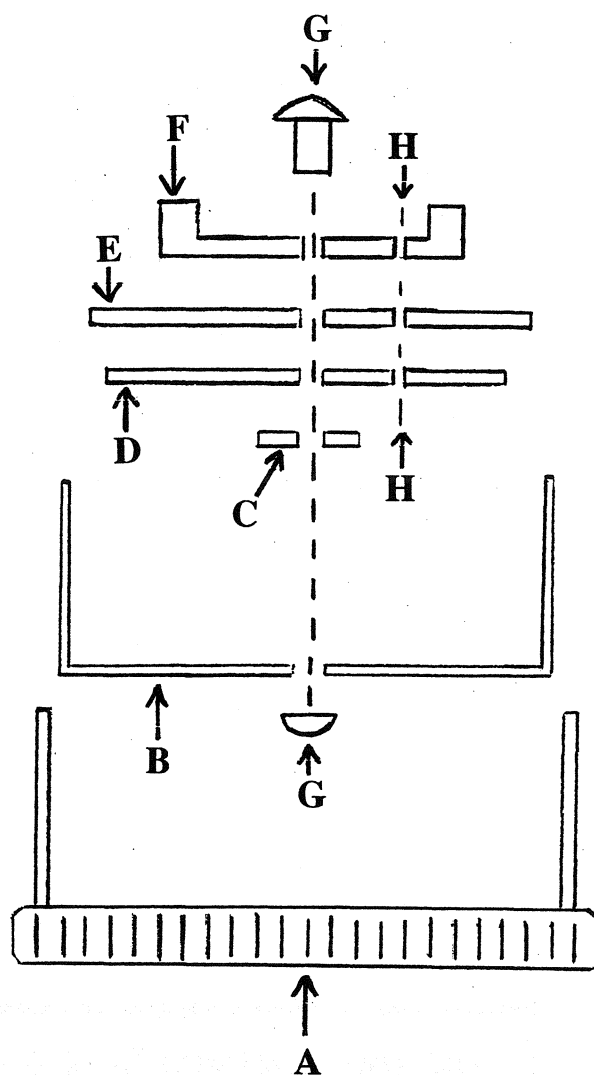
Another gas cap:

A second repo gas cap was purchased from a local Model A store (they didn't have any Henry originals). It has a hole drilled through the lower flange, the gasket, and the diaphragm, and all three are lined up. The question is, how long will it stay that way?

Epilogue and paranoia:

For those of you who have read thus far, you probably can't wait to rush out to the garage to inspect the vent hole in your 30-31 Model A Ford gas cap. ☺

30-31 Repo Gas Cap



- A. Outer cap
- B. Inner cap (presses into outer cap)
- C. Fiber washer
- D. Brass diaphragm
- E. Fiber tank gasket
- F. Lower flange
- G. Rivet
- H. Vent hole (all three holes must line up)

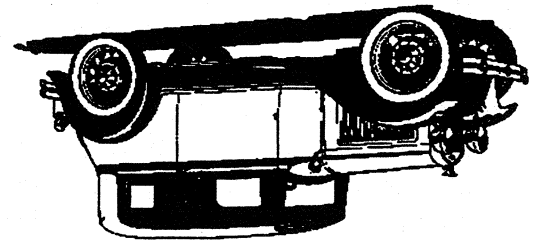
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*International Model A Ford
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