

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986 – Frisco, Texas

Model A Ford Club of America – Model A Restorers Club

July, 2005

Volume 20, Issue 3

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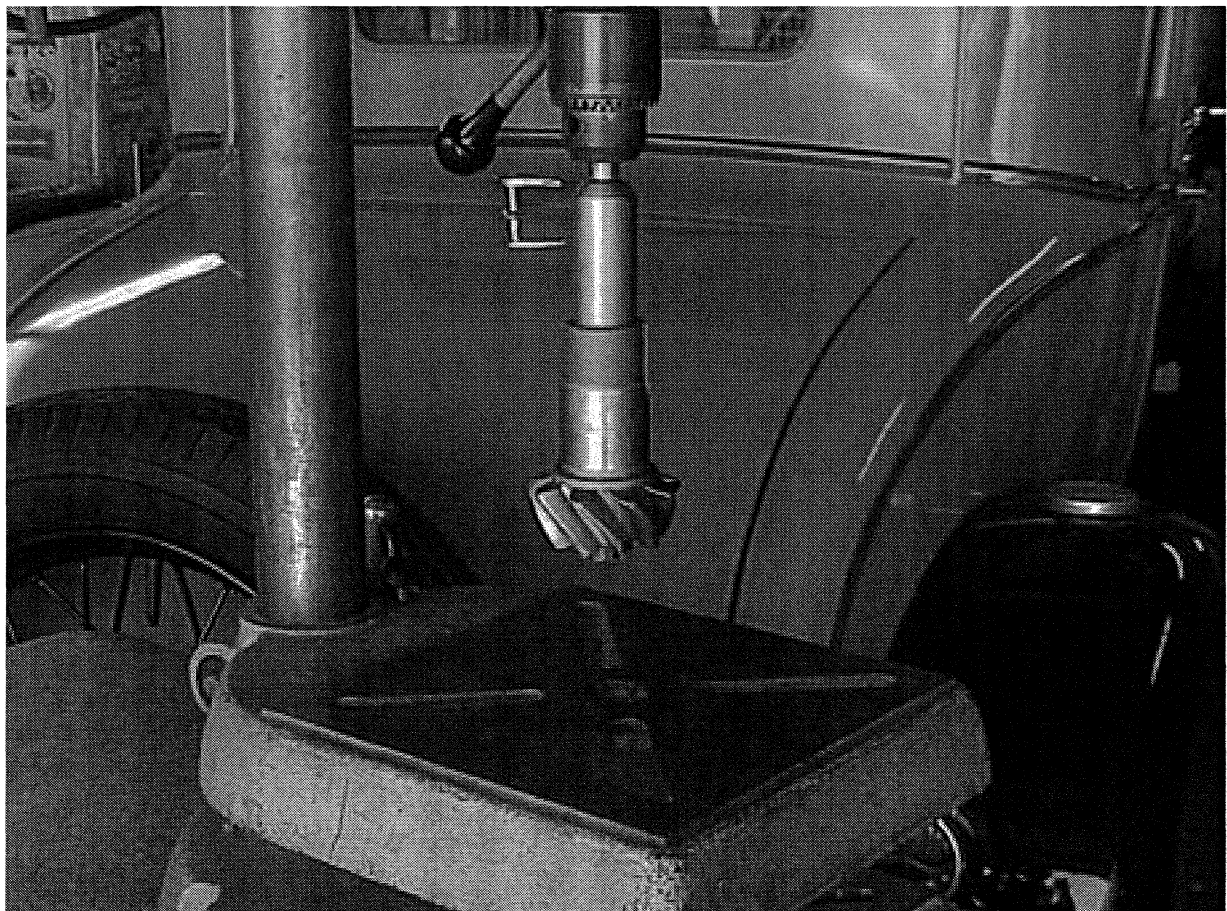
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Reproduction Blues

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Charlie Says!

by Charlie Viosca

New Members:

We are really getting a lot of new members and that is good for the Victoria Association. It means we are helping a lot of people and accomplishing what we are all about.

Colorado Regional Meet:

I attended the MAFCA Regional meet in Colorado Springs this past June, which was an excellent event. Unfortunately, my wife Felicia became ill and we had to come home. I had planned to make a pitch for nine more MAFCA Chapters to join us as sponsors of the MAFCA Youth Restoration Award. I was pleased that the MAFCA President, John Frazee, made the announcement for me. Thank you John.

Youth Restoration Award:

The Restoration Award is a good way to help the youth of MAFCA in restoring their Model A's and also keeps them involved in the hobby. I ask each of you to present this option to your club and join the eleven chapters we have so far. If you are interested in making this proposal to your club, please contact me and I will send all the information you will need. This award is presented at each MAFCA National meet. Last year we presented five youth members with a total of \$1,500 each in cash, parts and gift certificates. We also have many of the Model A Vendors involved in this youth award.

The sponsoring vendors are:

Sacramento Vintage Ford; Danaher Tool Group; Snyder's Antique Auto Parts; Piranio's Antique Auto; Mike's "A" Ford-able Parts; LeBaron Bonney Company; California Car Cover Company; Harry's Early Ford Parts; and Wallace Wade Specialty Tires. ☺



It's not all about Model A Fords

Charlie Viosca is a man of many skills. Shown here with a scale model of a DC-3 he built. The project took him five years. Charlie also piloted the full-scale version of a DC-3 in his younger years. **Tom Endy**

MAFCA Youth Restoration Award

Participating Chapters

- 1 - **The Dallas Model A Ford Club:** Charlie Viosca 11084 Windjammer Dr., Frisco, TX 75034-9266
Ph 972-625-2922 - E= cjviosca@aol.com.
- 2 - **The Victoria A's, Victoria Texas:** Dr. Will Wagner, 408 West Goodwin Ave., Victoria, TX 77901-6426
Ph - 361-572-0924 - E= wwagner@neopolis.net
- 3 - **The Capitol City A's, Austin, Texas:** Larry Hanvey, 7505 Step Down Cove, Austin, TX 78731
Ph - 512-345-1259 - E= jhanvey@email.msn.com.
- 4 - **The Palomar A's, North San Diego County:** Norm Rowe, 39090 Fair Oaks Dr., Oakhurst, CA 93644
E= hank4@cox.net.
- 5 - **The Orange County Model A Ford Club:** Tom Endy, 5881 Iroquois Rd., Westminster, CA 92683
Ph - 714-897-5861 - E= tendy@socal.rr.com.
- 6 - **Piney Wood A's:** E. Dwyre Durant, 494 Wilcrest DR., Houston, TX 77042
Ph - 281-392-8744 or (W) 713-827-1177, E= EDDURANT1@aol.com.
- 7 - **Minuteman Chapter:** Peter Mac Donald, 15 Carter Dr., Framingham, MA 01701
Ph - 508-877-9440, E= pmacdonald@osti.com.
- 8 - **Modesto A's:** Linda Weaver, P. O. Box 576073 Modesto, CA. weaverko@sbcglobal.com.
- 9 - **Victoria Association:** Charlie Viosca 11084 Windjammer Dr., Frisco, TX 75034-9266
Ph 972-625-2922 - E= cjviosca@aol.com.
- 10 - **Pomona Valley Model A Club:** George H. Munday, 681-E. Kingsley Ave., Pomona, CA 91767
909-622-7196, E= bbbarbjb@c.s.com.
- 11 - **Santa Anita's:** Carol Emanuelli - Treasurer, P. O. Box 660904, Arcadia, CA 91006
President is Mickey Fruchter - 626-286-5267.

We are looking for a few good chapters. **Nine to be exact.** The goal is to recruit 20 MAFCA chapters prior to the MAFCA National Meet in 2006. So far we have the eleven chapters pledged above. We hope we can include your chapter in this worthy effort. In addition to chapter participation a number of the major suppliers to the Model A hobby have pledged gift certificates. There are no losers in this award program. All legitimate applicants are winners. The total amount of the award fund is divided among all the applicants. Applicants are those individuals who are under the age of 22, are a member of MAFCA, or the child or grandchild of a member, and is restoring his or her own Model A Ford. The financial award is to assist them with the restoration.

MAFCA YOUTH RESTORATION AWARD SPONSOR REQUIREMENTS

To be a sponsor of the MAFCA Youth Restoration Award is very simple. Let me explain.

History and sponsoring chapters:

The award was started in 1994 with only one sponsor, the Dallas Model A Ford Club. It was soon joined by the Victoria A's of Victoria, Texas and the Capitol City A's of Austin, Texas. We have been joined by The Palomar A's of North San Diego County, CA, the Orange County A's, Santa Ana, CA, the Piney Wood A's of Houston, TX, the Minute Man Chapter, Sudbury, MA, Modesto A's of Modesto, CA, the Victoria Association of Frisco, TX, the Pomona Valley Model A Club, Pomona, CA and the Santa Anita A's of Arcadia, Ca. In 2002 and 2004 we opened the award to the Model "A" Vendors. This has proven to be a very rewarding move. For 2006, we are now opening the award to 9 more MAFCA Chapters on a first come basis. We hope to add your chapter to this great list.

The sponsoring chapter requirements are:

Each sponsoring chapter must pledge \$500 every two years so we can present checks to all MAFCA Youth Restoration Award recipients at each MAFCA National Convention. Because of the new joining Chapters, we have revised the sponsorship to have the chapters send their pledged money to Charlie Viosca to be deposited into the Restoration Award bank account. At every MAFCA National Convention the money will be divided equally among the award applicants and checks will be presented at the MAFCA National Convention (or mailed to the youth recipients not present at the MAFCA National) along with the gift certificates and parts from the vendors. As per the MAFCA Policy, all the awardees and vendors and MAFCA Chapter sponsors will be written up in The Restorer Magazine. In 2004 each youth received \$1,100 in cash, parts or gift certificates. All chapters and vendors will be recognized at all times

Note: The payments may be presented in two \$250 payments if it suits your budget better than one \$500.00 payment for the two years.

Any chapter may withdraw from sponsoring this award at any time but no later than September 1st of the year preceding a National Meet.

The MAFCA policy on this award is: Part II, Section 5, Subsection N.

If you do not have a copy, please request a copy from MAFCA or directly from me.

Let's make the 2006 MAFCA Youth Restoration Award a banner year for our MAFCA Youth.

I am always available to answer any questions you may have.

Sincerely,

C. J. Viosca - Award Chairman
11084 Windjammer Dr., Frisco, TX 75034-9266
E-mail – cjviosca@aol.com

Bits & Pieces!

Since the April publication of the Bustle we have thirteen new members now included in the roster.

The thirteen members are:

Mike & Barbara Baney
560 Glenwood Ave. N.
Muskegon, MI 49445

Steven & Karen Chandler
10235 62nd Ave. South
Seattle, WA 98178

Allen & Trish Davis
3156 D.C. Lakeshore Dr.
Deerfield Beach, FL 33442

Dick & Janice Marsellos
9449 SW Happy Days Lane
Powell Butte, OR 97753

Ken & Victorean Miller
4422 College Ave.
Ellicott City, MD 21043

Frank & Allison Smith
415 E. Michigan
Marquette, MI 49855

Jim Sutch
848 Amelia Ct. N.E.
St. Petersburg, FL 33702

Delmar Swanson
4685 Albany Circle, Apt. 110
San Jose, CA 95129

Dick Thornes
8434 N.E. Hassalo St.
Portland, OR 97220

Ben & Shirley Webber
2305 E. Brushy Valley Dr.
Powell, TN 37849

Lee & Phyllis White
4456 Schinkal Rd.
Cincinnati, OH 45248

Jim & Dee Williams
2826 S. Fairway Dr.
Tempe, AZ 85282

Richard & Marcella Wilson
15 Elk Mont Place
Ashville, NC 28804

Southern Calif. Regional Meet!

Hosted by The Orange County Model A Ford Club and The Southern California Region of MAFCA. The event will take place **September 14-17, 2005 at Ontario, California.**

Contact:

Glenn Johnson (chairperson)
503 Madison Ave.

Placentia, CA 92970

Home – 714-528-0891

Cell – 714-401-9429

e-mail – gsleasing@adelphia.net

Hotel Accommodations:

The host hotel is the **Ontario Airport Marriott**

For reservations call 909-975-5000 or 800-284-8811

Room rates are **\$82. per night** plus tax. Includes continental breakfast. Rates are good until August 24th, 2005. Normal rate is \$149. Free shuttle service to and from the Ontario airport.

A super event:

Hill climbs, Hubley Derby, car judging, casino night, gymkhana, swap meet, seminars (differential, 39 transmission, adjusting rods & mains, fashion seminar), grand tour, awards banquet

Maintenance tent:

A well-equipped and staffed maintenance tent will be available for those folks who come limping in with a sick Model A.

Hubley Derby:

The Orange County Chapter has recently built a very fine, electronically timed Hubley Derby racetrack. In addition to the races, there will be a seminar on how to build and race Hubley cars.

Don't miss this one:

This will be one of the premier events of the year. And the price is right. Contact Glenn Johnson now for your registration form. ☺

Welcome aboard to all the new members.

Reproduction Blues!

By Tom Endy

Reproduction pinion gear:

Like most things reproduction, you can't take quality for granted. The ring & pinion gear sets sold on the market today appear to be of excellent quality. I have installed about half a dozen in the last few years. Recently, however, I have run into a problem with three in a row. For the most part I would prefer to use a good serviceable original ring & pinion. Sometimes that is not possible as the car owner may insist on a new one, or want a 354 ratio installed instead of a 378.

Pinion sleeve dimension:

From what I have been able to determine the diameter of a pinion sleeve should be 1.575 in the area where the bearing nearest the pinion gear mounts. This causes a nice tight fit requiring it to be pressed on with a shop press and a short length of pipe. The diameter in the area where the second bearing is mounted should be something less than 1.575. The reason for this is the bearing should not press on tight. It should be snug, but not tight. This is so it will slide easily when making the pre-load adjustment. If during the pre-load adjustment procedure it ends up too tight, it is an easy task to back off the two large nuts and tap the end of the drive shaft with a brass hammer to slide the bearing back. The ability of the second bearing to be able to slide with just a little snugness makes setting the pre-load very easy. The originals are made this way.

The last three:

The last three reproduction pinions I encountered, one 378, and two 354's, had the same 1.575 dimension the full length of the sleeve. This required considerable force to get the second bearing on. I was not able to back the bearing off after I got the pre-load too tight. I had to completely disassemble everything to be able to use a shop press to get the second bearing off. I am of the opinion that the diameter where the second bearing sits should be about .0015 less than the diameter for the first bearing.

The need for a special tool:

A special tool was made from a discarded rear axle. The tapered end was cut to a length of about eight inches and a half-inch step was machined into the shaft so it will chuck up in a drill press.

Use of the tool:

The pinion gear is mounted onto the tapered end of the shaft, and chucked up in a drill press. Using a flat file with some emery paper the area where the second bearing sits is machined down about .0015. It is best to put some tape around the area where the first bearing sits to act as a guide. I did this with the last reproduction pinion I installed and it made for easy adjustment of the pinion pre-load.

How to check:

Slide a bearing down over the pinion sleeve. While holding the gear in your hand you should be able to tap it down easily with a pipe and a small hammer to where the second bearing would mount. If it feels like it is went on easy and you are able to get it back off easily, it is correctly machined. If, on the other hand, you had to hammer it hard to get it on, it is too tight, and you will have difficulty setting the pre-load. You will also have difficulty getting it back off. You will probably have to use a shop press.

The moral to the story:

If it wasn't made by Henry, be wary of it. Henry not only insisted on quality, he insisted on consistent quality. That is not the hallmark of today's reproduction parts. The word may be around the hobby that a particular reproduction part on the market is of good quality. That may be true today, but maybe not so tomorrow or next year. ☺

On The Cover!

The front cover photo shows a pinion gear chucked up in a drill press using the new special tool. Happiness is the right tool for the right job. ☺

A Different Drummer!

By Tom Endy

Larry McSpeed:

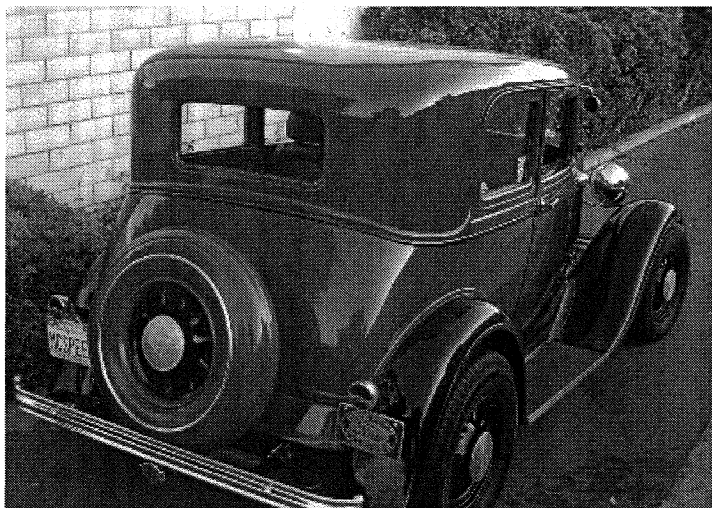
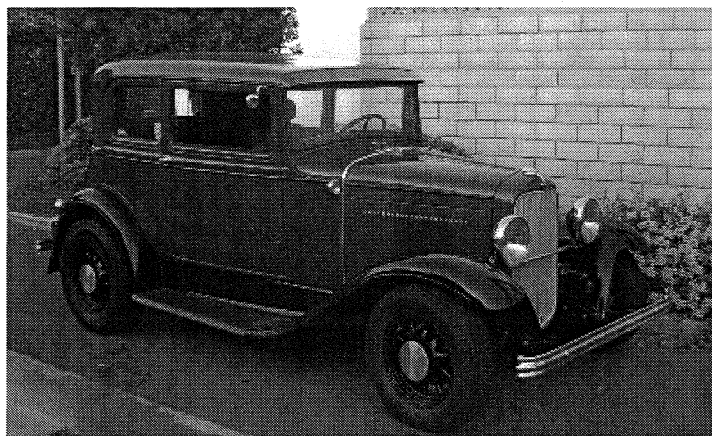
Most of us who are members of Model A Ford clubs conform to a fairly conservative approach to the preservation and restoration of the vehicle that has drawn us all together. There are some who are purest and believe that a Model A Ford should be as Henry intended it, right down to the last nut and bolt. Others take a more liberal approach and install modifications to provide modern convenience. Whatever the case, we all pretty much march to the same drum beat and maintain our cars to look like a Model A Ford. Then there is Larry McKinney, AKA "McSpeed". Larry is a member of the Victoria Association, the Orange County MAFC, and the 4 Ever 4's, and is one of the most enthusiastic Model A'ers I have ever met. However, he definitely marches to a different drummer. Some may think he has gone too far, but you have to admit that his car is unique, draws a lot of attention, and is the source of much conversation. And it looks pretty darn good.

A 32 want-to-be:

Besides looking like a 1932, instead of a 1931, Larry's steelback Victoria has many more modifications such as an overhead valve engine (four banger, of course), hydraulic brakes, a five-speed transmission, 12-volt power, and front seats from a Ferrari. The most recent modification makes it a "steeltop" as well as a steelback. The soft top was removed and covered over with the steel top from a van. A pre-slant window Model A visor was also incorporated to add to the confusion. The top conversion was very well done.

It's still a Model A:

No matter how much a Model A is modified, if it has a Model A frame, Model A engine block, and Model A body, it's still a Model A. And, no matter what is thought or said, Larry McSpeed will still march along to a different drummer. ☺

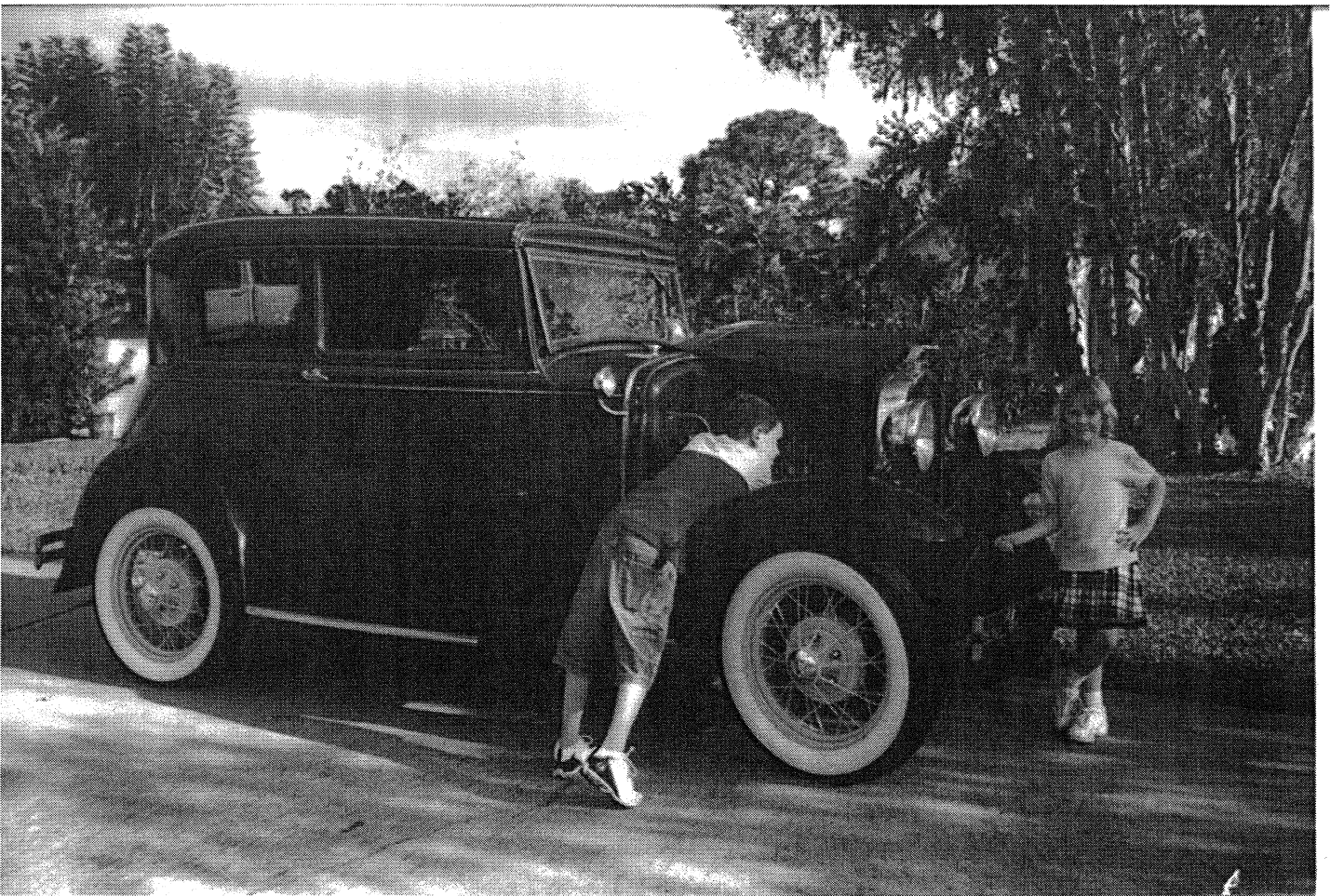


It Is Finally Finished

by George Dinius

Good news, I finally finished restoring my 1931 Victoria after more than 18 years. It sure feels good to drive it instead of just working on it. I painted it Kewanee green and Elk point green and had it pinstriped in straw. It has new Firestone white wall tires with straw color wheels. A new LeBaron Bonny interior was installed and it has all new chrome and stainless. Green is not my favorite color, but my grandson Matt chose the color. He is ten and is looking forward to driving it in a few years. He and his sister Nicole would like to own it some day. These two are my helpers when they visit and always want to go for a ride. We are truly blessed to be able to drive the car all year long, as the weather is pretty good here in Florida. The last picture of the car I sent to the Victoria Association appeared in the newsletter of November 1994. I am glad it is finally finished, and my wife is too. Thanks you Victoria Association for a great publication. I always look forward to receiving it. We have a great hobby to share. I am retired now and have started the restoration of a 1930 pick-up. ☺

Editor's note: George Dinius lives in Bradenton, FL



George Dinius' 1931 Victoria, grandchildren Matt (10), Nicole (7)

MAFCA YOUTH RESTORATION AWARD

SPONSORED BY:

THE DALLAS MODEL A FORD CLUB, THE VICTORIA A'S of VICTORIA, TEXAS, THE CAPITOL CITY A'S of AUSTIN, TX, THE PALOMAR A'S OF NORTH SAN DIEGO COUNTY, CA, THE PINEY WOOD A'S OF HOUSTON, TX, THE ORANGE COUNTY A'S OF SANTA ANA, CA, THE MINUTE MAN A'S OF SUDBURY, MA, and THE MODESTO AREA A'S OF MODESTO, CA, THE VICTORIA ASSOCIATION OF FRISCO, TX THE POMONA VALLEY A'S OF POMONA, CA and the SANTA ANITA A'S of ARCADIA, CA.

APPLICATION

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ BIRTHDAY: _____

E-MAIL: _____

MAFCA CHAPTER: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

CLUB PRESIDENT _____ PHONE: _____

E-MAIL: _____

YEAR & BODY STYLE OF MODEL A: _____

DATE OF PHOTOGRAPHS: _____

DESCRIPTION OF RESTORATION: (Use additional sheet of paper. It is mandatory that the applicants personally write the description.)

MAIL TO: DALLAS MODEL A FORD CLUB, C/O CHARLIE VIOSCA
11084 WINDJAMMER DR., FRISCO, TEXAS 75034-9266

NOTE: Application must be postmarked no later than May 15, 2006.

Qualifications:

- A. It is open to all sons and daughters of members of the Model A Ford Club of America.
- B. The son or daughter shall be between 12 and 21 years of age.
- C. The son or daughter must possess and be in the process of restoring a Model A Ford.
- D. The restoration activity must be directed toward completing a Blue Ribbon or Touring Class Model A Ford. Help can be provided.
- E. The restoration shall be intended for personal use (not for resale or by contract for another individual).
- F. Modified or Hot-Rod projects are not eligible for consideration.

The Grant amount depends on the amount of money, parts and gift certificates presented to the award program during the fiscal year period. This amount is divided equally among all applicants.

Full details of the MAFCA Youth Restoration Award are outlined in the MAFCA Policy Manual Part II, Section 5, and Subsection N.

MAFCA YOUTH RESTORATION AWARD PLEDGE FORM

To become a MAFCA Youth Restoration Award participating Chapter, please fill out this pledge form.

MAFCA Chapter _____

Location _____

Address _____

E-mail address and contact _____

President _____ Phone number _____

Address _____

E-mail if available _____

The (chapter name) _____ hereby pledges

The amount of \$500.00 to be paid with the presentation of this pledge and every two years thereafter to become a SPONSOR and maintain our sponsorship of the MAFCA Youth Restoration Award. Note: You may pay in two \$250.00 checks if more convenient.

President's signature _____ Date _____

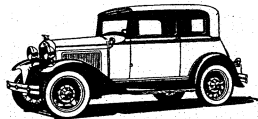
The money collected from the participating chapters will be deposited in the bank account of the MAFCA Youth Restoration Award and will be paid out in equal amounts to all qualifying MAFCA Youth Award applicants, at each MAFCA National Convention. This money will not be used for any other purpose.

Make out checks to: MAFCA Youth Restoration AWARD and mail to:

Charlie Viosca
11084 Windjammer Dr.
Frisco, Texas 75034-9266

A receipt will be sent to your chapter upon receipt of your check.

The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America (MAFCA) and a region of the Model A Restorers Club (MARC). 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



**International Model A Ford
Victoria Association**

**11084 Windjammer
Frisco, Texas 75034**

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