

The Victoria Bustle

International Model A Ford

Victoria Association

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Model A Ford Club of America - Model A Restorers Club

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Factory Authorized Repair

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Charlie Says!

by Charlie Viosca

Greetings:

By the time you read this, I hope all of you had a great Christmas and that you have a very good 2004. Sure hope everyone got what they wanted.

The Book:

The revised edition (revision #1) of the Victoria Association book is finally out. The correct name for it is **A Pictorial Guide To The Mechanical Features Of The Model A Ford**. The proceeds from the sale of the book go to the Model A Ford Youth Scholarship Fund. The new revision is available now and it features new drawings from our member **Bob Bidonde**. Some are Victoria related and some are generic Model A Ford. We also have a section on the Model A Ford Mail truck by Aldie Johnson, Jr. We have added a new section of articles by our Bustle Editor, Tom Endy, and other authors. The book complete with revision #1 supplements sells for \$31.00 including postage. The proceeds of \$20.00 goes to the Model A Ford Youth Scholarship Fund, which we sponsor. The supplements are available for the owners of the first two book printings. These supplements bring the book up to date with the new revision #1 printing. The supplements sell for \$10.00 including postage. \$5.00 of the sale price goes to the Model A Ford Youth Scholarship Fund. For your copy of the **book of supplements** Mail a \$10.00 check to Charlie Viosca 11084 Windjammer Dr. Frisco, TX 75034-9266. **Remember**, do not order supplements unless you already own an original first printing book. To purchase the complete revision #1 book mail a check for \$31.00 to Charlie Viosca at the same address above.

Make all checks payable to the Model A Ford Scholarship Fund.

The Portland National:

We have been given permission by the sponsors to set up a prominent table in the lobby at the convention to sell our books between July 11th and July 17th. We are looking for Victoria Association members who are planning to attend next summer to volunteer a few hours of their time to help man the table.

The Victoria Board of Directors:

It is time to thank the Victoria Association Board of Directors for a job well done. John Icenhower for taking care of the treasury and mailing out the back issues of the newsletter and keeping the roster and e-mail list up to date. Tom Endy for the great Bustle he always sends us including his great articles. Davis Ziegler for the index updates. All of those jobs are time consuming and it is certainly appreciated by all of the members.

Scholarship Board of Directors:

I also want to thank the Scholarship Board of Directors for their time and hard work they give to directing the Model A Ford Youth Scholarship which the Victoria Association sponsors. Our Vice President, Jill Sullins is a tremendous help to me. I couldn't do without her. Bob Haddon, our treasurer does a fantastic job of keeping up and listing all the donations we get as well as sending an annual report to the IRS. Larry Hanvey, for keeping track of the student records to see that they pass their grades and send the required information to keep getting their scholarship money. And to our newest member, Ginger Endy (Tom Endy's daughter) for her job as secretary. Ginger stepped in the job just as we were grading the applications for the 2003 student applicants. She did a fantastic job of quickly learning what was required and her scores were right on track with all the other board member's grades. Remember too that all positions on both boards are voluntary. I am proud of all of them and I know the membership is also.

Scholarship donations:

I look forward to a great 2004 for both the Victoria Association and the Scholarship. I thank the members for the donations they send to the scholarship and I would like to remind you that the \$2.00 we ask for is strictly voluntary and if you wish, you may donate any amount you see fit.

Scholarship recipients:

Two of the students attending college have written to say that if it were not for the scholarship award money they received, they would not be able to attend college. Each and every one of the recipients have written very nice thank you letters.

Victoria Association meeting:

A meeting of the Victoria Association will be held during the Portland National next summer on Monday, July 12, 2004 from 3 to 5 PM. Hope to see many of you there. ☺

Water Hoses!

by Tom Endy

The Model A Ford cooling system:

The engine is cooled by the water pump pumping cool water from the bottom of the radiator, through the engine, and back to the top of the radiator. As the water passes through the engine it extracts the heat and carries it to the radiator. As the heated water flows downward through the radiator it is cooled by air passing through the cooling fins of the radiator. A system of rubber and metal pipes provide a path for the water to travel between the engine and the radiator.

What could be simpler?

The three rubber hose pieces and the six clamps that are used in the Model A Ford water cooling system look like a pretty straight forward installation. However, if you have tried to install new hoses and clamps you may have run into the same problem that I encountered. I could not get them to stop leaking water. The more I tightened the clamps the worse the leaks became.

The culprit:

The little tab that is part of the clamp is supposed to glide smoothly over the outside surface of the hose as the clamp is being tightened. This allows the clamp to apply an even pressure around the circumference of the hose. What I discovered was the tab was not gliding, but in fact was digging into the hose and encouraging a little tunnel to form in the hose right under the tab. This provided a leak path and the more I tightened the clamp the larger the tunnel became and the larger the leak became.

A solution:

Before attempting to install the rubber hoses obtain a can of silicone spray. My preference is Silicone Spray Lubricant, mfg. by Gunk, part number M9-14. Most any auto parts store should carry it. Spray both the inside and the outside (especially the outside) of the hoses with the silicone. Now when you tighten the clamps the clamp tab will glide smoothly over the outside surface of the hose and no tunnel will occur. The silicone sprayed on the inside of the hose also allows the hose sections to be slid into place easily without the usual binding. It makes for installing hoses a pleasant experience.

Other applications:

Since obtaining my can of silicone spray I have run amuck with it and have sprayed anything rubber I was trying to install. Grommets and o-rings go into place much easier with a little blast of silicone spray.

Where credit is due:

The idea for spraying Model A Ford water hoses with silicone is not mine to claim. The idea, as far as I know, originated with my friend and colleague Little Jimmy Nichols, owner and operator of Jim's Automotive Services of Costa Mesa, California. Jim had experienced the same leak problem that I encountered and had reached the point of frustration where he would not use the original Model A Ford type water clamps. He preferred the worm gear drive type with the notches stamped into the circumference of the clamp. However, this was not always acceptable with his many Model A purest customers. It was then that he experimented with the use of silicone spray and found it to work well with the original Model A Ford clamps.

Jim's Automotive Services:

Jim Nichols' shop specializes in Model A Ford repair and restoration. Jim handles just about any aspect of Model A mechanical needs other than body work and upholstery.

JIM NICHOLS	714-546-2969
JIM'S AUTOMOTIVE SERVICES	
GENERAL REPAIRS	
<i>Ford</i> MODEL A ENTHUSIAST	
1366 "H" LOGAN AVE.	COSTA MESA, CA 92626

A final tip:

The Judging Standards say to install the clamps such that the screw and nut are "up" and the screw driver slot faces to the left side of the car. Even if you are not a purest You want to be sure to do this with the clamp that is nearest to the dip stick. If you install it so that the screw and nut are facing "down" you may receive a painful wound to the knuckles as you reach for the dip stick. ☺

Lug Nuts!

by Tom Endy

Faulty repos:

Just about everything made reproduction for the Model A Ford at one time or other has shown up on the market as poor quality. Back in 1987 poor quality lug nuts hit the market. This quality problem was also a very dangerous situation for any Model A owner who put them on his car. A warning was published in the Restorer about the situation. This warning is again published in this newsletter on page 7.

The encounter:

When I first acquired my Victoria in 1992 I found that every lug nut on the car had to be manhandled off. There was no nice easy spinning off with a lug nut wrench. Every single nut had to be muscled off every inch of the way. What I discovered was the threads inside the lug nut did not go far enough to the bottom. It appeared that the threads had been cut with a regular tap instead of a bottoming tap. As the lug nut was threaded onto the stud the first few threads on the stud were damaged when the lug hit the bottom. The bottom of the lug nut needed a few more threads to allow the wheel to be tight against the brake drum. When the lug nut was backed off the damaged threads that were now on the end of the stud damaged all the rest of the lug nut threads as it was backed off.

The resolve:

I was able to correct the problem by using a 1/2-20 bottoming tap on each lug nut. In this manner I was able to cut 2 or 3 more threads into the bottom of the lug nut. I also had to run a 1/2-20 dye over each stud to clean up the damaged threads. It was a time consuming tedious affair, but it did solve the problem. I was then able to spin the lug nuts on and off easily and was confident I was bolting the wheels on tight against the brake drum.

Another encounter:

Earlier this year I acquired a 1929 coupe that had been restored years ago and had been in storage for the past 10 years. I ran into the same problem. all 23 lug nuts had to be muscled off the studs. It was the same drill. I had to re-thread all the studs and all the lug nuts.

The detection:

If you are having the same problem on your Model A, in that each lug nut has to be muscled off instead of spinning off nice and easy, you may want to take a close look at the lug nuts and the studs. Shine a pen light down into a lug nut and see if the threads go to the bottom of the hole. Use a 1/2-20 bottoming tap to see in you can create 2 or 3 more threads at the bottom of the lug nut. Next examine the very end of the stud to see if the first 2 or 3 threads on the stud are damaged. Use a 1/2-20 dye to chase the entire length of the stud. Now take the re-threaded lug nut and see if it will thread all of the way to the bottom by hand.

Safety first:

These unsafe lug nuts will not only cause damage to the studs in the drum, but you may not have the ability to bolt the wheel tight against the drum and you are liable to have some wobbly wheels. ☺

NEWS FLASH - NEWS FLASH

The Orange County Model A Ford Club (of California) and the Dallas Model A Ford Club (Host of the 2003 MAFCA National Membership Meeting) and the Model A Ford Club of America (MAFCA) have each recently donated \$1,000. to the Youth Scholarship Fund. These three organizations are to be commended for their generous donations to help the children and grandchildren of MAFCA members. I thank each of these outstanding clubs on behalf of the scholarship board of directors. ☺

Charlie Viosca

On The Cover!

This very rusty looking early Model A Ford bell housing was found in a storage shed in Southern California where it had resided for many years. Note the clutch shaft actuator arm repair. This is the early shaft that used a woodruff key. The repair is a tribute to the human spirit and shows the ingenuity demonstrated by some unknown person. The repair shows the numerous skills utilized including metal shaping, welding, drilling, and riveting. Not exactly factory authorized, but it apparently got the job done. ☺

Hydraulic Brakes!

by Tom Endy

Henry Ford:

The Ford Motor Company did not come out with hydraulic brakes until 1939. Most other auto makers had begun incorporating hydraulic brakes in the early 1930's and before. The reason for the delay at Ford was that Henry Ford was very much opposed to hydraulic brakes. He felt they were unreliable and preferred to stay with a mechanical system. In fact Henry was quoted as saying, "at the Ford Motor Company there shall be steel between the heel and the wheel".

The Model A Ford:

Many Model A hobbyist have installed a hydraulic brake system on their cars. The hydraulic components from the 1939 through 1948 Fords can be used for the conversion. I have seen a number of these conversions and some of them are down right scary. It has always been my view that the original Model A mechanical brake system, in good condition, well serves it's purpose.

The hydraulic conversion:

In order to make the conversion not only do you have to acquire all the 39-48 parts, but you also have to rework a number of the components to make them fit on the Model A. Herein lies the problem. You really have to know what you are doing to end up with a reliable safe system. And remember, we are talking about brakes.

The 1929 coupe:

I recently acquired a 1929 coupe that had been stored for almost 10 years. The car had been restored in the late 1960's and a hydraulic brake system had been installed. It was the one thing I considered negative about the car. There was much to be done to the car to make it road worthy. As I dug into it I realized that the hydraulic brake system was much better done than most I have seen. However, there were a number of things that were wrong and needed correcting. It became apparent after a while that many things needed correcting.

The emergency brake:

The first thing I noticed was that the emergency brake system was really bad. There was no way you could pull on the handle and have both rear brakes come in together. It was beyond the design. As a result I found the left rear radius rod severely bent probably due to the left rear brake locking up and the right rear brake not coming in at all during

some time in it's history. A friend of mine encouraged me to order an emergency brake kit from Cling.

Dennis Cling:

Many of you who have been involved with the Model A hobby may have seen Dennis Cling and his wife Marie at the MAFCA Nationals. They are the nice looking couple who set up a vendor stand displaying their Model A Ford hydraulic brake conversion kits. I ordered the emergency brake kit from Dennis and was very pleased with how well engineered it is. Shortly thereafter I sent him my rear 1939 backing plates and exchanged them for a reworked set. I also ordered his hydraulic line kit. I was again impressed with the engineering. Dennis is also a nice fellow to do business with.

Cling kits:

Dennis breaks his hydraulic conversion down into a number of separate kits. You can purchase a hydraulic line kit, an emergency brake kit, and a master cylinder kit, and you can exchange for reworked backing plates. He also sells a master cylinder kit for a Model A that has a V8 transmission installed. Each kit comes with well documented installation instructions. The kits are not cheap and many folks believe Dennis is over priced. However, you have to consider that you are also paying, in addition for the hardware, the cost of the engineering effort that went into it. Most of us have been conditioned to dealing with poor quality after market parts that don't fit and require a lot of rework. You will be pleasantly surprised with Cling's products, everything fits perfectly.

Mitchell\Cling:

In recent years it became apparent that the Mitchell overdrive people and the Cling hydraulic brake people were at cross purposes to each other. Both companies were designating the same transmission tower bolts to install the Mitchell shifter and the Cling master cylinder. A business arrangement was worked out between Mitchell and Cling. Cling designed an overdrive shifter that he sells to those folks who want to install both after market devices. You have to let Mitchell know you have a Cling master cylinder kit installed when you order your overdrive.

Do it right:

If you must have fluid between the heel and the wheel, bite the bullet and do it right, order your system from Cling. Dennis Cling advertises in both the MARC and MAFCA publications. ©

LUG NUT WARNING!

by Bill Lancaster — Sunnyvale, California

This is to inform Model A'ers that a potentially dangerous situation exists with some currently available wheel lug nuts. After much research, consultation with knowledgeable Model A'ers, and careful review of an "AR" wheel lug nut drawing, it has been concluded that there is a potential safety problem with some reproduction lug nuts. Significant wheel and hub damage can, and in two specific cases has, resulted from using these "unacceptable" lug nuts now on the market. If left unnoticed, the wearing condition could ultimately result in the loss of a wheel. It is believed, however, that significant wheel looseness would first occur, providing a warning of the impending serious safety problem.

The two cases were unrelated and had somewhat different conditions leading to the determination that some reproduction lug nuts are not safe to use, and therefore are unacceptable. In both cases, there was no indication that a problem existed when these lug nuts were installed. They tightened up like acceptable lug nut. However, it was later determined that these new lug nuts were not fully seated.

In the first case, the problem was discovered only after driving with the faulty lug nuts for over a thousand miles. While returning from a long tour, a loose wheel was recognized. The driver pulled off the road. The wheel was loose, yet the lug nuts were tight! The wheel was replaced with an undamaged wheel and original type lug nuts.

In the second case, after installing a set of 23 reproduction lug nuts, it became necessary to remove the wheels after driving about 100 miles. Three lug nuts on one wheel were

very hard to remove. They were found to have damaged the threads on the hub stud. Prior to using them, all the lug nuts and studs were chased. The threads were again chased, and the lug nut thread length was verified to be correct. This included tap drilling deeper to provide .75 inches of full thread on these three lug nuts. After driving a couple hundred more miles, the lug nuts were again hard to remove. After much frustrating analysis, it was determined that a thread relief exists in a normal lug nut that did not exist in these defective lug nuts!

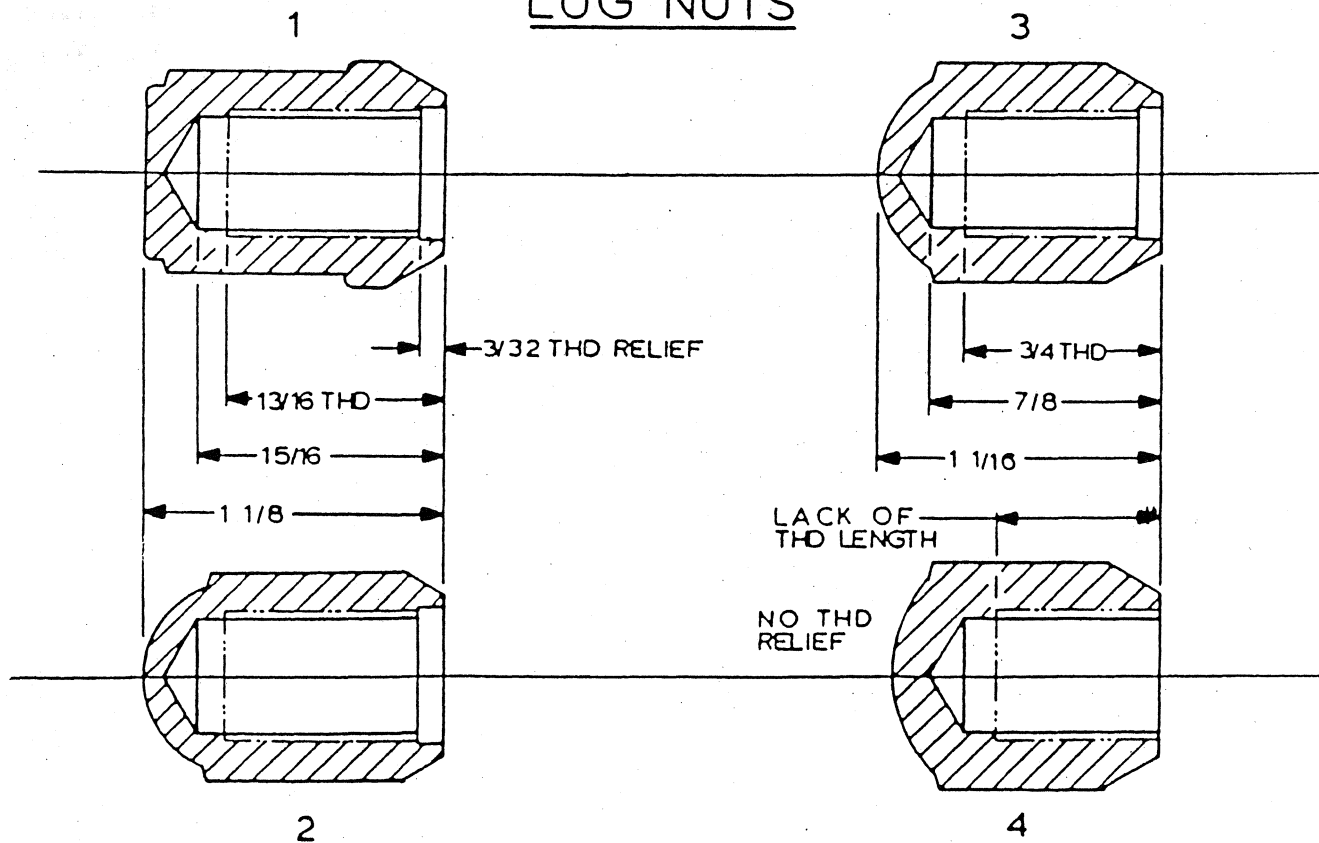
The enclosed sketch shows these conditions. The first cross-section is the "AR" lug nut. The second is our best estimate of the 1 1/16" hex size lug nut used for a short time after the "AR" nut was replaced. Lug nut number three is the most common Model A lug nut. The fourth cross-section is the unacceptable reproduction lug nut, which lacks adequate thread depth and lead-in thread relief.

If you have reproduction lug nuts of the common type, check to see that they have the following characteristics:

1. The overall length must be at least 1-1/16 inches.
2. At the entrance, there must be no threads for the first 3/32nds of an inch.
3. The tap drill depth must be at least 7/8 inch, and
4. The full thread length must be at least 3/4 inch (which can be checked with a 1/2-20 UNF x 3/4" long bolt).

It is hoped that this information will provide a warning to Model A owners of a serious safety situation concerning reproduction lug nuts and a means to check their acceptability.

LUG NUTS



Bits & Pieces!

Membership:

The International Model A Ford Victoria Association is dedicated to the preservation and restoration of the Model A Ford Victoria. This is a body style group that is a tax free organization and a member of both The Model A Ford Club of America and the Model A Restorers Club. Dues are \$10. per year plus a **one time** \$5. initiation fee for new members. We also have copies of all the back issues (17 + volumes) of the newsletter at \$65. which includes USPS Priority Mail postage. Membership is for the calendar year and you will receive all newsletters published in the year you join the Association. To join, send a check, payable to the Victoria Association, to John Icenhower with your name, address, phone number and e-mail address, if applicable. John will send you a form to fill out regarding your Victoria to include in the Association database. Mail to John Icenhower, 1613 Ryan Rd., Sulphur Springs, Texas 75482-5037. Contact us by e-mail at cjviosca@aol.com or phone 972-625-2922 (Charlie Viosca, President, Frisco, TX).

Newsletter Items:

The Victoria Association membership is invited and encouraged to submit articles for publication in the newsletter. The articles can be of a technical nature, restoration project, human interest story, or just about anything related to the Model A Ford Victoria, Generic, or otherwise. In order to fill the pages of the newsletter, I find myself writing most of the articles that dominate the newsletter. By now many may be tired of reading them. For this reason I am encouraging fresh material. Please send any and all articles directly to the editor, Tom Endy, 5881 Iroquois Rd., Westminster, CA 92683. (e-mail tendy53@earthlink.net).

Tom Endy, editor

Reminder!

Please check to see if you have paid your Victoria Association membership dues. Dues of \$10. must be received no later than February 1, 2004 in order to maintain your membership and continue to receive the Bustle. Remember to support the Model A Ford Youth Scholarship Fund. A \$2. donation is suggested. ☺

Classified Ad's!

Wanted:

I am in the process of restoring a 1930-31 Victoria. In need of floor pan, front seats, door sills, and any good information that might be available.

Albert S. Nydam

P.O. Box 45

North Uxbridge, MA 01538

For Sale:

1931 Model A Deluxe Tudor

Blue body w/black fenders, straw wheels, white sidewall tires. Also Zenith carburetor with side filter. Two tail lights, directional lights, rear spare tire mount, and other 1931 Deluxe extras. Recent (4 years) body-off restoration; looks new and is a great runner.! Pictures available via postal mail. \$16,000. Call Myron Brennan @ 508-362-4946 or e-mail brennan22@comcast.net. This is not a Victoria, but is a desirable body style.

New Board Member:

Bill Barlow, who has recently retired from the MAFCA Board of Directors (Technical Director) has been elected to the board of directors of the Victoria Association. We welcome Bill aboard.

Scholarship Award Information

The following three pages (9, 10, and 11) Provide question and answer information about the **Model A Ford Youth Scholarship program**. Applications are being accepted for the 2004 awards to be presented at the MAFCA National at Portland, OR in July 2004. Candidates may acquire an application package by contacting ;

Charlie Viosca

11084 Windjammer

Frisco, TX 75034

972-625-2922

e-mail cjviosca@aol.com

E-Mail Addresses:

It is our policy to publish the e-mail roster on page 2 of every newsletter since e-mail addresses change more frequently than mailing addresses. It is therefore important that members advise us when there is a change. You need to advise both Charlie Viosca and John Icenhower of any changes.

FACTS YOU SHOULD KNOW ABOUT THE MODEL A FORD YOUTH SCHOLARSHIP FUND, INC. PROGRAM.

Who can apply?

All children and grandchildren of MODEL A FORD CLUB of AMERICA members.

Are there any fees involved?

Absolutely not, the scholarship is free. There are no fees or charges hidden or otherwise.

Do the winners pay income tax on the grant money?

When the award winners receive their checks from the scholarship fund, they will not have to pay income tax if the money goes directly to an approved college or trade school.

How much is the award?

The Scholarship winners will get a maximum total of \$4,000 payable in up to four \$1,000 installments depending on the length of time they attend school. At the end of each school year every student is required to furnish proof of passing and continuation of their education to receive each successive \$1,000 check.

When and where will the Scholarship Awards be made?

The first awards were presented at the MAFCA National Convention at Riverside, CA in 2002. The 2003 awards were presented in Springfield, MO at the Midwest Regional. The 2004 awards will be presented at the MAFCA National meet in Portland, OR. Thereafter, each even year they will be presented at the MAFCA National convention and each odd year at a certified Regional Meeting to be selected by the scholarship fund.

How much of the donations go to the Scholarship Winners?

All of the donations (100%) go into the Model A Ford Youth Scholarship Fund, Inc. and directly to the awardees.

What part does the sponsor, the Victoria Association, play?

The Victoria Association pays all costs of maintaining the Scholarship Fund. No donated money can go to the Victoria Association as per the IRS designation as a 501(c)(3) charity. All donations are tax deductible.

How is the Scholarship funded?

The Scholarship raises money by soliciting donations from the various chapters of MAFCA, by personal donations, corporate donations, and fund raising efforts of many of the MAFCA chapters.

What are the requirements?

Applicants must furnish the following information or the application will not be processed:

1. A completed application form;
2. A copy of High School Diploma and GPA or GED Certificate;
3. A recommendation form and letter of recommendation from a teacher;
4. A recommendation form from the sponsoring MAFCA Chapter President;
5. Copy of college or educational institution acceptance letter;
6. A copy of parents and or student's IRS 1040 form (pages 1 and 2 only); (This information will be kept in strict confidence, and will be destroyed after review and scoring.)
7. A letter written by the applicant stating the level of involvement with the Model A hobby, preferably hand written; and
8. A good photo to be used in an article in The Restorer Magazine announcing the award winners.

What is the due date of the application?

The application must be postmarked on or before May 1 of each year.

Where can I obtain an application and ask questions about the Scholarship?

Model A Youth Scholarship Fund, Inc.

C/O Charlie Viosca

11084 Windjammer Dr.

Frisco, Texas 75034-9266

Ph. 972-625-2922

E-mail CJVIOSCA@AOL.COM.

How Is The Scholarship Administered?

Let me take it from the beginning and say the Scholarship is a 501(c)(3) non-profit charitable organization under IRS rules and regulations. Everything we do in the administration of the scholarship is according to IRS requirements. The Scholarship Board of Directors administers the scholarship fund.

How is the scholarship board selected?

The Scholarship Board is made up of **VOLUNTEERS** from the Victoria Association membership at large. The Victoria Association Board of Directors appoints the Scholarship Board from all volunteers. The term of office is two years. Note: The Victoria Association is not allowed to have IRS 501(c)(3) status. But the IRS said the Victoria Association can sponsor the Model A Ford Youth Scholarship Fund, Inc., which *is* a charity. The following is important to understand: by the Victoria Association being the sponsor they pay all operational costs of the Scholarship in order for all donations to go into the Scholarship fund. By IRS rules, the Victoria Association cannot make any profit from the proceeds of the Scholarship Fund.

Neither the Victoria Association nor MAFCA can be involved in the administration of the scholarship. Only the Scholarship Board of Directors administers the scholarship.

Who selects the scholarship award winners?

It is the Scholarship Board of Directors that selects, from all applicants, the award winners. They use criteria especially tailored to the Model A Ford Youth Scholarship, using selected government and college grant applications as references. We had help from a very knowledgeable and experienced college grant administrator. It is important to note that the applicants are all treated equally in the process of scoring. There are no separate criteria for boys or girls, or their MAFCA Chapter location.

How do you determine how many scholarships are presented each year?

The number of scholarships presented each year is determined by how much money the fund takes in. We give one scholarship for each four thousand dollars we receive. In 2002, for example, we took in \$12,000 so we gave out three scholarships. In 2003, we took in \$15,000 and presented three full scholarships and two partial scholarships. We have to have the money in the fund before we present it.

Let me explain further: We present the awards in \$1,000 increments to the award winners up to a maximum of four years. It is up to the student to prove to us that they have passed the school year and are returning the next year to get the second \$1,000, and so on for the four years of their education.

Grading

Each director receives a copy of each application. Using the criteria and grading sheet, each director will list all applicants, and enter his/her grades. All scores are tallied and averaged to get the final score. The highest scores are the scholarship winners. Since each of the directors is in a different part of the USA we have no access to see, discuss, or have knowledge of each other's score until all sheets are sent to Charlie Viosca for compilation.

Notification

All winners are contacted by phone in person by Charlie Viosca and followed up with a confirmation letter. All non-winners also receive a letter informing them that they were not selected to receive a scholarship.

The 2003 – 2004 Model A Ford Youth Scholarship Fund, Inc. board of directors are,

**Charlie Viosca - President, Jill Sullins - Vice President, Bob Haddon -
Treasurer, Ginger Endy - Secretary, Larry Hanvey - Student Records**

A MESSAGE TO MARC MEMBERS AND MARC REGIONS

The Model A Ford Youth Scholarship program was originally designed to benefit all of the youth of the Model A hobby, both MARC and MAFCA. We always look for ways to encourage these young people who are genuinely interested in the Model A Ford hobby regardless of their club affiliation.

Unfortunately the MARC National leadership has repeatedly and emphatically refused to acknowledge, endorse, or support the scholarship program. We respect their right to do so.

However, by MARC's refusal to endorse the scholarship program, it leaves it as a MAFCA only function. Because of this we cannot award a scholarship to an applicant unless they, or their parents or grandparents, are a member of MAFCA.

Part of the scholarship application package is a president's recommendation form to be filled out and signed by the president of the youth's local club organization. The Scholarship Board of Directors will recognize and accept a president's recommendation form filled out and signed by the president of a MARC Region. The youth applicant (or their family) need only join the MAFCA National organization.

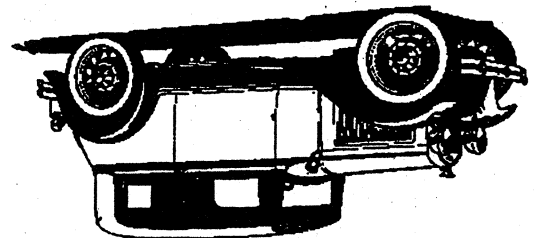
First Class Mail



11084 Windjammer
Frisco, Texas 75034



*International Model A Ford
Victoria Association*



The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America and a region of the Model A Restorers Club. The association was founded in 1986 at Frisco, Texas by Charlie Viosca. The purpose of the association is to aid the membership in the authentic restoration of the Model A Ford A-190 Victoria body style. To achieve the purpose this periodic newsletter is published for the association membership. The intent is to furnish accurate and complete information concerning the Model A Ford Victoria body style. Permission to reprint or quote from this publication is expressly given provided acknowledgement and credit is given to the author and to the publication.