

# **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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**Remember The Alamo**

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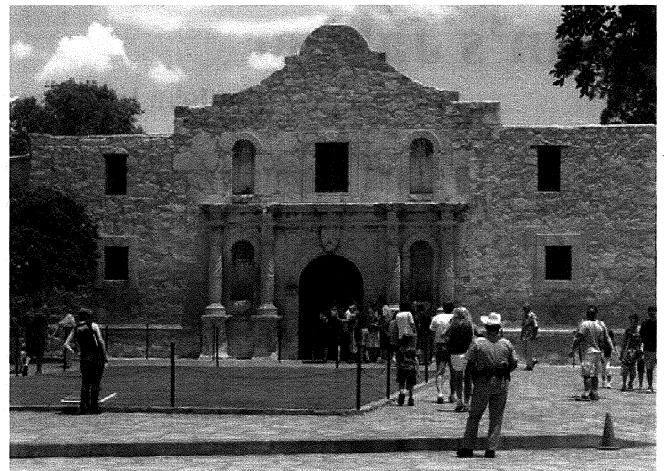
# On The Cover!

The Alamo is the symbol of Texas independence. The photo of the Alamo on the front cover was taken in the early 1900's. It is not clear what the two guys trying to get in through the front door is all about. They may have remembered the Alamo, but forgotten their keys. On March 6, 1836 the Mexican Army overran the Alamo garrison and its defenders were all massacred. It was the gallant stand the Texans made that makes the Alamo famous. Texas finally won its independence from Mexico after the battle of San Jacinto on April 21, 1836 when the Texas Army defeated the Mexican Army while shouting, "*Remember the Alamo*". The commander of the Mexican Army, Santa Anna, who was also the president and dictator of Mexico, was captured during the battle and was persuaded to grant Texas independence.

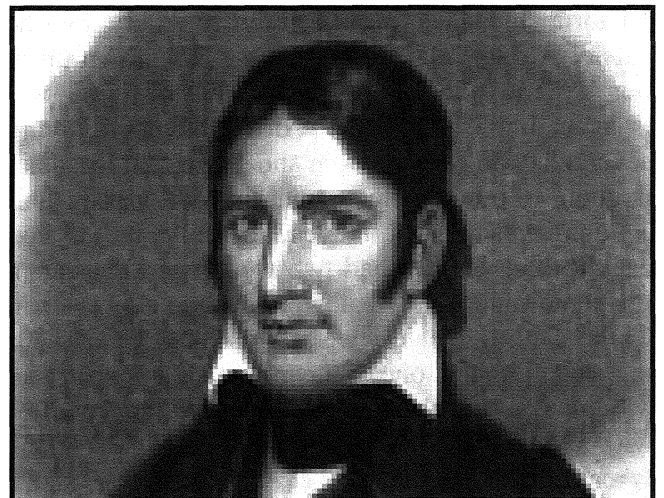
Texas is one of only two states that before becoming a state was a sovereign nation. The Republic of Texas existed for almost ten years as an independent country before entering the union as a state. It is the only state in the union that did not have to do time as a U.S. Territory before entering the union. The other state that was a sovereign nation was Hawaii. Hawaii was originally a monarch, with a king, a queen, and a palace. The king and queen are long gone, but Iolani Palace is still there. Hawaii had to endure more than fifty years as a U.S. Territory before it was admitted to the union in 1959.

When Texas entered the union in 1845 it was granted a number of concessions in return for agreeing to yield claim to land that is now part of Colorado, Oklahoma, Kansas, New Mexico, and Wyoming. Texas was given the option of entering the union as four separate states, which it declined to do, and all public land owned by the government of Texas would remain state property. The only federally owned land in Texas today has been subsequently purchased by the U.S. government from the state of Texas.

The Alamo is located in San Antonio, Texas and is open to the public. Iolani Palace is located in Honolulu, Hawaii, and it too is open to the public. ☺



**The Alamo today**



**Davy Crockett was one of the defenders of the Alamo. Historians claim he survived the battle but was later executed along with several others.**



**Iolani Palace Honolulu**

# John's Jabber

by John Icenhower

It has been a busy and sad few months here since we last met in The Bustle. As you will see in an article that Tom Endy has included, my Dad passed away at the end of April. Just two days past his 85<sup>th</sup> birthday. We had some really great times through the years and Dad passed on his love for trees, tools and growing things to his kids and grandkids. He also passed on his Model A's. Mom and Dad's Victoria went to our daughter Melissa and her husband Jack (who just celebrated their 1<sup>st</sup> anniversary). They left from their wedding in the Victoria and Jack has been bitten badly by the Model A bug. Of course Melissa has grown up in our '29 Town Sedan and been on lots of tours. She is an accomplished Model A driver having driven to several Texas Tours. Mom and Dad's '29 Roadster is going to our son Heath and his wife, Carla (their 1<sup>st</sup> anniversary is at the end of July and if you caught that, yes, we had two weddings last year in the same month!). Heath found quite a trooper in Carla. During the very wet, rain-soaked Texas Tour this year, they led one of the groups of a dozen or so Model A's on the Grand Tour in the roadster without side-curtains! Carla's comment was "This is real love!"

Thankfully our kids are interested in Model A's and I hope that you may be as fortunate in having someone to pass your Model A on to one of these days. Sort of a grow your own Model A hobby. If not, I hope you will continue to support a couple of the organizations The Victoria Association supports, namely the Model A Youth Scholarship Fund and the Model A Youth Restoration Award, both founded by our own Charlie Viosca. As I'm sure you know the Scholarship Fund provides college funds for youth in the Model A hobby and the Restoration Award helps those youth with Model A projects to keep their Model A's going or get them going. Both of these are worthwhile methods of keeping our hobby alive for another generation.

As mentioned, we did have a rainy and very wet Texas Tour this year. What a change from years past. It is normally hot and dry this time of year in

Texas. But the Tyler Model A Club did a great job and it shows that if all is planned well, no matter the

weather and other obstacles, a tour can still turn out to be lots of fun. I hope all of you are able to tour or drive your Model A Victoria and other body styles you have at every opportunity. And speaking of touring... Some friends of ours and fellow Dallas and Autumn Trails A's club members, Richard and Peggy Boultinghouse, have joined up with several others and are on tour to Alaska and back. You may have seen their website mentioned in Model A web boards and the like. What an adventure and it just goes to show how tough that Model A is.

Our call for an original, un-restored Model A Victoria was heard and one of our members has heeded the call. So if you need some information on how this or that fits or what does this widget do, hopefully we will be able to get that information for you. In the meantime, I hope all of you are well and that you are having a wonderful Model A summer.

That's it for this time. Have a safe touring season in 2007. Take care and drive your Model A at every opportunity. ☺

# Dallas Texas 2008

**3<sup>rd</sup> MARC\MAFCA WORLD  
Model A Ford Meet**

**June 22-27, 2008**

**(Hosted by the Dallas Model A Ford Club)**



# James Robert Icenhower

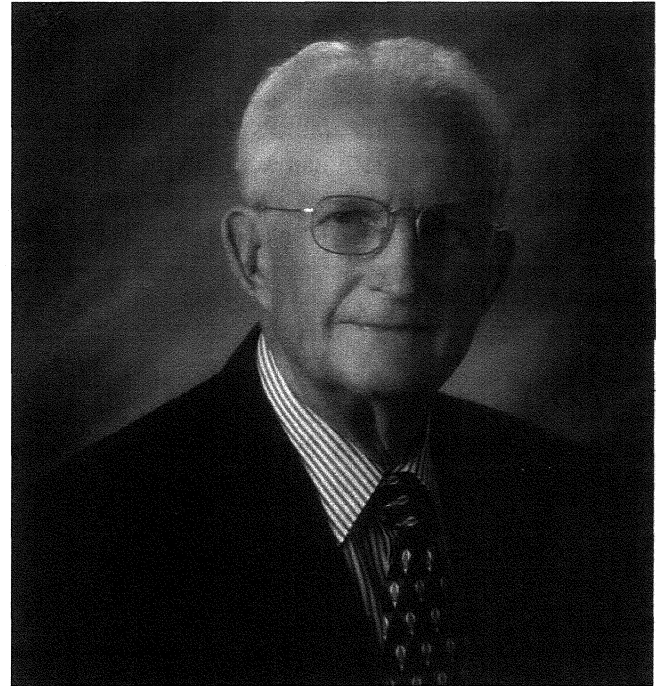
Since the last issue of the Bustle we have lost a distinguished club member. Mr. James Robert Icenhower, father of our president, John Icenhower, passed away April 29, 2007. The senior Mr. Icenhower was also a paid up member of the "Greatest Generation".

James Robert Icenhower was born in 1922 at College Hill, Bowie County, Texas, to Annie Welch and Eddie Alexander Icenhower. A graduate of DeKalb High School, he served in the National Youth Administration at Inks Dam, Burnet, Texas, studying radio servicing before enlisting in the Army Air Corp in 1942. He served as a left gunner and electrical specialist on a B-29 in the China-Burma-India Campaign and flew 29 bombing missions in the Air Offensive over Japan from Tinian Island with the 20<sup>th</sup> Air Force, 58th Bomb Wing, 462<sup>nd</sup> Bomb Group, 768th Bombardment Squadron. He was awarded the Distinguished Flying Cross, the Air Medal with 3 Oak Leaf Clusters, the Asiatic-Pacific Medal with 5 Bronze Stars, several other campaign medals, and the Good Conduct Medal.

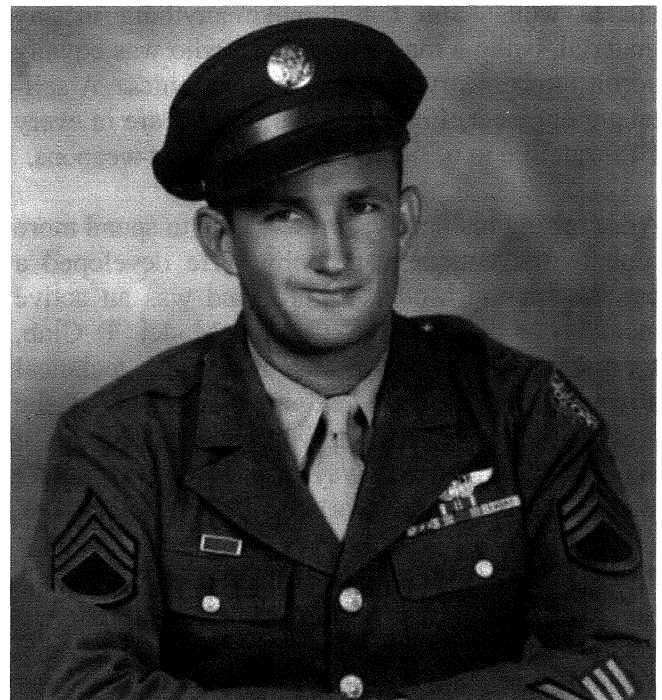
Upon separation from the Army Air Force, he attended East Texas State Teachers College, Commerce, Texas, where he majored in Industrial Arts and School Administration and was a charter member of the Tejas Club, now Sigma Phi Epsilon. He was a teacher and school administrator in Nevada Community High School, Lufkin High School, Rosebud Junior High, Borger High School, Fritch High School, Childress High School and Mansfield High School. After retirement he served as a Rural Mail Carrier and City Judge in Mansfield, Texas. He was active in the Kiwanis Club, the Gideons, Texas Retired Teachers, and the Mansfield Park Board and was a deacon at First Baptist Church, Mansfield. He enjoyed restoring and touring in his Model A Ford and was a member of the Fort Worth, Cross Timbers, Dallas, and Autumn Trails Model A Ford Clubs.

Family includes his wife of fifty-five years Della Dalby Icenhower of Sulphur Springs, son John Dalby Icenhower, and wife Jana, of Sulphur Springs, granddaughter Melissa Anne and husband Jack Curtis, of Allen, Texas, grandson Heath

Michael and wife Carla Icenhower, of Allen, Texas; one brother and sister-in-law Harry and Rheba Icenhower of Commerce, Texas, two sisters, Ann and husband James Sturdivant of DeKalb, Texas, and Venna Bullard, of Mesquite; and a number of much-loved nieces and nephews. †



**James Robert Icenhower 1922-2007**



**James Robert Icenhower 1945**

# In Memoriam: Jim Eliot

by Gary Dial

Jim Eliot, a great man and a true friend to the antique car hobby, passed away on April 12<sup>th</sup>, 2007. Jim was so much to so many people, and he will be sorely missed.

Jim's first Model A project came in the form of an engine that he dredged out of the bay in Long Beach, California, where it had been used as a mooring anchor for his uncle's fishing boat. He bought his first complete car while in high school, which he drove for many years and ultimately restored, using new-old stock parts. The 1929 Tudor remains today as a testimonial to Jim's craftsmanship.

As a young man, Jim worked weekends in at Ford Parts Obsolete, where he learned the intricacies and variations of the Model A from the old timers with whom he worked. He also apprenticed with local racer Joe Mac, serving on Joe's Vintage Ford race team. Jim collected vintage speed equipment through his life, and had a master's touch at tuning engines for optimum performance.

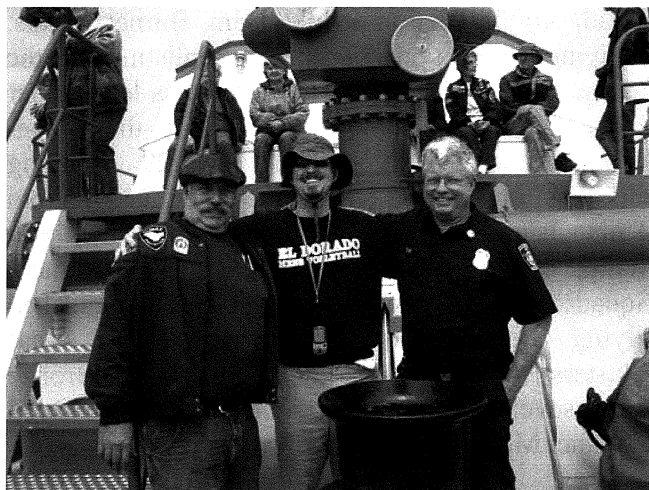
Jim's career in the aerospace industry, where he ran Rockwell/Boeing's model shop, suited his many talents well. Jim could make anything in any material, being a master machinist who was equally adroit in chemistry, plastics, or electronics. A self-taught engineer, Jim's personal designs are in every GPS satellite in orbit, and on many secret weapons.

After raising his family, Jim was able to spend more time in the antique car hobby. He developed a passion for the Model T Ford, and was an active member of the Orange County Model T Club, serving many times as its President, technical director, tour director, and as a member of the board. Jim was a roll-up-your-sleeves and get it done man, who was always the first to volunteer and the last one to quit working.

Perhaps Jim's most endearing quality was his eagerness to help his friends, of whom there were many, to keep their cars on the road. While his willingness to put aside his own projects to get someone running kept him from restoring more of

his own collection, the several generations of greenhorns he taught and inspired will restore more cars than he could dream of. Jim's generosity will be his enduring legacy.

Jim's giving nature, his direct, no nonsense way of cutting to the heart of a situation, his booming laugh, and his unbridled energy, enthusiasm and optimism have been silenced now. I don't think any one man will be able to fill his shoes; like his beloved Model A, they don't build 'em like that anymore. †



**Jim Eliot (left), his son Dan Eliot (center), and Jim's brother Fire-Captain Ed Eliot (left) on board the fire boat San Pedro.**



**Jim Eliot with his newly acquired Victoria**

## Editor's note:

Jim Eliot was a member of the Victoria Association and had acquired a Victoria Steelback he was planning to restore.

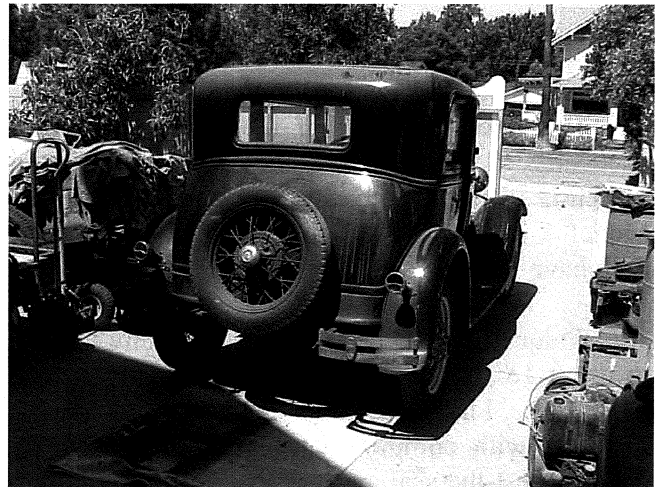
# Jim Eliot's Victoria

The late Jim Eliot's early 1931 Steelback Victoria is being offered for sale. It is a true barn find. Jim bought the car from a fellow about 5 years ago who had it stored indoors for about 30 years. Its history before that is not known. It has not run in many years. There is no rust anywhere on the car, except for the bumpers, and all the metal is straight. There are no dents anywhere in the body or fenders. It is a very good unmolested original and still has the many years of unmolested dust accumulated on it. The interior appears to have been re-done in black naugahide back in the 1950's. The side panels, door panels, and headliner are in very good usable condition. The correct seat frames and springs are all there, but need to be recovered. The structural wood appears to be in excellent condition. The rear seat frame wood was replaced at some time with new oak. There is a perfect set of original cowl lights that go with the car. An original Ahooguh horn is also included. The headlight buckets are in excellent condition. An extra 31-radiator shell in excellent condition is included. Five 19-inch wheels come with the car. A Zenith carburetor is installed on the engine.

The car has a California title and a current California registration and is registered against the engine number. The car is located in Santa Ana, California.

This is a rare find and a rare steelback body style for someone who wants to restore an original unmolested Model A Victoria. The engine is presently stuck and will not turn over. We are attempting to free it up with some Marvel Mystery Oil in the cylinders. The engine has not been dismantled.

The car is being offered for sale on behalf of Jim's widow. The price is \$12,500. For information please call Tom Endy at 714-897-5861 e-mail [tendy@socal.rr.com](mailto:tendy@socal.rr.com) or Larry McKinney at 714-963-2724 e-mail [lgmcspeed@verizon.net](mailto:lgmcspeed@verizon.net). Additional photos are available and will be provided upon request. ☺



# The Torque Tube!

by Tom Endy

To replace the grease seal and the roller bearing sleeve in the front end of the torque tube it is necessary to first remove the old ones. This is sometimes a perplexing task for a person new to the Model A hobby. In order to remove either one they both have to come out together.

A technique that has been around for many years is to use a 1&1/16" socket over the end of the drive shaft spline. I have used this procedure for a number of years with complete success. The socket will push against the seal and the seal will push against the sleeve. Both will be pushed out the end of the torque tube together.

My method was to stand a drive shaft vertically on a block of wood on the shop floor with the threaded end resting on the wood. Place the socket on the spline end and slide the torque tube down over it and bounce it several times. It is best to hold a rag over the top to prevent the sleeve, the seal, the socket, and a world of grease and crud from flying all over the shop.

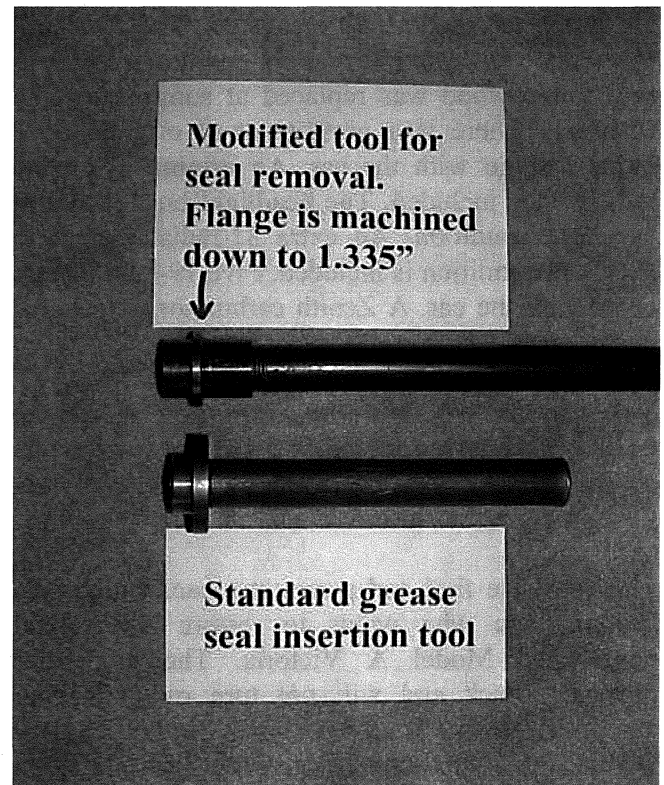
Recently I was working on a late 31 rear end and as I attempted to remove the torque tube sleeve and seal the socket became jammed in the neck of the torque tube. The late 31 torque tubes are apparently narrower at the neck. I had to use a long punch from the top of the torque tube to knock the socket loose. The socket is a garden-variety Craftsman socket that I have been using for many years.

To solve my immediate problem I used my one-inch socket. I stood the torque tube on its head and dropped the socket down onto the seal and used the drive shaft to knock everything loose.

As a result of this encounter I decided that a proper tool was in order. I purchased a grease seal insertion tool from Bratton's (part number 6270, page 158, 2006 catalog, \$6.60). I had the outside diameter of the collar machined down to 1.335", which is the outside diameter of my garden-variety Craftsman one-inch Socket. I screwed the modified tool onto a five-foot length of 1/2" water pipe.

My new technique is to put a piece of newspaper on the shop floor. Stand the torque tube on its head on the newspaper. Slide the tool down through the torque tube and fish it around until the end of the tool goes into the seal. Tap it with a hammer a few times and the whole greasy mess will exit the torque tube and pile up on the newspaper.

When installing the new grease seal and bearing sleeve be sure and install the seal first. If you install the sleeve first you will not be able to get the seal in as the sleeve will be in the way and you will have to destroy the sleeve in order to remove it. ☺



The tool in the top of the photo is a grease seal insertion tool with the flange turned down to 1.335" (arrow indicates flange) and it is attached to a five-foot length of 1/2" water pipe. The tool in the bottom of the photo is a standard grease seal insertion tool attached to a short length of pipe used to install a grease seal into a torque tube.



# The Compression Gauge!

by Tom Endy

There are times when an automotive compression gauge comes in handy, like when you are standing along side of the road trying to figure out why your Model A won't run. A compression gauge will tell you real quick if you have a blown head gasket or a valve that is stuck open.

There was a compression gauge type on the market a number of years ago that had a rubber snout that you could press against the spark plug hole while someone rotated the engine with the starter. This type of gauge had two drawbacks. One was that you needed two people to operate the gauge, and when you went to use it you usually found that the rubber had turned so hard with age that it would not seal off the cylinder. Modern compression gauges screw right into the spark plug hole and one person can operate them very well. Unfortunately they don't make them for a Model A head with a 7/8" spark plug boss. So what is a body to do?

Pep Boys sells an Actron compression gauge for about \$25. that you can easily modify. The part number is CP7827 and it comes with a snap-in hose and several adapters. One of the adapters is a 14mm threaded devise that connects to the snap-in hose and is normally used to thread into the spark plug hole of a modern car.

Locate an old Champion 3X spark plug. Take it apart and discard all but the bottom section. Grind off the spark ground tab that is attached to the bottom. Run a 1/2"-20 tap through the tunnel in the 3X spark plug base. If you have a lathe, and know how to use it, turn down the 14 mm adapter until all the threads are gone. If you don't have a lathe, and like me, wouldn't know how to use it if you did, grind the threads off with a grinding wheel. Run a 1/2"-20 dye over where the threads used to be on the adapter. Wrap a number of turns of nylon tape around the new threads on the adapter (just in case your grinding and threading ability is not too accurate). Screw the two parts together and you are good to go. Put all the stuff that goes with the gauge in a bag and keep it with your tools. You might want to run a compression test on your Model A and record the readings for each cylinder and

keep it with the gauge so you will have a handy reference.

What you are looking for is consistency between cylinders. The actual compression values are not as important as the fact that all four readings should be within about 10% of each other. ☺



The modified base of a 3X spark plug and the adapter attached with 1/2"-20 threads.

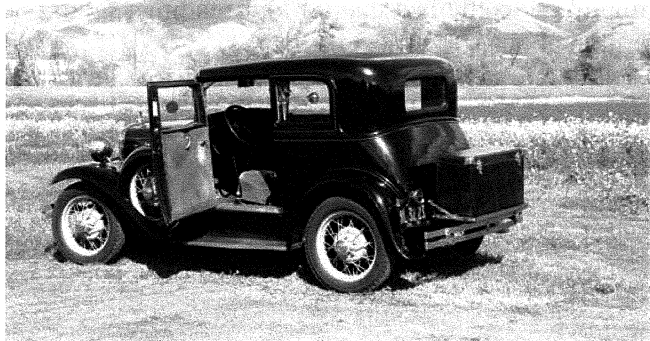


Everything that is needed to run a compression test while standing along side the road.



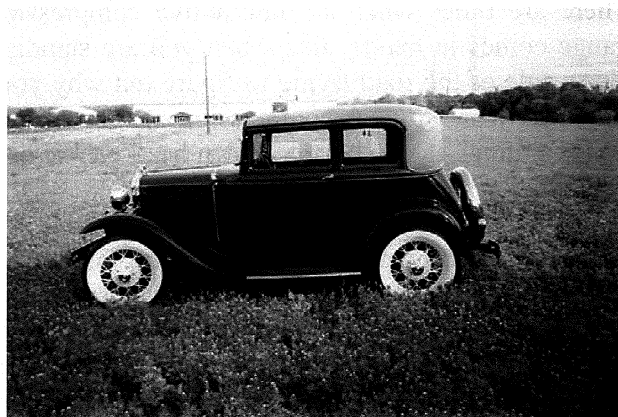
The gauge itself up close. A wire coat hanger allows it to be hung on the radiator support rods.

# Bitts & Pieces!



**Bill Cilker's original Victoria**

I just was reading the latest Victoria Bustle and saw your request for original Victorias. Mine is pictured above; it won an award of excellence (419 points) at the 2002 meet in Riverside. I have owned the car since 1980. I have painted the tops of the fenders, the wheels and had the pinstripe redone. I also had to rebuild the engine. The original owner must of wanted a nice car because he added the dual side mounts with covers, Fulton clamp-on wind wings, Fulton emergency brake handle and a clock mirror. Richard Barrett and Walter Ramsey also own original Victorias. **I need an original seat pivot bolt (long bolt) for the early seats and an original front carpet for the car.**



**Bill Good's Victoria**

## Victoria Accident - need help

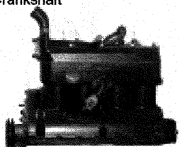
Dave Carr was in a bad accident with his Steel Back Vicky, about 3 weeks ago and is in dire need of help with parts. Fortunately, no serious injuries; but, the Vicky suffered considerably. He needs a Cowl Section (or Body) and a Drivers Door, among other things. Dave restored the car over 20 years ago and rec'd the MARC Touring Class "Mark of Excellence", so, it is, or was, a very nice car. If you have any ideas or suggestions, we would appreciate it greatly. I am making contacts for Dave as he doesn't do email.

Thanks, Mike Baney  
[mmbaney@msn.com](mailto:mmbaney@msn.com)

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## For sale or trade:

New set of sun visor hinges.

## Wanted:

Drip rails (rain gutters) for 1931 Leather Back Victoria. Seat riser that the front seats sit on.

**Bob Wikkerink 541-878-8297**

[rwikk@almegaonline.com](mailto:rwikk@almegaonline.com)

**Wanted:** Front passenger seats and rear seat frames and springs for early '31 Victoria.

**Contact Rick Hall, Orange, CA. 714-282-0499**

[Rick&louise@socal.rr.com](mailto:Rick&louise@socal.rr.com)



## WIN A FREE WEEK IN A BEAUTIFUL HOME ON LAKE TAHOE

The proceeds of this raffle will go to purchase restorable Model A Fords to give to MAFCA and MARC children so they can restore them. The children or grandchildren of MAFCA or MARC will compete for these Model A's under rules which we will announce at a later date.

We ask all MAFCA Chapters and MARC Regions to sell as many raffle tickets as possible. The tickets will sell for \$5 each or six tickets for \$25.

The raffle Grand Prize is a free one-week stay in a 3 story, 4 bedroom, 3 bath home with a private dock on the shore of beautiful Lake Tahoe. The drawing will be held at the 2008 joint MAFCA/MARC meet in Dallas, Texas.

The tickets can be sold to anyone wanting to purchase them, not just Model A'ers This vacation home is being offered by **Ken Wood** of the Hangtown A's chapter of MAFCA and also a member of MARC. At the present time we are looking for restorable Model A's to award to the applicants. Any one having a Model A that they would either donate to this great youth cause or be willing to sell at a reasonable price, please contact Charlie Viosca at the address below.

To view photos of the home, go to the following web site:

**<http://www.buckinghamtahoerentals.com>**

**Click on SEARCH RENTALS, then**

**Enter *RB01* and click on SHOW**

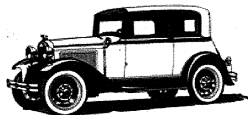
**Under blue water, see a slide show of the home.**

**To Order Tickets, contact:**

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

Phone: 972-625-2922 e-mail **[Charlie@cjv8.com](mailto:Charlie@cjv8.com)**

**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**

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