

# ***The Victoria Bustle***

***International Model A Ford***

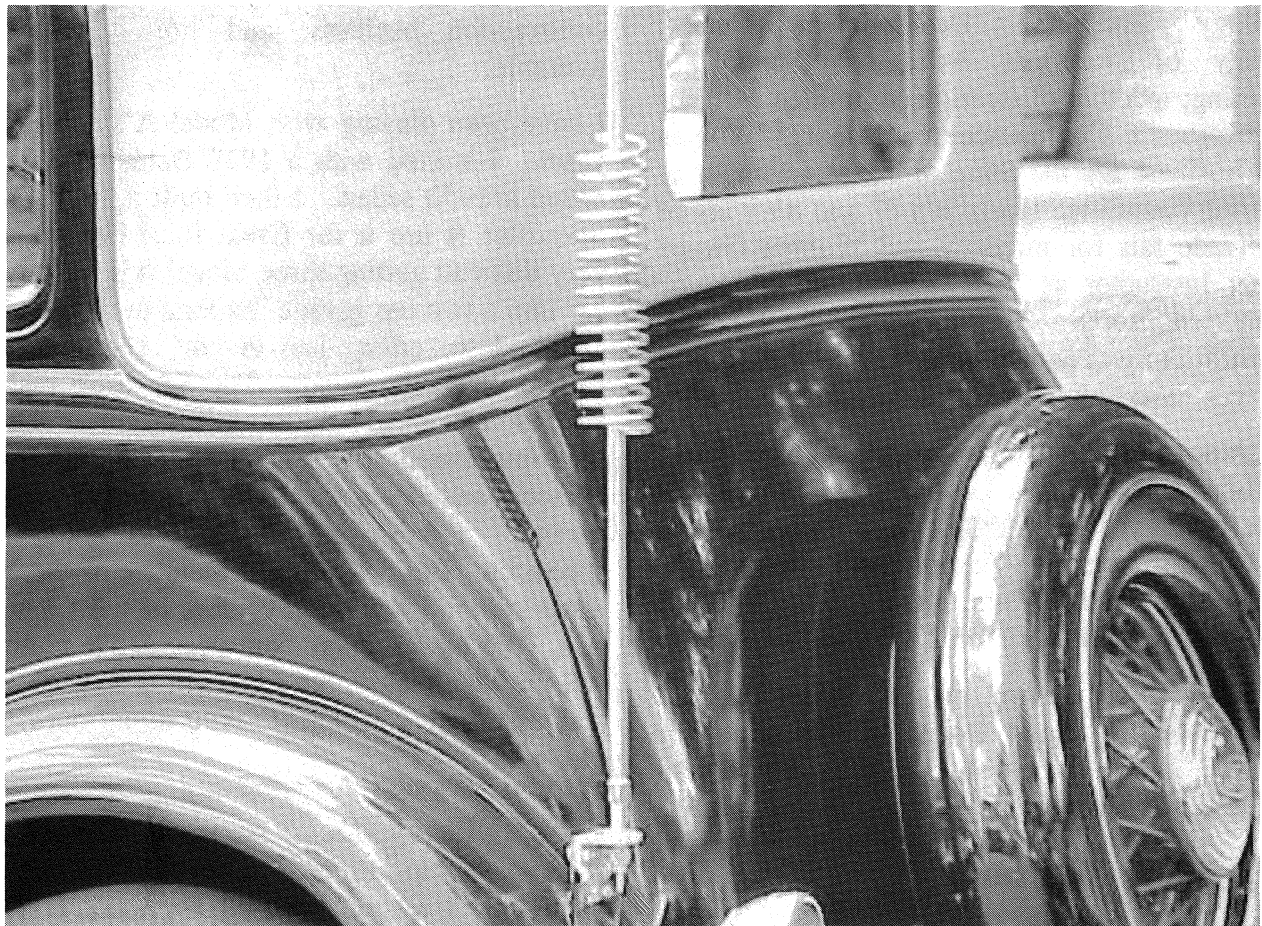
***Victoria Association***

*Founded 1986 - Frisco, Texas*

***Model A Ford Club of America - Model A Restorers Club***

July, 2001  
Volume 16, Issue 3  
Newsletter

President & Founder: Charlie Viosca  
Editor: Tom Endy  
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***The Godfather's Car***

# ***Scholarship Board Members!***

## **Charlie Viosca - President/Director Frisco, Texas**

Charlie's biography and picture appeared in the April 2001 publication of the newsletter.

## **Jill Sullins - Vice President Dallas, Texas**

I was a successful entrepreneur for 15 years, owning a graphics and typesetting company. I learned many valuable lessons during that time, that I wanted to pass on to other small business owners. I was founding president of the Association of Women Entrepreneurs of Dallas; served 6 terms on the Small Business Administration's District Advisory Council; served as Conference Chair 1984 President's Initiative Conference on Women's Business Ownership; member of the Board of Directors of Technology Enterprise Development Center, University of Texas at Arlington, School of Engineering; member of steering committee Alliance '83, Governor's Conference for Minority/Women Owned Business for the State of Texas; member of the steering committee Horizon's 82 and 83, City of Dallas Trade fair for minority and Women Owned Business; Instructor at TCJC continuing education program sponsored by the Small Business Administration; was named Small Business Advocate of the Year - Women in Business Advocate for 1984.

Although not a native Texan, hailing from New York, and arriving in Dallas via Los Angeles, I feel like I belong after 23 years here. Just in case time doesn't count, I married a native Texan. And now, we are enjoying being Model A'ers. I served as Co-Chair of Hardware for DMAFC for 2000.

I am proud to be serving on the Model A Ford Youth Scholarship Fund Board of Directors for 2000-2001. I have always supported hard work and education toward goal achievement.

## **Bob Haddon - Treasurer Kennesaw, Georgia**

I am a native of Georgia and live in Kennesaw with my wife, Rachel, two daughters, and one son. I own a hardwood flooring business. I am a member of the Georgia region\chapter of MARC\MAFCA, the Model A Ad Collectors, the Victoria Association, and the Henry Ford Foundation. My love for the

Model A Ford goes back to my high school days when my first car was a 1931 Tudor. My current Model A's include a 1930 Deluxe Coupe, a 1931 Victoria (under restoration) and a 1929 AA truck. I also collect original Model A literature and showroom memorabilia. I am looking forward to serving on the scholarship fund boards.

## **Larry Hanvey - Member at Large Austin, Texas**

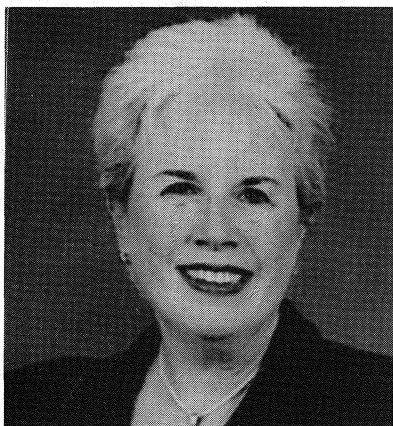
I was born in Wichita Falls, Texas in 1943. If you are not familiar with Wichita Falls, it is about as far north as you can go in Texas without getting your feet wet in the Red River. I would probably still be in Wichita Falls if it weren't for the Viet Nam War. After serving four years in the Air Force, I moved to Houston and managed a construction company. After four years in Houston, I decided I wanted my life back, so Pam and I moved to Austin. I have been here for about 26 years. I am still in the construction business, and life is a lot more tolerable.

I have been playing with Model A's for about five years. I started with a 1929 Deluxe Delivery and added a 1930 sedan. I then built a 1929 Boat Tail Speedster (I use it for Great Race events). It was very difficult getting three Model A's and my wife's car into a two car garage, so Pam put her foot down and said something had to go. I sold the deluxe Delivery and the sedan. The Speedster really isn't very big and I had way too much room in the garage so I purchased a 1931 Victoria. Pam loves the Victoria and it has earned a permanent spot in the garage. I wish I could say as much for the speedster. Besides being a member of the Victoria Association, I am the president of the Capitol City A's. We have a small, but very active club. They call me Ms. Vickie, but I know it is because they are jealous. May your backfires be small ones.

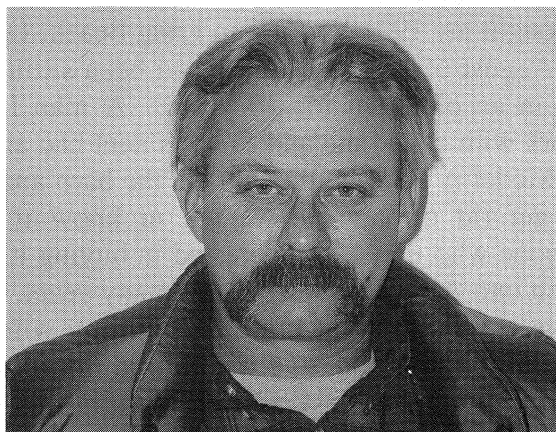
## **Steven Bryson - Secretary U.S. Military (Ret.) serving overseas**

I am proud to serve as a scholarship fund board member. I recently retired from the U.S. Army after 21 years, where I served in the Support Operations arena and am now working for Brown & Root Services as the Hungary Operations Assurance/Quality Control Manager. We provide logistical support services to the U.S. Military here in the Balkans. DeEtte, my wife of 29 years, and I live in Kaposvar, Hungary.

# *The Scholarship Board!*



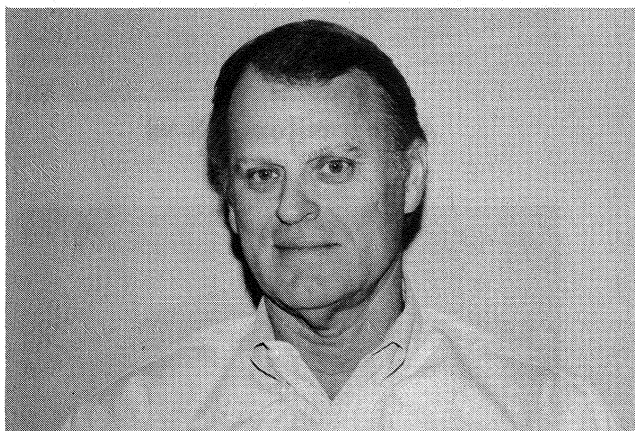
**Jill Sullins - Vice President**



**Steven Bryson - Secretary**



**Bob Haddon - Treasurer**

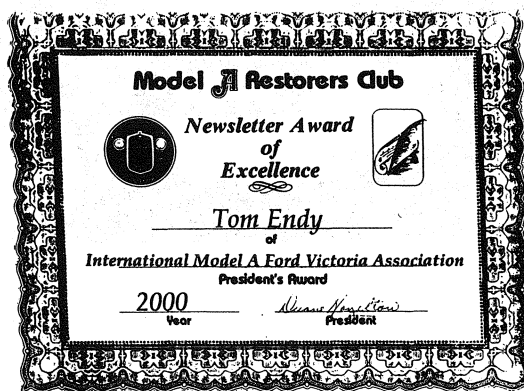


**Larry Hanvey - Member at Large**

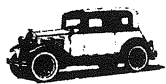
## *On The Cover!*

The Godfather's car is owned by Vince Mariola, Victoria Association member, and unanimously acclaimed Godfather of the Orange County Model A Ford Club. Vince recently acquired the Leatherback Victoria pictured on the cover. The Victoria has a very hot engine in it suitable for prohibition era rum running. The Godfather said the reason he bought the car was because it has an operating still hidden in the bustle. One of the evaporation coils can be seen mounted above the left tail light. It certainly must be true because no one ever disputes the Godfather. Vince and his wife Joan (pronounced Joanne) live in Anaheim, California and have been married for more than 50 years. The Mariola's have been active members of the Orange County Model A Ford Club since 1963. ☺

## *MARC Award, 2000*







# *From the Ashes!*

by Ed Vancil

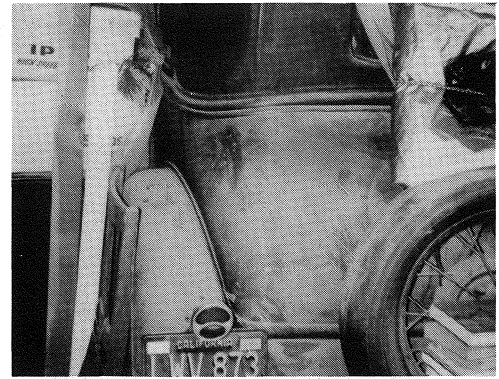
## **In the barn:**

I bought my 1931 Victoria in Long Beach, California in August of 1998. The car had been sitting jacked up in an old barn for 30 years. A man I used to work with called me and said his aunt had an old car (a Model A Ford he thought) in the barn and needed to get rid of it. He wanted to know if I knew anyone who might be interested in buying it. I have been into American Austins for many years. I didn't have any room for another car, but my wife said to go look at it. I did, and it followed me home. The price the lady was asking was way out of sight, but my reasonable offer was accepted after about an hour of conversation.

## **The left rear:**

The picture of the left rear was taken in August 1998 when I went to look at the car, and it shows how much of the car I could see. It was covered with all kinds of junk. I was able to get the engine to turn over with a crank before I dug it out of the barn. I have since installed a LeBarron Bonney leatherback top. You don't want to attempt this by yourself. Other restoration projects have been new wood, a new interior kit from LeBarron Bonney, new modern shocks, and a new back window. The body has been painted a light buckskin and black. I also had the dash and window\door garnish moldings wood grained. I plan to use the car as a local driver as the engine has not had any attention. The lady I bought it from thought her husband bought the car sometime in the late 1940's. ☺

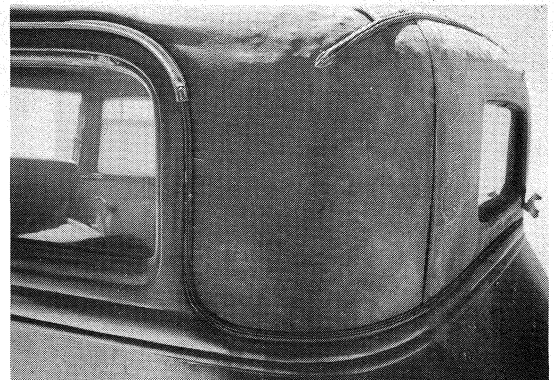
**Editor's note:** Ed Vancil lives in Lancaster, California.



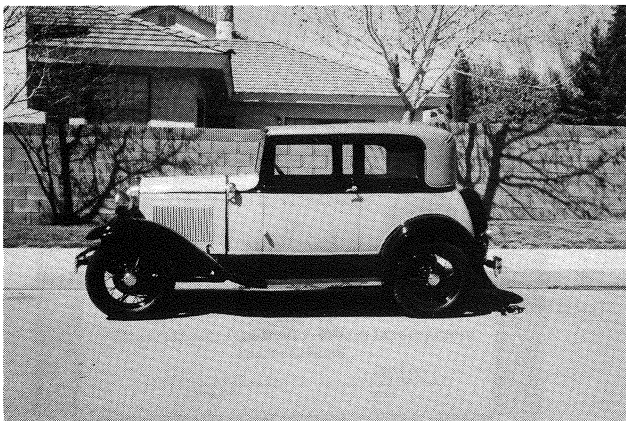
**As it was found 8-98**



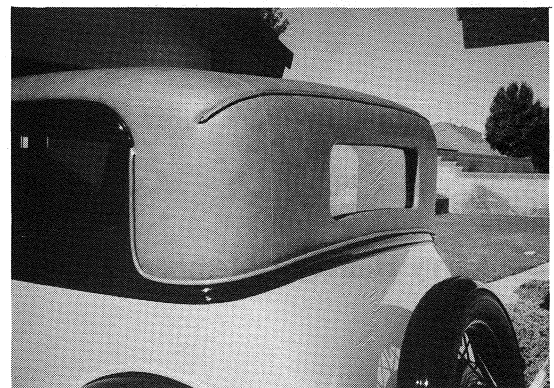
**After restoration 4-01**



**As it was found 8-98**



**The finished product, April 2001**



**After restoration 4-01**

# MODEL A FORD YOUTH SCHOLARSHIP FUND, INC.

## INTRODUCTION TO THE FUND

The ***“MODEL A FORD YOUTH SCHOLARSHIP AWARD”*** is now a reality. This non-profit fund is to aid the children of MAFCA members who need financial assistance to attend college or trade school. The fund has a 501(c)(3) designation from the IRS making all donations tax deductible.

(Do not confuse this award with the MAFCA YOUTH RESTORATION AWARD.)

The Victoria Association (body style group of the Model A Ford Club of America) is proud to announce that they are the originator and sponsor of the AWARD. The first award will be made at the 2002 National Convention in Riverside, CA. The best part of this is that **ALL OF THE MONEY, 100%, WILL GO TO THE STUDENTS.** The administrative costs will come from the Victoria Association. Please note that the FUND MONEY is separate and cannot be used by the Victoria Association, nor can it be used for any other purpose. The Fund Board of Directors will choose the winner(s) and administer the fund.

The first order of business is to advise all MAFCA Chapters and members that we are ready to accept donations.

Donations can be sent to the Fund Treasurer, Bob Haddon, 3050 Stilesboro Rd., Kennesaw, Georgia 30152.

For Fund information, requirements or an application write to Charlie Viosca at 11084 Windjammer Dr., Frisco Texas, 75034-9266 or E-mail to: [cjviosca@aol.com](mailto:cjviosca@aol.com).

The money required to support this fund will come from donations by MAFCA members, MAFCA Chapters and private donations.

I look forward to hearing from you.

Charlie Viosca

Adopted 1-1-01

Revised 6-5-01

# *Victoria Association e-mail Roster*

(Courtesy of Ike, Revised 05-04-01)

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## ***Note From The Editor!***

A short while ago a friend of mine called me and asked if I had a price list for the various Model A Ford body styles when they were new from Ford. I thought I had seen it a number of times in various publications, but I was wrong. After an exhaustive search through my "How to" library I did find what I was looking for in an obscure book called Henry's Fabulous Model A, by Leslie R. Henry, published by Clymer Publications in 1959. There were four price charts, one for each year of production. I thought it might be worthwhile to condense the information into one single chart covering the four years. The chart is published in this newsletter on page 8. The accuracy of the information is that of the publication described above. It did not list commercial vehicles (pick up trucks) except for the 1928 76-A Pick Up. It also did not show a listing for the 1931 DeLuxe Tudor, that I know do exist. ©

## ***Bits & Pieces!***

### **Down Under:**

Richard Morse in New Zealand need patterns for the Victoria front and rear carpet (from an original car). Of all the patterns we have, we do not have the carpet patterns. If anyone can help, please contact Charlie Viosca.

### **Desperate in Georgia:**

I am in need of the two rear bumper brackets for a 1930 Victoria, and the curved roof panels that go above the door. Please contact William Davis 3838 Fisher Dr. Smyrna, GA 30082 770-436-3331 [wrdbill1946@aol.com](mailto:wrdbill1946@aol.com)

### **From Charlie:**

Jill Sullins and her husband Garland are putting together a cook book to sell to raise money for the Scholarship Fund. I would like to encourage the members to send recipes to Jill to put in the book. Her address is Jill Sullins, 6809 Saddle Tree Trail Plano, TX 75023

# Model A Ford Prices (New)

<u>Model</u>	<u>Body Name</u>	<u>1928</u>	<u>1929</u>	<u>1930</u>	<u>1931</u>
35-A	Standard Phaeton	395.	440.	---	---
35-B	Standard Phaeton	---	---	440.	435.
40-A	Standard Roadster	385.	435.	---	---
40-B	Standard Roadster	---	---	450.	430.
40-B	De Luxe Roadster	---	---	520.	475.
45-A	Standard Coupe	495.	500.	---	---
45-B	Standard Coupe	---	---	495.	490.
45-B	De Luxe Coupe	---	---	545.	525.
49-A	Special Coupe	500.	510.	---	---
50-A	Sport Coupe	550.	530.	---	---
50-B	Sport Coupe	---	---	525.	500.
54-A	Business Coupe	495.	490.	---	---
55-A	Tudor Sedan	495.	500.	---	---
55-B	Tudor Sedan	---	---	495.	490.
60-A	Fordor (Briggs) Leatherback\Brown	570.	600.	---	---
60-B	Fordor (Briggs) Leatherback\Black	---	600.	---	---
60-C	Fordor (Briggs) Steelback	---	600.	---	---
68-A	Cabriolet	---	645.	---	---
68-B	Cabriolet	---	---	625.	630.
68-C	Cabriolet	---	---	---	630.
76-A	Roadster Pick Up Truck	395.	---	---	---
135-A	Taxi Cab	---	800.	---	---
140-A	Town Car	---	1200.	---	---
140-B	Town Car	---	---	1200.	---
150-A	Station Wagon	---	N/P	---	---
150-B	Station Wagon	---	---	640.	625.
155-A	Town Sedan (Murray)	---	670.	---	---
155-B	Town Sedan (Briggs)	---	670.	---	---
155-C	Town Sedan (Murray)	---	---	640.	630.
155-D	Town Sedan (Briggs)	---	---	640.	630.
165-A	Standard Fordor Sedan (Murray)	---	625.	---	---
165-B	Standard Fordor Sedan (Briggs)	---	625.	---	---
165-C	Standard Fordor Sedan (Murray)	---	---	600.	590.
165-D	Standard Fordor Sedan (Briggs)	---	---	600.	590.
170-A	Standard Fordor Sedan (2 window)	---	625.	---	---
170-B	Standard Fordor Sedan (Briggs)	---	---	600.	---
170-B	De Luxe Fordor sedan (Briggs)	---	---	640.	630.
180-A	De Luxe Phaeton	---	---	625.	580.
190-A	Victoria Coupe	---	---	580.	580.
400-A	Convertible Sedan	---	---	---	640.





# *Some Gas Pains!*

by Tom Endy

## **Mr. Green's organization:**

Once upon a time I was in the process of rebuilding three Zenith carburetors. Each was kept in a separate box as I went through the rebuilding process, and each was given a name for Identity. "Mr. Rusty" (because it was), "Mr. Turlock" (because that's where I found it), and "Mr. Green" (because it was painted green, not Henry green, but ugly green). This story is about Mr. Green.

## **Acquiring Mr. Green:**

A year ago our club was on a tour up around San Simeon, California. We met up with some people from a local club there. One fellow we met had a Model A Ford that was running terrible. It was idling fast, and backfiring whenever he took his foot off the gas. Some of our members fiddled with the carburetor for a while at a lunch stop. Finally I suggested we put a spare carburetor on the car that I had with me. It was one I had rebuilt a few years earlier. The car ran fine with my carburetor. I told the owner I would just swap with him, and I would keep his carburetor and rebuild it at a later date. The carburetor was painted a sick looking green for some reason.

## **Rebuilding Mr. Green:**

When I took Mr. Green apart I found a worn throttle shaft, and the choke stop was missing. Someone had slid a big nut over the gas-adjusting valve assembly to keep the choke butterfly centered. There was also a new set of repo jets installed. When I checked the jet sizing, I was able to slide a #75 drill into the idle jet, and a #74 drill would not go in. Since this was correct I put the idle jet back in Mr. Green's box. I had to resize the other three jets, as they were all too big.

## **Mr. Green meets Victoria:**

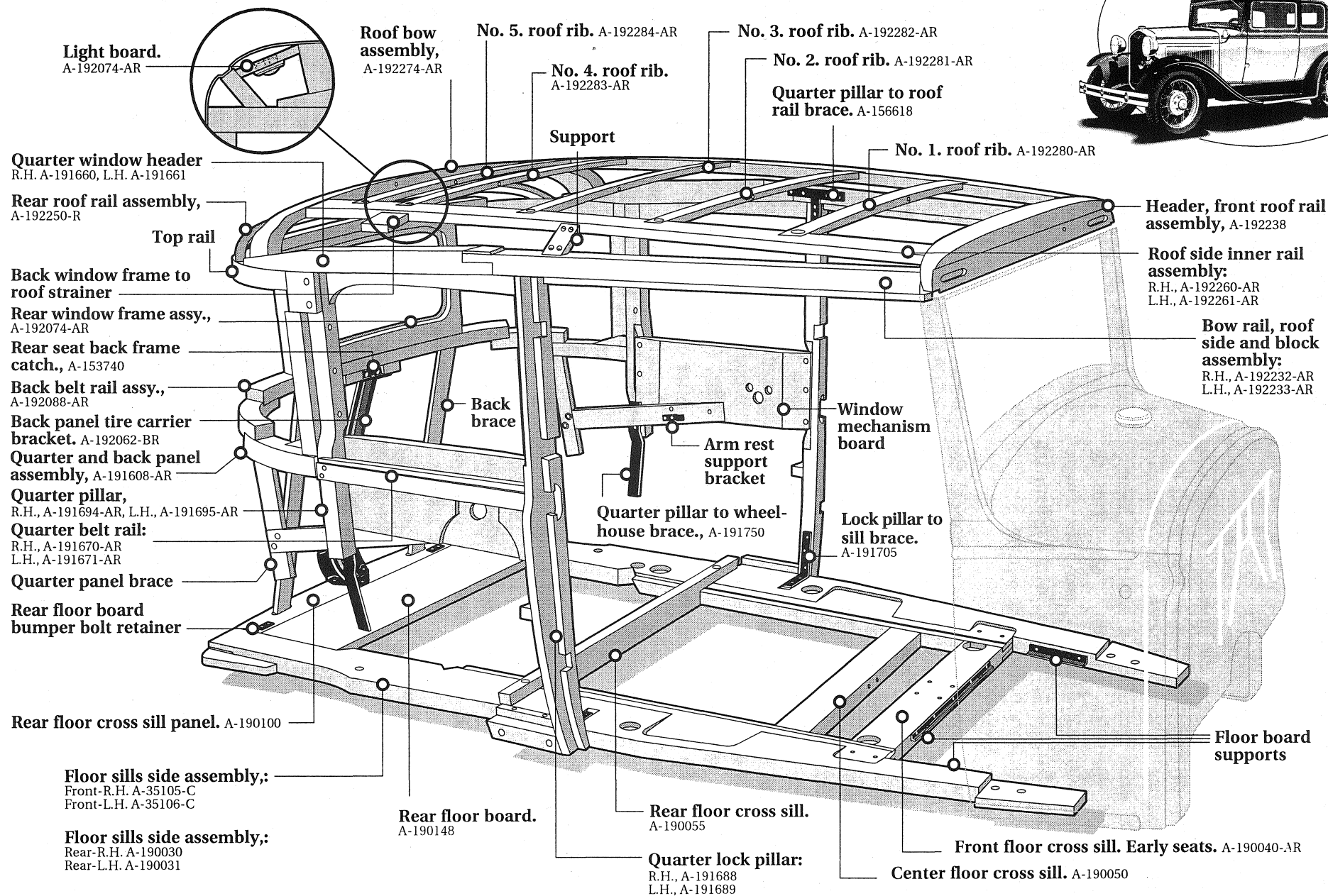
After Mr. Green was rebuilt, I bolted it on my Victoria to test it. I couldn't get it to idle unless I set the idle adjust screw that cracks the throttle plate open way up. The air idle adjust screw had no affect. You could screw it all the way in or all the way out without any affect. When I ran the engine RPM up, and let it return to idle, it would backfire on the way down. I knew something was radically wrong, so I didn't even try to take it for a drive. I removed it from the car and took it apart again.

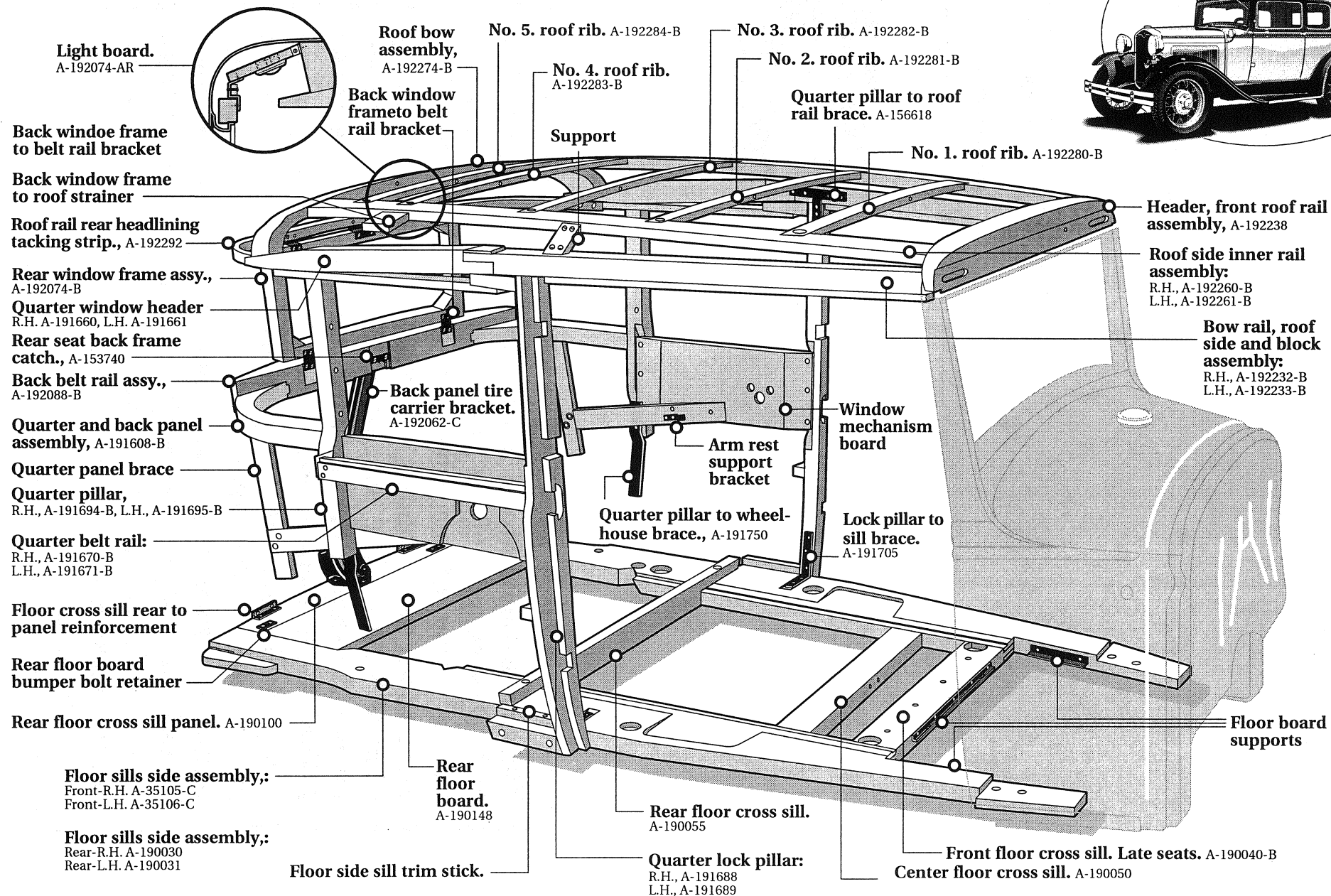
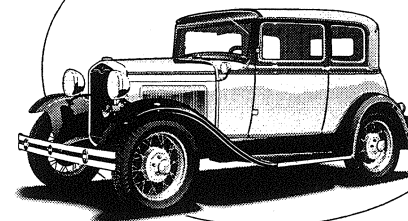
## **Mr. Green's pedigree:**

I had previously bead blasted Mr. Green, cleaned out all the passageways, re-bushed the housing, put in a new throttle shaft, and installed a choke stop. I had also painted it black, but I continued to call it Mr. Green and not Mr. Black. While I had it apart the second time I re-checked everything, and found everything, as Henry would have wanted it. I especially re-checked all the passageways since I suspected one of them could be blocked. I could get a wire paper clip through all of the passageways, except the one in the throat in the top casting. This one I checked by shooting WD40 through it to see if it was open, and it was. The last thing I re-checked was the sizing of the four jets. I almost didn't check the idle jet again, because I had not resized it, and I had previously concluded that it was drilled to the correct size. But, I went and checked it anyway. This time I pushed the #75 drill in a little further than 1/4 of an inch, and it stopped. What's this? Apparently the jet had not been drilled completely through, and it was totally blocked.

## **Mr. Green rides again:**

After correcting the jet, I put Mr. Green back on the Victoria. I could now obtain the proper idle adjustment, and the backfiring was gone. I took the car for a drive and Mr. Green worked fine. In analyzing this problem, I considered a statement I have heard attributed to a Zenith carburetor. That "the idle circuit has nothing to do with high speed operation." However, one has to consider that when I revved up the engine, then closed the throttle plate, the carburetor was trying to return to the idle mode, however no gas was getting through the idle circuit, only air. To make matters worse, the throttle plate had to be adjusted open more than for a normal idle. I suspect too lean, of a mixture caused the backfiring. What I did learn is this, if the idle jet is plugged, it won't idle normally and you will have to compensate with the throttle cracked open more, the air idle adjustment will have no affect, and it will definitely backfire as it comes down off of high speed RPM. I was also reminded of the immortal words of Kermit the Frog when he said, "It isn't easy being Green."☺





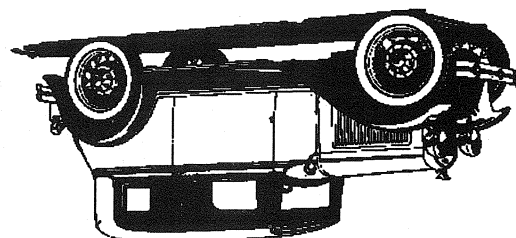
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## *International Model A Ford Victoria Association*



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.