

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986 - Frisco, Texas

Model A Ford Club of America - Model A Restorers Club

January, 2005

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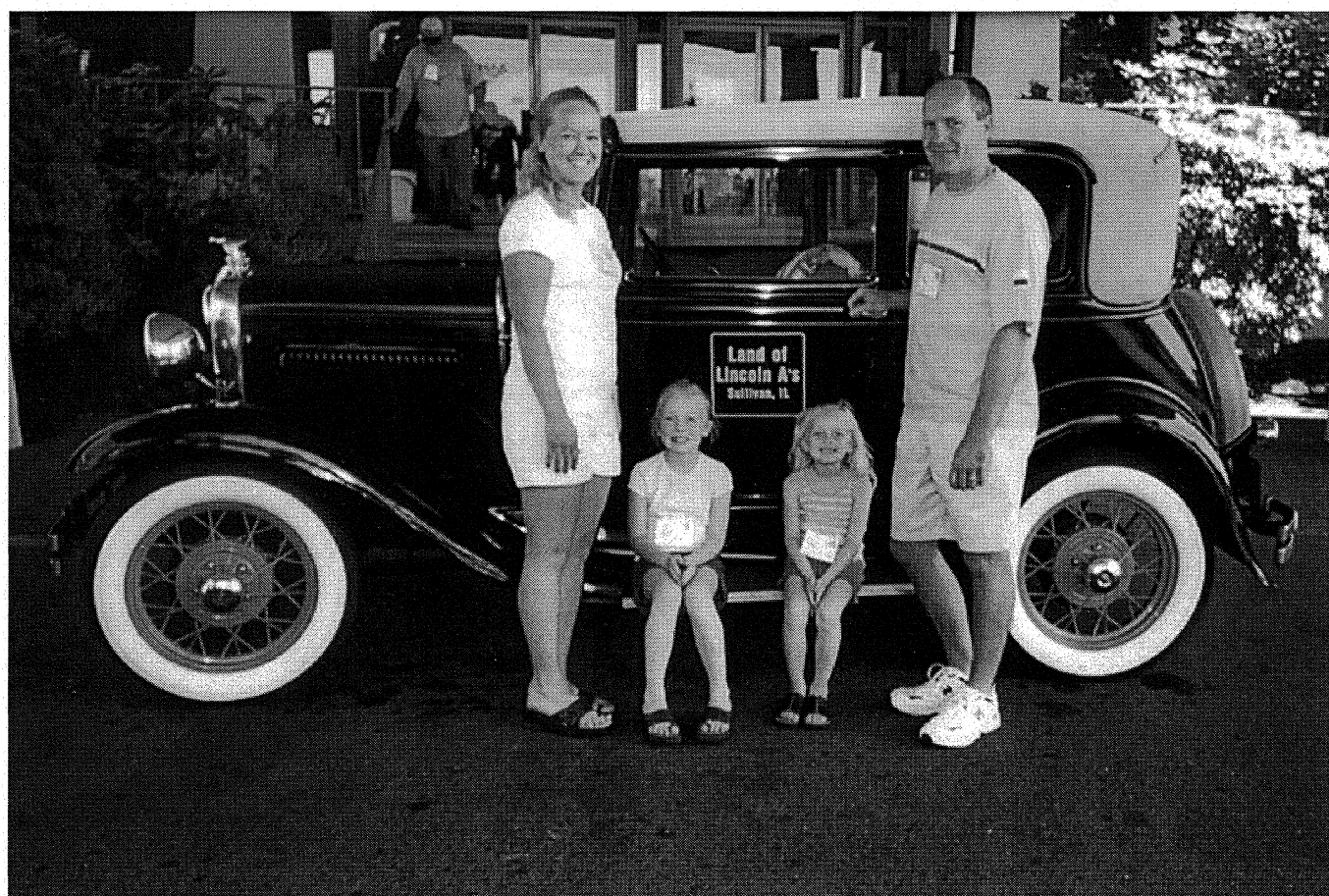
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MAFCA Youth Restoration Award Program

This is to advise all of you that the International Model A Ford Victoria Association (Known as the Victoria Association) has joined in the MAFCA Restoration Award program.

That brings the total membership to 9. Our goal is 20 members.

Be advised also that we will present a financial statement to each of you from time to time. There is no real accounting to this program because we deposit all the money we receive from the participating MAFCA Chapters and at each MAFCA National Convention we divide all the money and vendor donations by the number of applicants and pass it on to the applicants. In this MAFCA youth program the applicants are all winners, no losers. George Tynan and myself manage this program and we are volunteers and there is no expense whatsoever.

If at any time you have any questions please contact me or George.

Charlie Viosca

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Model A
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CHARLIE SAYS!

By Charlie Viosca

I hope all of you had a very Merry Christmas and a happy New Year. You did get all the Victoria parts you wanted for Christmas, didn't you?

Don Vagasky, our member in Tucson, AZ, bought some Late Victoria seat frames. Some photos are in this Bustle for you to look at. We do not have many photos of the early and late seat frames. Take a look at the photos and if you have a late Victoria, see if you have seat frames like these. To define, the early frames had the hinge mounts and the late seats had the sliding driver's seat. If you have different late seat frames, kindly let us know and if possible, send some photos.

THINK ABOUT THIS

I have Steve Bryson's late model Victoria. Steve's home is in Colorado but he is in Afghanistan. I have a friend that will restore the Victoria for Steve. The previous owner took a Leatherback Victoria and tried to convert it to a Steelback. WRONG, WRONG, WRONG. It is the biggest mess I ever saw. From time to time, I get inquiries about doing this. I always advised against it but now I can see first hand that it should never be attempted. I could take up several pages of why not, but let it suffice to say again, don't do it. My thoughts are to convert it back to a Latherback. It will be simpler, correct, and much less trouble.

SCHOLARSHIP NEWS

I am proud of the Victoria Membership because as you know, we are the SPONSOR of the Model A Ford Youth Scholarship program. Every year we ask the members to donate at least \$2.00 to the scholarship when

they pay their dues. The members actively participate in this endeavor. The Victoria association donates the money collected directly to the scholarship treasury. Every year it amounts to about \$700 to \$1,000.

If you do not know, Jill Sullins has been promoted to President of the scholarship and she is really doing a fine job for us. Jill informs me that we have the funds to award three scholarships at the MAFCA Regional meet in Colorado Springs this summer (2005). If the donations come in as they have been we may be able to present four scholarships.

If your local MAFCA Model A Ford Chapter is not participating in this great YOUTH activity, you should try to get your chapter and youth members involved, both boys and girls are accepted. We can advise you of different ways to raise money. Remember, we accept donations from \$1.00 on up. No amount is too small or too large. We take any amount given.

A few Chapters have told me they are too small to make a donation. Well, everyone can afford at least one dollar, right?

RESTORATION AWARD

The MAFCA Youth Restoration Award has been a Texas sponsored youth activity and it has become a very rewarding MAFCA activity for the Model A Youth members. The last two presentations (done at every MAFCA National Meet every two years), presented the 5 applicants \$1,100 in 2002 and \$1,500 in 2004. The awards were in cash, gift certificates, new tool sets and parts. The Model A Vendors have been a great part of this award.

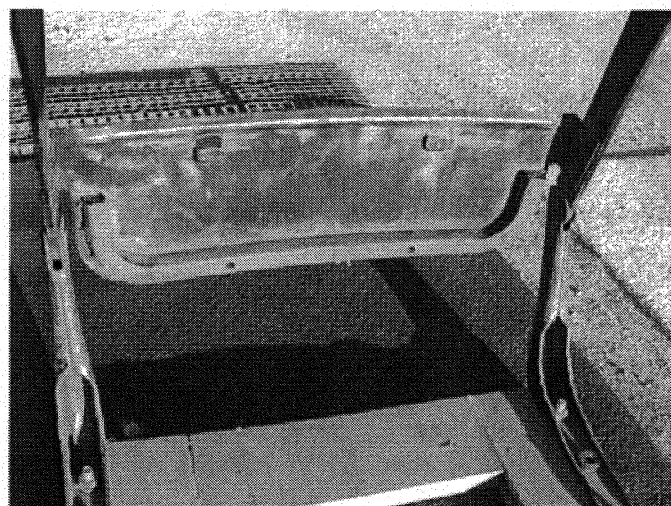
Now we have opened it up to all National MAFCA Chapters to participate. At the time of this writing, we have 8 participating chapters. Why not get your chapter involved? Each participating chapter commits to making a \$500 donation every two years. This can be in a \$250 donation every year. Remember, all the pledged money goes to all the youth applicants. We simply divide up all the donations by the amount of applicants we get. If the youth are actively restoring a Model A they can qualify. If you know of any MAFCA children restoring a Model A Ford, please have them contact me for details, qualifications and an application.

THANKS

It is that time of the year to thank all the officers of the Victoria Association for a job well done. Tom Endy for our great newsletter, The Bustle, John Icenhower for being our great Treasurer, Vern Schwebke for his new role as our Membership Director, Bill Barlow for taking on the new position of Technical Director, and our Secretary, David Ziegler for doing the Index. They are what make the Victoria Association the great Body Style group of MAFCA that it is. You might not know it but we are one of the major players in the Model A Hobby and MAFCA. Be proud of it.

That's it for this time,

CHARLIE VIOSCA



Hydraulic Brakes

by Tom Endy

Keep it original:

Being somewhat of a purest I like to keep things on a Model A Ford as original as Henry intended. However, the more I fool around with a Model A and drive them in modern traffic it becomes apparent to me that a modification here and there adds to safety and convenience. Years ago I yielded to an overdrive and most definitely the installation of seat belts. Hydraulic brakes are another matter. I was of the opinion that well restored mechanical brakes with new cast iron drums were as good as hydraulics.

The 1929 Coupe:

A couple of years ago I purchased a 1929 Standard Coupe that had been restored in the 1970's and had been sitting in a garage for most of that time. When I bought the car it had not been operated in 10 years and was in bad need of attention to make it road worthy. Much to my dismay I discovered the car had been converted to hydraulic brakes. My first instinct was to covert them back to mechanicals. However, as I surveyed the situation I saw that though they were indeed in need of attention, most of the hard to find (and expensive) hardware was there. Therefor I decided to keep them.

Good grief:

The condition of the brake system was deplorable. When I finally got the car to run and took it around the block a few times I discovered just how bad they were. The master cylinder and all four wheel cylinders were plugged up with crud and were badly pitted. All had to be either rebuilt or replaced. Fortunately this is not a killer expensive project. However, I also discovered how poorly constructed was the brake line system. The unknown conversion person had also whacked off the shock arm balls on both rear axle housings and welded on extension brackets. Since I planned to rebuild the rear end anyway, I found another pair of housings and replaced the deformed ones.

The conversion:

If you have ever contemplated installing hydraulics on your Model A, you will soon learn that the brake system has to come from a 1939 to 1948 Ford.

There is a slight difference between the 1939-1942 and 1946-1948 years. The next thing you will learn is that as you try to fit this system on your Model A, everything gets in the way. You will find yourself altering this and that in order to make things fit. When you are finished you will end up with a compromise that not only compromises the installation, but also compromises safety.

Cling's:

A friend of mine, who is an ardent Model A Ford hydraulic brake fan told me about Cling's. Cling's is a company owned by Dennis Cling that specializes in hydraulic brake system kits for Model A Fords. You can buy a complete system from him or you can buy portions of it in kit form.

The emergency brakes:

Once I got the cylinders rebuilt the first problem I encountered was that the emergency brakes did not work correctly. The pull lever that had been jury rigged into the car pulled an off center cable. This resulted in the left brake coming in ahead of the right brake and somewhere down the road it had caused the left radius rod to become bent. I ordered Cling's emergency brake kit and installed it and it worked like a dream. I also replaced the bent radius rod.

The rear backing plates:

The next area of grief was that everything conflicted with the two rear wheel cylinders. Especially after I had installed a set of unmolested rear axle housings. Cling's offers an exchange of 1939-1948 rear backing plates that have been machined and slightly rotated so as to fit the Model A rear axle housing mounting flanges. These too were ordered.

The hydraulic lines:

Further grief was the brake lines themselves. They were bent all over the place and were difficult to connect up to the wheel cylinders. Cling's offers a hydraulic line kit. This kit is complete in every detail. It installs on a Model A Ford very easy, and like all of Cling's products, you do not have to drill holes or alter the Model A Ford in any way.

Bits & Pieces!

The master cylinder:

Fortunately for me I did not need to throw out the master cylinder installation on the coupe. The unknown conversion person had done a reasonably good job of installing a Ford 39-48 master cylinder. I did have to do some rework to the installation, but it worked well enough to leave in place. Should a problem develop with it down the road, out it will come and in it's place will go a Cling's master cylinder kit.

On the road with hydraulics:

Finally, I had the coupe on the road for real. I am very pleased with the hydraulic brake conversion. The car stops like a modern car and I have a lot more confidence out on the road in traffic. I have given some passing thought to installing a hydraulic system on Miss Vic. However, this would be a costly project since I would have to start from scratch and locate reasonable backing plates and drums from a 1939 to 1948 Ford, then probably have to buy new drums that are not turned out past their limits, not to mention replacing or rebuilding the wheel cylinders. I would certainly purchase all of Cling's kits and do the job properly.

Cling's Aftermarket Products:

If you are giving any thought to putting hydraulic brakes on your Model A, my recommendation is to do the job right. You don't want to compromise on a brake system. The project is pricey, you are looking in the neighborhood of about \$3,000. for the conversion.

Cling's Aftermarket Products Inc.
12452 S. 71st St.
Tempe, AZ 85284
480-777-1202

All of Cling's kits come with complete installation instructions. Cling's also offers a complete instruction guide for Model A Ford hydraulic brake conversion. Dennis Cling is also a nice fellow to do business with. ☺

MAFCA President, 2005

This years president of MAFCA is Victoria Association member John Frazee.

Victoria Wanted:

Steelback Victoria in good condition; only in South-East USA. Richard Dryman, Greensboro, NC
rdryman@triad.rr.com

Model A Times Publication:

A new magazine is being published for the Model A hobby. The first issue is on the news stands in January 2005. A free copy has been mailed to each MAFCA Chapter and each MARC Region. The quarterly magazine is being published by Les Andrews and a colleague John LaVoy. The intent is to provide information to the hobbyist of Model A products and services available, with emphasis on a detailed description of the many poor quality reproduction parts that are being directed toward the hobby. A subscription form can be found on page three.

e-mail Address Change:

Please note that both John Icenhower (treasurer) and Tom Endy (editor) have new e-mail address.

John Icenhower johnnike@cox-internet.com
Tom Endy tendy@socal.rr.com

On The Cover!

We are pleased to welcome a young family as new members of the Victoria Association. David & Joann Pratt, along with their two daughters Rebecca and Bailee attended the Portland National last Summer and joined the Victoria Association. The Pratt's own a Model A Ford Victoria and trailered it out from Sullivan, Illinois. During the week long event David entered it in the hill climbs and assisted in the judging. Young Mrs. Pratt (Joann) drove their Victoria on the tour to the Spruce Goose museum. During the ride, along with Rebecca and Bailee she learned first hand what a road side seminar was all about. It seems that the ignition points closed up on the family Victoria and it refused to run. Fortunately there were any number of Model A'ers on the road who quickly came to their aid. They had the Victoria back on the road again in no time. ☺

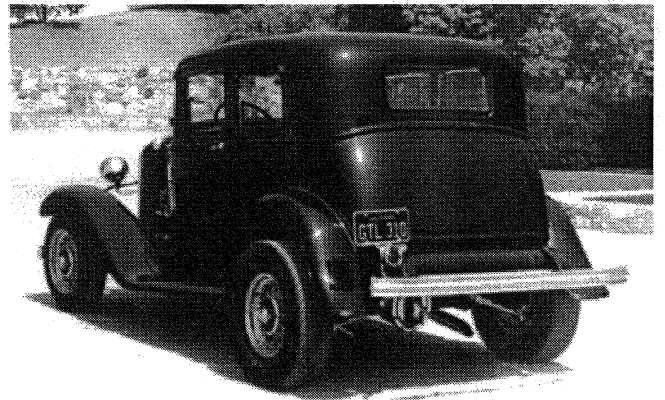
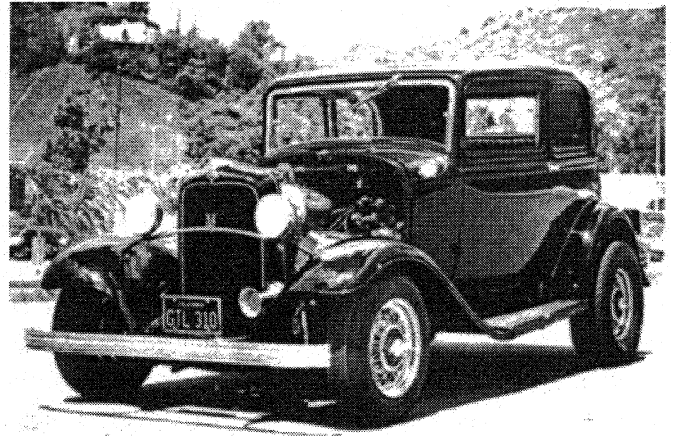
1932 Victoria

by Scott Cappiello

Burbank, CA 1959:

In 1959 I bought a 1932 Victoria from Jerry Huth's mother-in-law for \$200. She was the original owner. Jerry owned a muffler company in Burbank and he also developed a hydraulic tube bending machine that he retailed to other muffler shops. The car was featured in Hot Rod, Rod & Custom Models magazine, and was featured in the 1964 Hot Rod Yearbook. Every body part on the car is original except for the MG headlights and the Chrysler wheels. I believe in keeping a Ford a Ford, hence the engine, transmission, and rear end are all from a 1958 Thunderbird. The supercharger is a McCullough also from Ford. The interior is original and in good condition. I used the car as an every day driver and caused quite a stir once when at the conclusion of a car show at the Los Angeles Sports Arena I actually drove it out amongst all the lingering spectators. The car was always an extremely reliable, fast, and fun to drive. It now has it's third owner and resides in Nipomo, CA. It still is exactly the same car I sold for \$1800. in 1964 down to the air in the tires and the water in the radiator. I had to sell it because I was drafted into the Army and went to Viet Nam. Storage was eating up my \$56. a month salary and after a year I sold it to my best friend. Friend or no friend, this is the dividing line and I would sure like to have the car back. I would even pay a hansom profit to the present owner. ☺

Editor's note: Scott Cappiello lives in Shadow Hills, CA. This article was submitted by Victoria Association member Frank Young of Los Angeles, CA.



SUGGESTED RETAIL PRICE LIST

MODEL A PARTS

<u>PART NUMBER</u>	<u>ITEM</u>	<u>PRICE</u>
0831A - RH 0831B - LH 0831C	FRONT S/W DOOR GARNISH MOLDING 25" REAR S/W DOOR GARNISH MOLDING 25"	47.50 ea. 47.50 ea.
0832A	S/W Q. WINDOW GARNISH MOLDING 15 3/4"	42.50 ea.
0833A - RH 0833B - LH	VICKY DOOR WINDOW GARNISH MOLDING 30 5/8	57.50 ea.
0834A	VICKY Q. WINDOW GARNISH MOLDING	47.50 ea.
0835A	S/W HEADER UPHOLSTERY RETAINER 40 5/8	55.00 ea.
0836A RH 0836B -LH	VICKY LEATHER BACK DOOR HEADER	78.50 ea.
0837A - RH 0837B -LH	VICKY STEEL BACK DOOR HEADER (NO TABS ATTACHES WITH SCREWS)	38.50 ea.
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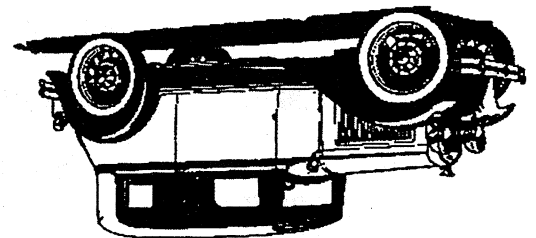
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*International Model A Ford
Victoria Association*



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.