

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986 – Frisco, Texas

Model A Ford Club of America – Model A Restorers Club

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The 1933 Long Beach Earthquake

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On The Cover!

The Long Beach, California earthquake struck at 5:55 PM on March 10, 1933. Many buildings in the city were destroyed. Had the earthquake hit earlier in the day while school was in session the death toll would have been much higher as most of the city's school buildings collapsed. The damaged car on the cover in the lower right appears to be a 1930 Model A Ford. Note the 1933 California license plate. Seen below are other photos of the quake damage. The US Navy was called in to patrol the streets to prevent looting.



Charlie Says!

by **Charlie Viosca**

It is with a heavy heart that I must write this last “**Charlie Says!**” column as the president of the Victoria Association. It is time for me to turn the leadership over to a new generation. John Icenhower will assume the duties of president of the Victoria Association as of July 2006. I know I leave the Association in very good hands. As many of you know, I formed the Victoria Association in 1986 and have been the president ever since. In the beginning, I did everything by myself until I got smart and asked for help. John Icenhower came on board early on as the treasurer. In 1995 Tom Endy came on as the editor of the newsletter, which we subsequently named “The Bustle”. Down the road Dave Ziegler was added to the board and was placed in charge of the Bustle index. A few years later Vern Schwebke was appointed to the board as the director of membership. Last, but certainly not least, Bill Barlow, a past MAFCA technical director, was added to the board as the Victoria Association technical director. The Victoria Association board has been blessed with exceptional people.

In 1992 I founded the MAFCA Youth Restoration Award program, of which the Victoria Association is one of the sponsors. A few years later, in 2000, I founded the Model A Ford Youth Scholarship program, which the Victoria Association sponsors.

I am 80 years old now, and it is time for me to step down. I will always be involved with the Victoria Association as long as I live. You can’t get rid of me that easy. I will still be around and occasionally submit a “**Charlie Says!**” column.

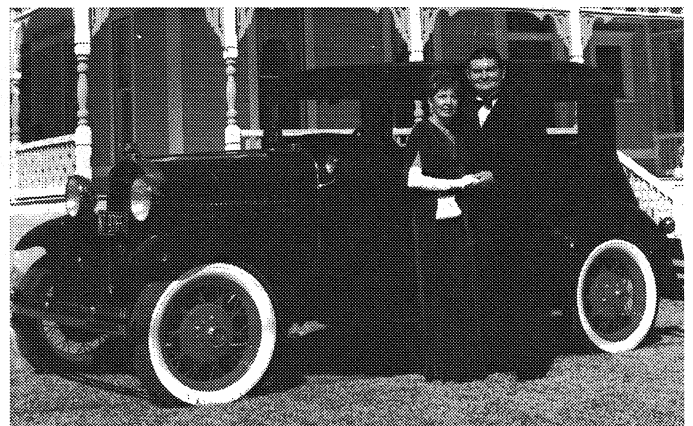
A new member of the board, **Brian Martin**, will take over the duties of Association treasurer. The Victoria Association remains strong and is a viable participant in the Model A Ford hobby. I plan to attend the MAFCA National at Mansfield, Massachusetts in July. I look forward to seeing many of you there. ☺

The New Treasurer!

by **Brian Martin**

I am very pleased to accept the position of treasurer and board member of the Victoria Association. I bought my first Model A Ford when I was in high school. I sold it when I joined the Military. I retired from the Marine Corps in 1989 and bought my Victoria and joined the Willamette Valley chapter of MAFCA. I served as president, tour director, and treasurer (for 9 years). My wife Trish and I also publish the chapter newsletter two months of the year (for the 13 years). I am also a member of MAFCA, MARC, the Victoria Association, and the Town Sedan Club. My two daughters grew up in the Model A hobby and have many fond memories of club activities and the many fine people associated with the club. We knew we were going to move to San Antonio, Texas so we joined the Alamo A’s about five years ago so we could be familiar with our new chapter. We moved to San Antonio in 2004 and have enjoyed the fellowship of the Alamo A’s. I am currently the vice-president of the chapter.

My past experience has included a board position on the Model A Ford Youth Scholarship board. I was also a member of the board of directors for a major international law enforcement association for 13 years, and was the secretary for the organization for 9 years. I resigned from the organization last year upon my retirement from the State of Oregon. I believe the Model A Ford should be driven and that the club chapter should be about families and their enjoyment of the cars and each other. We own a Victoria and a Town Sedan. ☺



Charlie & Felicia Viosca 1986

Transitions!

by John Icenhower

Thinking about what should go into this first article as the new "prez", I thought about all the things that Charlie Viosca has accomplished as the founder of the Victoria Association. No matter who is to follow, it is, as the old saying goes, a very tough act to follow and not one easily taken on.

Charlie, Brian Martin (our new treasurer), Jill Sullins, and myself met at the Texas Tour in early June of this year and discussed a number of issues that we should address with the changing of the guard. It is a difficult thing to do, in many ways, to change the leadership of a well-established organization and make a transition to new people, new ideas, and new thoughts. Trying to keep the old things that have made the Association such a good thing and yet infuse new blood into it and to try new things as well is very difficult.

I can't guarantee that I will be all that Charlie has been, and hopefully no one will expect that. Charlie has organized the Victoria Association with some good folks to carry out the goals of the Association. These include the documentation of the unique characteristics of the Victoria body style and providing the resources for those who are restoring a Model A Victoria. The Association has included the outstanding drawings of the late Howard Barnes, the beautiful illustrations of Anders Ramberg, and the numerous articles by many members of the association that Victoria owners desperately need to complete their restorations.

And speaking of those articles and documentation, if any member of the Victoria association who is in the process of restoring a Victoria, or has an original Victoria, an article by you with photos would be well received by our editor Tom Endy for inclusion in "The Bustle", and in our books on Victoria "how-to's". Tom can help with the editing and we can smooth out the details if you will send the information to Tom or me.

As for my family, we continue in some life transitions also. Both of our kids (my grandfather would not be happy calling them kids, as kids are

baby goats and our offspring are children) are getting married in July of this year. So as you read this, our daughter, Melissa will be married to Jack Curtis as of July 8 and our son Heath will marry Carla Garrett on July 29. All four of them have been bitten by the Model A bug. Of course Melissa and Heath have grown up in the Model A hobby (our '29 Murray Town Sedan) and driving my parents' Victoria and '29 roadster. Jack has been smitten with the bug pretty bad and was first exposed at the annual trek to the Winnsboro Autumn Trails in October of last year. He and Melissa also accompanied us on a Dallas MAFC tour to Natchitoches, LA over a New Years weekend. Carla loves the roadster and Heath sees to it that she gets a dose of riding in it at every opportunity. So we have the next generation ready to get involved in Model A hobby.

My parents, Jim and Della Icenhower, who are also active Model A hobbyist, are now living near us here in Sulphur Springs, Texas. Dad suffered a stroke just before Texas Tour last year and is now in a nursing facility and having to deal with Parkinson disease. Mom is living in an independent-living facility not far from Dad and can drive over to see him every day. Of course we see him everyday as well. and we celebrate on every occasion.

Our family background is just to let you know that transitions are a part of life and they take all forms. We carry on building on the strengths and resources of the past and try our darnedest to pass on to the next generation the things we have learned, and hope they will appreciate them and learn even more. ☺

Until next time, John.



John & Jana Icenhower

To Kill A Battery!

by Tom Endy

Model A Ford battery:

The battery in a Model A Ford tends to not last as long as one in a modern car. The reason is the inactivity. Cars that are driven daily usually keep the battery fully charged. Batteries that sit around less than fully charged tend to fail sooner.

A sneaky leaking diode:

One of the things that will drag a battery down is a leaking diode. Model A Fords did not have diodes back in Henry's day. Today many owners have installed a diode in the generator cut-out, or replaced the generator with an alternator. An alternator has six diodes in it. If you drive the car daily you might not even be aware you have a leaky diode. However, if you let the car sit for a long period of time it will pull the battery down.

The diode:

A diode is a device that when installed in an electrical circuit will allow current to pass in one direction but not the other. Another way of stating it is that it has a low resistance in one direction and a high resistance in the other direction. The high resistance direction, however, is not absolute, and a very minute amount of current is able to pass in that direction. The amount is so small as to be almost undetectable, and to a car driven daily it is of no consequence.

The cut-out:

The purpose of the cut-out on a Model A Ford is to disconnect the battery from the generator when it is not rotating. A non-rotating generator would be a dead short on the battery and would discharge it very quickly. There is a single set of contacts inside the cut-out. When the engine is running and the generator is rotating the contacts close automatically so that the generator will charge the battery. When the engine stops the contacts open automatically. After many years of service the cut-out contacts can become stuck together, this is especially true with the poor quality reproduction cut-outs being offered on the market today. Thus became the reason for the cut-out diode modification. The diode does not have contacts, but it can still fail. Many times the failure is subtle and is manifested in a leak instead of a dead short.

The alternator:

An alternator is a device that produces AC power. In order to convert it to DC power for use in a car six diodes are installed as a rectifier circuit. When the alternator is not rotating the diodes prevent the battery from discharging through the alternator exactly the same as does a diode in the generator cut-out. If any one of the six diodes develops a leak it will pull the battery down.

The ammeter:

The ammeter on the dash will indicate if there is a severely leaking diode. When you shut the engine off the ammeter should be zeroed out. If it is deflected slightly negative, something is drawing current. However, a leaking diode may not be leaking enough to register on the ammeter.

An easy check:

Most inexpensive volt-ohm meters (\$10. or less) have a milliamp scale. The one I have has a 250-milliamp scale. This equals one quarter of an amp. One quarter of an amp will not register on the dash ammeter, but it is enough to kill your battery. Pull the fuse out of the holder on top of the starter (it is prudent to have one installed) and place the meter probes across the fuse holder with the meter set to the milliamp scale. The meter will measure the current drain. The six-volt positive ground alternator on my Model A has one or more diodes leaking 200 milliamps and it did kill a battery.

Pull the fuse:

Anytime you park your car for an extended period of time, or even overnight, it is a good idea to pull the fuse and stand it on it's head at one end of the holder. If you do have a leaking diode somewhere the absence of the fuse will prevent it from draining your battery. The six-volt positive ground alternator on my Model A still has a leaking diode, even after I installed a new battery. It may have been that way for a number of years, however it puts out power just fine. One of these days I may get around to fixing the problem, but for now I just make sure I lift the fuse when I am done driving for the day. ☺

Re-Babbitting Rods!

by Bill Barlow

This is part one of a three-part series on the re-Babbitting of Model A Ford engine connecting rods. The following two parts will appear in subsequent issues of the Bustle.

In this issue I will discuss the preparation of the rod core prior to the pour. I would estimate 25% of the rod cores sent for exchange for reconditioned rods are not useable due to various types of damage found. I will list the damage type in the order I use to check them. First, and usually the most obvious, are damaged threads on the rod studs that hold the rod cap on. After removing the nuts I check the condition of the threads to see if they have been damaged to the point they cannot be trusted to hold a new nut. If the studs are damaged in anyway the rod must be tossed, as the studs cannot be replaced in the rod. Next I check the rod cap to see if it has been filed in an attempt to fit a worn bearing to a crankshaft. This can be determined by measuring the thickness of the stud flange on each side of the cap. It should measure .575 from the surface the nut seats on to the parting line of the rod. Anything less will reduce the thickness of the Babbitt in the bottom of the cap by that same amount after completion of the renewed rod. The thicker shim packs available today help replace some of the filed cap material. If the rod has been filed more than .050 it must be discarded. The indentations in the rod just above the parting line on the stud boss must be undamaged as they are the reference points for grasping the rod in the rod lathe for machining. Most rods have been center punched, cold chiseled or otherwise marked by previous backyard mechanics to indicate the number of the rod and to keep the rod and cap paired during engine overhaul. If the punch or chisel marks have damaged the material around the indentation the rod cannot be machined, so time and material would be wasted by proceeding. The rod must be rejected at this point. Next I check the rod dipper for damage and check that the cap matches the rod. I also discard a rod core that has been pitted with rust or has had weld added in an attempt to balance a lighter rod to the others. I will discuss balancing in a later part series. On the piston pin

bushing end of the rod I check for cracks in the forged steel that surrounds the bushing and also visually check the bushing in the rod to make sure the rod has not been reamed for a larger diameter thick wall bushing.

After the rod cores have been inspected they must be washed to clean them of all oil and dirt prior to bead blasting. Bead blasting will remove surface rust and dried oil. The holes in the dippers and the holes in the top of the bearing are then plugged with Babbitt-Rite, a compound of fire resistant putty, so the molten Babbitt material will not leak through when the bearing is poured. I will discuss the pouring of the Babbitt in the next part series. ☺



Model A Ford connecting rod & piston



Model A Ford Babbitt rod bearing

Bits & Pieces!

FOR SALE (Prices Reduced):

(3) 1931 Model A Ford Victorias. Complete ground up professional restoration. National show cars, many NOS parts, minimally driven. LB interior, indented firewall, all new wood, Plasmeter cast iron drums, counter balanced crank, V8 clutch and cut down flywheel. Hardened valves, Firestone WW tires, rear spare with SS tread cover & black painted side cover. Chassis restored by Wiley Higgins, wood graining by Bennie Estes.

Prices Reduced!

2-\$20,000 each – Steelback Ford maroon with black fenders and reveals, vermilion red wheels and pin striping.

1-\$22,000 – Leatherback Washington blue with Riviera blue reveals, black fenders and Tacoma cream wheels and pin striping. Tan vinyl top.

Health forces sale:

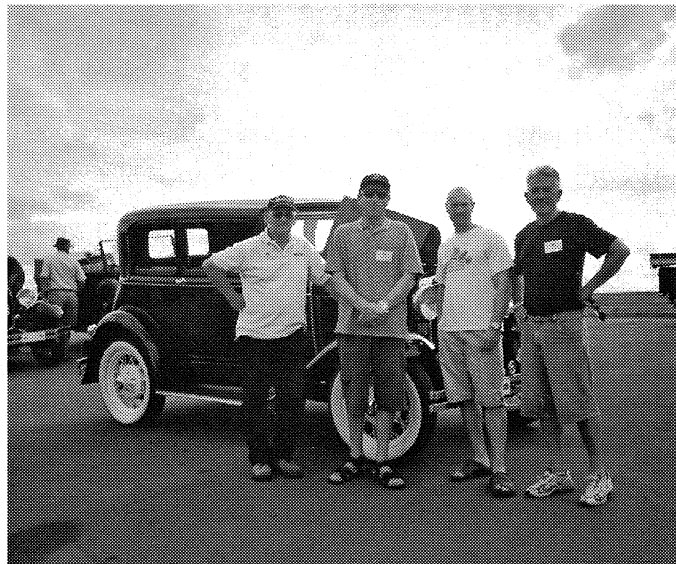
Lanny Hudson
350 Coal Creek Rd.
Redstone, CO 81623-9155
Phone: 970-963-3239 (after 6 PM Mountain time)

For Sale:

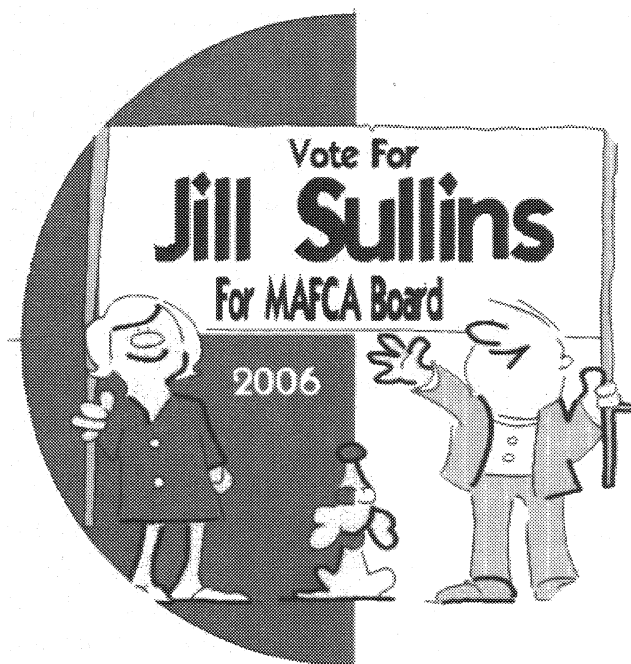
1931 Model A Ford Victoria Leatherback at \$25,500 with a 10% discount to Victoria Association members. Color: Kewanee green and Elkpoint green. NOS fenders. All Model A options plus overdrive. LB interior. Engine # matches frame #. Fresh engine rebuild with 20 miles on it. Older restoration, but very nice. Phone **Jerry Jordan** at **928-635-9167** in **Parks, AZ** for detail and list of features.

Wanted:

A pair of upright windshield garnish mouldings for a 1931 Victoria. Those from a 68-C Cabriolet or slant window sedan will also fit. Would appreciate any help. **Stan Pratt Visalia, CA 559-732-2979**



Four of the five Victoria owners of New Zealand. Left to right Derek Thomason, Joe Scott, Richard Morse, and Justin Bicknell. The Victoria belongs to Joe Scott.

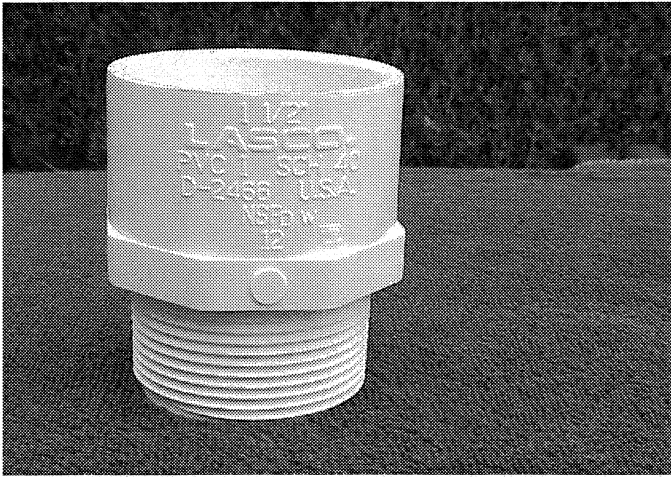


I know that most of the members of any organization do not vote when election time comes by. Last time, Jill Sullins barely missed out on her chance to be elected to the MAFCA Board. I am asking all of the Victoria Association members to please vote for Jill this time. If we all vote for Jill she can make the board. Having worked with Jill for many years on the Scholarship, I know she will make a great director. Please take a few minutes to vote for her this time. Thank you for your attention to this. **Charlie Viosca**

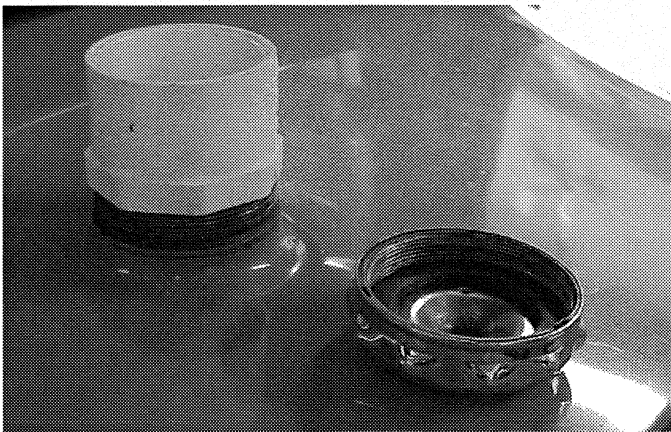
Technical Tip:

by Tom Endy

On a long tour it is sometimes necessary to fill the gas tank to its full capacity. In order to do this easily without fighting the rubber boot on the gas nozzle a PVC pipefitting can be temporarily inserted into the gas tank opening. The required fitting is inexpensive and can be obtained from any home supply store. Simply remove the gas cap and insert the fitting. The height of the fitting is just about right to push the rubber boot back and allow the tank to be filled to the very top. The fitting can be stored in one of the door pockets for handy access.



1 1/2 inch PVC pipefitting



PVC pipe fitting in gas tank filler opening

Technical tip:

by Tom Endy

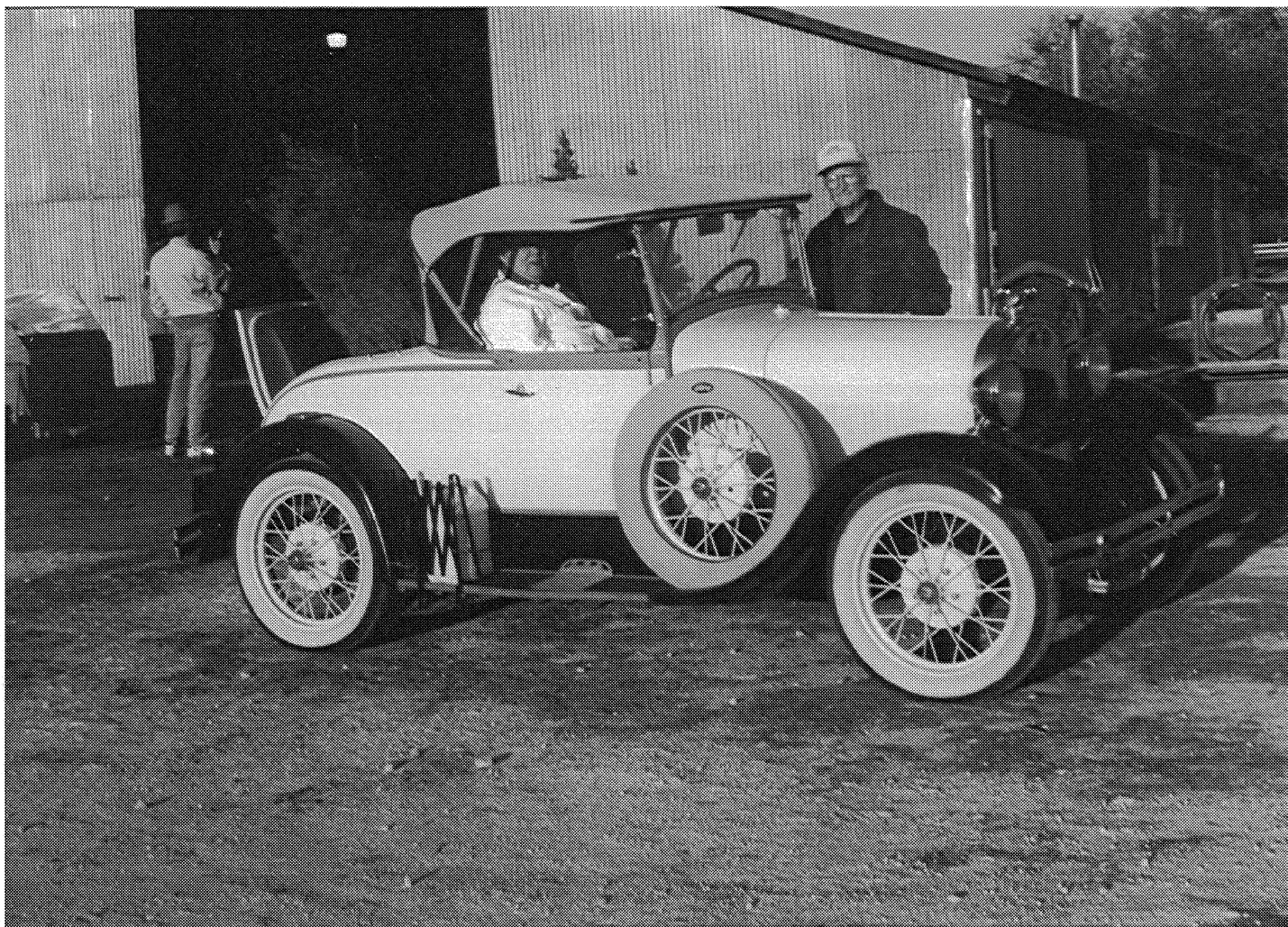
Reproduction gas caps have a quality issue that can cause you some amount of grief. A large single rivet in the center on the bottom of the cap holds the assembly together. The rivet goes through the bottom metal grabbing device, a red colored gasket, and a large brass flat washer. Off to the side is drilled a vent hole through all three parts. Without a vent hole the tank would experience a vacuum lock as the gas in the tank is depleted. Eventually it would stop the gravity flow of gas to the carburetor and the car would appear to run out of gas.

It is possible, and extremely likely, that as the cap is twisted on and off the tank numerous times, one or more of the three parts will rotate out of position on the center rivet. When this happens the vent hole will be blocked off and the vacuum thing will happen. When you remove the cap you are liable to hear a "Whoosh" sound as air rushes into the tank to equalize the vacuum.

Before you allow the vent hole to become blocked it is a good idea to modify the cap. Drill a second hole through the three pieces. Be careful not to drill clear through the top of the cap, just the three pieces. Tap the hole for a 6-32 screw. Lock-tight or epoxy it in place so it won't fall out into the gas tank. The screw will prevent the three parts from rotating out of position and the vent hole will maintain alignment through the three separate parts.



Modified gas cap with a small rivet epoxied into place opposite from the vent hole.



John Icenhower's parents James and Della Icenhower. The senior Mr. Icenhower is a Victoria Association member and a distinguished paid up member of "The Greatest Generation". Mr. Icenhower Is a veteran of World War Two and flew numerous combat missions over Japan in a B-29.

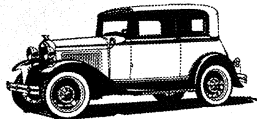


Heath Icenhower and fiancée Carla Garrett



Melissa Icenhower and fiancée Jack Curtis

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



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