

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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Seat Belts Do Save Lives

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Charlie Says!

by Charlie Viosca

The Scholarship Fund:

Our first year was a huge success. We presented three youth members each with a \$4,000. scholarship. They are each paid in \$1,000. payments. Before each successive payment the recipients have to prove they pass each year and are continuing with school. New scholarship awards are a yearly event, so we ask each of you to continue your support by making a voluntary donation when you pay your dues. We had a very good response last year with over two-thirds of the membership donating to the scholarship fund. We ask that you make at least a \$2. donation and more if you care to. We had several \$100. donations and others in-between. Whatever you donate is much appreciated. Make your dues check (\$10.) out to the Victoria Association and the donation check to the MAFY Scholarship Fund.

Victoria Association book:

The book sales were also a huge success. We sold 200 copies, which paid for one full scholarship. We are now in the third printing of the book. The third printing of the book will include 10 new drawings by Bob Bidonde. We will also have about 10 articles in the book related to the drawings by Anders Ramberg and Howard Barnes. Most of the articles are by our editor Tom Endy. The new additions to the book will be available to those who have already purchased a book.

Political Endorsement:

You will be receiving two ballots from MAFCA to vote for new board members to be elected for the coming year. Please use both ballots. I am recommending four MAFCA members I know personally, and all are very good candidates. George Tynan is the present vice-president and is running for reelection. Walt Fuller is a fellow Dallas Model A Ford Club member I have known for many years. Donna Lewis is from the Piney Wood Club and I have known her for many years and she has been quite active in that club. Carol Jones of Phoenix is another fine board prospect and is very active in club activities and MAFCA. Please consider these candidates for election for the 2003 year. It is very important to cast your votes. It is our job to see that we get good people to serve on the MAFCA board.

Dues are due:

Victoria Association annual dues of \$10.00 are due beginning in October 2002 through January 1, 2003. The grace period is until March 15, 2003. Once again we are asking the membership to support the Model A Ford Youth Scholarship Fund with a donation of at least \$2.00 (you can donate more if like). A billing post card will be mailed out at the same time the October newsletter is mailed.

Victoria body tags:

We have 11 body tags left. All orders must be placed with Gwyn Mahacek, P.O. Box 515, Porter, TX 77365. The cost is \$20. for tag and stamping. If you need help in selecting a body number please contact me.

Technical Questions:

If anyone has technical questions, I am the person to contact. e-mail cjviosca@aol.com or phone 972-625-2922. I will answer all questions. If I don't have the answer, I will get it. Our membership e-mail group has been quite active. If you have e-mail, let us know your address. Please also let us know when you change any of your addresses.

Big point Victoria's:

We have four members with Victoria's that placed high in the first place category at the MAFCA National Convention 2002 at Riverside, CA. Tom Endy was unique. His Victoria is a runner as he drives it on tours and everywhere. It is absolutely amazing that he took a first place (touring class 398 points) and almost made it to an award of excellence. Don Grubb with his beautiful Victoria was also just short (398 points) of an award of excellence in the blue ribbon class. Frank DiDomenico was awarded 389 points, and Bill Cilker did receive an award of excellence with 419 points. Congratulations to these four Victoria Association members. ☺

On The Cover!

This sad picture of a wrecked Victoria has a happy ending. Both occupants, Roger & Judy Gill of Chicago Heights, IL survived, though with injuries, due to the fact the Victoria had seat belts installed. See Roger's two articles appearing in this newsletter on pages 4 and 5. ☺

Seat Belts Do Save Lives!

by Roger Gill

Especially in a Model A Ford Victoria:

Little did I realize when I installed seat belts in our Vicky that it would one day save the lives of both my wife Judy, and myself.

The installation:

The accompanying photos were taken after the accident. The first photo shows the entire installation and how the outside belts were anchored by the body bolts located three inches inside of the door sill and five inches forward of the door jamb. I used a wood chisel to remove a small portion of the sill wood around the countersunk hole of the body bolt head so that the seat belt anchor would fit flush under the carpet. I cut a slit in the carpet where the belt loop is stitched to the belt anchor.

The inside belt sections:

The two inside belts were anchored to the center seat leg platform with 3/8 inch carriage bolts. The 3/8 hole should be drilled as indicated in the photo so there is no interference with the rear inside legs of both seats. I was concerned that the platform was not sturdy enough, but Judy and I both received lap belt bruises across our hips from the seat belts. They held firmly!

Safety glass:

It is also a good idea to check all of your window glass to be certain it is safety glass and not the original single layer glass Henry installed in the side and rear windows. We were extremely fortunate we were not severely injured by flying glass. The impact broke out two windows, but all the glass flew outward.

Assistance:

If anyone would like assistance with seat belt installation, please call me at 708-758-0814 or e-mail me at rojudnfordn@worldnet.att.com. ☺

Editor's note:

Thank you for the article Roger, and we are all pleased that you are here to write it. I wish both you and your wife Judy a speedy and full recovery.

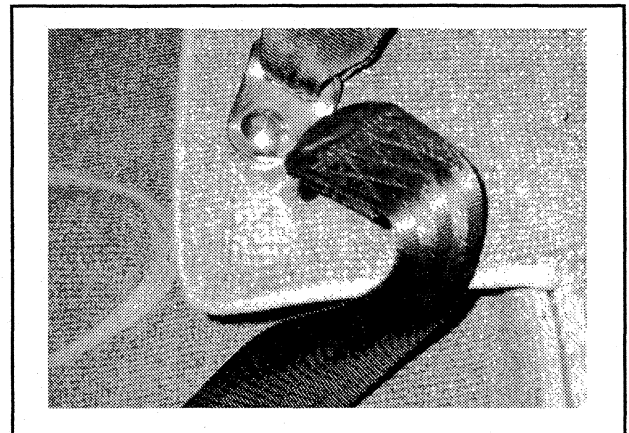
More thoughts about seat belts:

I too have installed seat belts in my Victoria (see seat belt article, July, 2000 Bustle publication). I was also concerned about the center seat platform holding. I am pleased to see that Roger's did hold. I used an angle bracket for the center belts so they attach vertically on top of the seat platform. Underneath the car I attached one end of a metal bracket to the bolts securing the seat platform, with the other end attached to the frame. I also mounted the outer belts with the belt anchors on top of the carpet. I stacked flat washers up to flush with the wood sill and used longer (hardened) body bolts. However one does it, I agree with Roger. **Install seat belts in your Model A Ford.**

Tom Endy



The complete installation



The center belt anchors

You Think It Can't?

by Roger Gill

It can happen to you:

My wife Judy and I were north bound in our 1931 Model A Ford Victoria on the homeward leg of a four day annual Model A outing over familiar rural two lane US 41 in west central Indiana and were nearing an east-west intersection with a county blacktop. I noticed a white Grand Marquis approaching from the east but the lady driver is slowing down for her stop sign; we make eye contact; she is still slowing so I am not apprehensive that she won't stop as required. I glance at my speedometer... 52mph.... ammeter charging properly... and just as I look up at the clear road ahead with five Model A's and friends ahead of us my peripheral vision catches a white blur to the right...BANG!!! We are struck hard in the right front passenger door.

It happened to us:

The impact knocked us sideways into the southbound lanes and rendered both of us unconscious. Based on my past experience as a police officer I knew **it could happen to us** and I had several years earlier installed seat lap belts in our Vicky. The seat belts kept us inside the car and definitely saved our lives and prevented more serious injuries.

Time for healing:

A period of almost a year has passed since our accident (10-17-01) and I am finally able to bring myself to recall and write about the accident, which caused a severe brain concussion, three broken ribs, legs, neck, and back injuries, lacerations and bruises to Judy and neck, rib, and shoulder injuries to me. Judy underwent over five months of physical therapy for her arm, neck, legs, and is still affected with severe post-concussion headaches and body pain from her injuries. She also had to drop out of her final and fourth year in a hospital chaplaincy program and missed 4½ months of work. I required 2½ months of physical therapy for my neck and shoulder injuries.

The wreckage:

As you view the picture of our wrecked Vicky you can see it withstood the impact remarkably well. The 1989 Mercury was totaled, as the front end was nearly torn off the car and it actually looked worse than our Model A. No question, the seat belts saved our lives. ☺

Charlie Says Thanks!

by Charlie Viosca

Victoria Association 2002 Board:

Since this is the last Bustle until the January 2003 issue, I want to take this opportunity to thank all the 2002 Victoria Association Board members; Charlie Viosca - President, Larry Pope - Vice President, John Icenhower - Treasurer, Tom Endy - Newsletter Editor, and David Ziegler - Secretary.

Scholarship Fund Board:

We also want to thank the Scholarship Board; Charlie Viosca - President, Jill Sullins - Vice President, Bob Haddon - Treasurer, Steve Bryson - Secretary, and Larry Hanvey - Member at Large. The scholarship program is a huge success and they along with the Victoria Association membership made it happen. All the board members of the scholarship fund program serve as volunteers and each has contributed tremendously to it's success.

The Victoria Association Membership:

My thanks goes to all of the members who donated to the Model A Ford Youth Scholarship Fund.

The Newsletter:

We must thank Tom Endy for all the hard work he does in getting out the great "Bustle". Not very many MAFCA Chapters are as lucky as we are to have Tom and his talent. ☺

Who is Ben Hadd?

by Tom Endy

A number of articles I have written over the years will soon appear in the next revision of the Victoria Association book. The Restorer is also considering running one of them. This has created a problem concerning authorship. Several of these articles were written under the pen name Ben Hadd. I have been asked to set the record straight so that people will not think that Tom Endy stole the work of Ben Hadd. I created the pen name Ben Hadd years ago when I was the editor of the Orange County MAFCA newsletter, The Distributor. I did it so as not to appear to be dominating the newsletter. At the time I also wrote a monthly era fashion column and I used the pen name Ida Wornit. I even included both names in the club roster, using Disneyland and Knotts Berry Farm as their addresses. A number of people actually asked why Ben and Ida never came to any club meetings or functions. ☺

Scholarship Winners!

by Charlie Viosca

Three award winners:

Three \$4,000. scholarships were awarded this past July to three deserving recipients. Each of the award winners were presented with a check for \$1,000. for their first year of school. Subsequent payments of \$1,000. will be made each year to each award winner as they show proof of successfully completing the school year and are returning to school the following year. Awards and payments are to be made each July.

The winners were:

1. Kristina Christiansen from South Ogden, Utah.
2. Joshua Freeman from Universal City, Texas.
3. Kelly Shaddix from Houston, Texas.

The applicants:

Nineteen people sent in a request for a scholarship application. Of that number seven submitted completed applications. Beside the three winners, the other four applicants were from Oxford, Ohio, Leavenworth, Kansas, Arlington, Texas, and Milpitas, California.

The award judging:

The judging was done by the five members of the Scholarship Board of Directors as mandated by the IRS in granting the 501(c)(3). Each of the five board members did not consult one another and a criteria sheet was used to score each applicant. The board members do not necessarily know one another, and most are in different geographical locations. The applicants are not personally known to the board members. After all criteria sheets were complete the board members were then directed to send their scores to the board president. The scores were then entered on a tabulation sheet and checked by each board member for accuracy. The three applicants with the highest scores were awarded scholarships. The IRS requires that the full amount of each scholarship (\$4,000) be in the treasury prior to the award. The scholarship treasury had over \$12,000. and we were able to award three scholarship. Had the treasury exceeded \$16,000. we would have awarded a fourth scholarship.

The scholarship board members:

1. Charlie Viosca (President) Frisco, Texas
2. Jill Sullins Dallas, Texas
3. Bob Haddon (Treasurer) Kennesaw, Georgia
4. Larry Hanvey Austin, Texas
5. Steve Bryson Bosnia (retired U.S. military)©

All About Shades!

by Charlie Viosca

Victoria window shades:

Jacquie's husband passed away suddenly and unexpectedly. Jacquie is the lady who weaved our shades. We were very sorry to hear this and certainly offer our condolences. It will be a while before Jacquie is able to resume the shade weaving project. She hopes to complete the project by October. I know everyone would like to have their shades, but under the circumstances we will have to be patient. We will get them.

The great shade recall:

By now most who have purchased shades have been advised that the rear shade was made incorrectly. They are too narrow. They should be 26" wide, instead they are only 25" wide. Please send the incorrect rear shades back to me and I will see that they are replaced with a correct one. The side shades were all correct.

Shade cord:

The cord needed for the shade sides can be purchased from **Michael's craft Stores**. It is called **Needloft Plastic Canvas Yarn in Cinnamon**. It is a very good match to the original. The pack is 10 yards for 49 cents. Bill Cilker gave us that information

Original cord orientation:

Bill Cilker who owns an original Victoria tells me that the way to run the cord guide on the shades is to put the knot on the inside (on the shade side) of the brackets and run the cord through the hole and over the bracket and down the inside through the stick eyelets and to the tack below.

Shade rollers:

Previously, I told you could get shade rollers at Home Depot. Brian Martin advises that Lowe's also has the shade rollers and will cut them to the size you want. I did not ask Home Depot, but I expect they will cut them for you also. Don't forget you will have to remove the pin from the plastic end and drill a 1/4 inch hole in the plastic end to accept the pin on the roller hardware for the Model A. Be sure to check your individual roller hardware for correct pin size. 1/4 was the correct size for the hardware Jill and Garland Sullins got from Le Baron Bonney. Yours may be different. ©

A Shady Deal!

by Charlie Viosca

The shade status:

If you have ordered shades please read. If there are any discrepancies please let me know.

Order status:

Louis Agnifilo and Richard Barrett have ordered only one rear shade, I will ship them the new shades when they come in. Dale Gosa elected to pay for the incorrect 25" shade, and is due a 26" shade when they come in. Anders Ramberg received two side shades and is due nothing.

Those who have returned the 25" shades:

Louis Agnifilo
Jill Sullins
John Masters
Ron Butler
Bob Haddon
Sandy Fowler
Brian Martin
Max Waite
Roland Worms
Vern Schwebke
Fritz Meitzner

Please return your 25" shade:

You will not receive your new correct 26" shade until I receive the incorrect 25" shade.

Richard Barrett
Will Wagner (4 rear shades)
Ron Klamm
Keith Smith
Dale Higgs
Marshall Daut
O.D. Hudson (2 rear shades)
Paul Bashford

Will send all 3 shades when 26" are in:

Walt Ramsey
Doug Lanier
Brian Robinson
David Valauri
Dean Larson
Tom O'Neil
Dale Higgs
Darold Green

Rear shades (wanted) If there are spares:

Vaughn Stebbins
Ron Hymes
Roger Griffith (no payment)

Bits & Pieces!

Pop-out switch:

Several members have asked where pop-out switch restoration can be done.

Les Andrews: Les does pop-out switch repair. He does not do any plating and he does not work on the reproductions. Les is located in Grass Valley, California and is a past MAFCA technical director.

Bill Slavic: Bill has been restoring pop-out switches for years and can do all the necessary plating. He also does the outside locking door handles and can supply original keys for both the door handle and the pop-out. Bill is located outside of Cleveland, his phone number is 440-232-8132.

Need Victoria front seats:

I am in need of both front seats for a Victoria, including all mounting hardware.

Patrick J. Rogers

9378 La Gloria Ave.

Alta Loma, CA 91701

909-987-4120

pjrogers55@aol.com

Down-stop brackets:

I am in need of the down-stop brackets as shown in Gene Taylor's excellent article in the April 1999 Bustle about window installation (ref: figure #20, page 20.). I am restoring a Victoria and I found these two brackets are missing from my two front doors. The brackets fasten to the inside edge of the door toward the door handle side, for the glass channel to rest on in the down position with rubber bumpers. The rubber bumpers are available, but the brackets are not. These brackets are not to be mistaken for the center one inside the door that the glass rests on. If anyone has a pair for sale please contact me.

Dale Gosa

4146 Habana Ave.

Jacksonville, FL 32217

904-731-0367

dalebassman@aol.com

The Model A Ford Foundation:

The Victoria Association has donated a complete set of back issues of the Bustle to the foundation at their request.

Cut it Out!

by Tom Endy

The generator cut-out:

The round looking thing that sits on top of an original Henry generator is called the cut-out. Its purpose is to connect the battery circuit to the generator output whenever the engine is running. When the engine is not running it is supposed to disconnect the generator from the battery circuit. If you remove the cut-out cover you will see a coil of wires with a single set of contacts. When the engine is running the contacts close. When the engine is stopped the contacts open. At least that is how it is supposed to work.

Contacts open:

With the engine stopped and the contacts open the battery is disconnected from the generator output terminal. The reason there is a need to do this is because a stopped generator would be a dead short on the battery. The battery would discharge itself through the closed contacts and possibly burn out the contact points while doing so.

Contacts closed:

When the engine starts up the generator begins to rotate and it puts out power. The power causes current to flow through the coil of wires in the cut-out. This creates a magnetic field that pulls the contacts closed. With the contacts closed the generator is connected to the battery and the output from the generator will take over running the electrical load of the car, and also charge the battery.

What could go wrong?

If the points become burned they may not provide a good connection when the engine is running. The result will be that the generator output will not reach the battery and the battery will be handling the electrical load of the car and after a while the battery will go dead. If the points become burned they may make the connection, but when the engine is shut off they may remain stuck together and the battery will discharge through the stuck contacts and after a while the battery will go dead.

A little maintenance:

Prudence dictates that every 100,000 miles or ten years, whichever comes first, take a peek under the cut-out cover and see what the contact points look like. The cover comes off by bending the little tabs on the bottom and pulling on the cover.

If you are running a reproduction cut-out, check it more often. Reproduction cut-outs are of poor quality, like everything else reproduction. Henry was more liberal with the tungsten coating on the contact surfaces of the originals. If you see craters and boulders on the surface of the contacts of either type, dress them down with a small file.

The diode:

Modern technology has provided a diode modification that is available from most Model A stores. The diode kit fits inside the cut-out body and replaces the coil and contact points. The diode has a high resistance in one direction and a low resistance in the other direction. When correctly installed (hopefully), the low resistance direction allows current to flow from the generator to the battery when the engine is running. The high resistance direction prevents current from flowing from the battery to the generator when the engine is stopped. In this manner it is acting just like the contact points, but with no moving parts, and no contact points to stick or burn out. There is a Catch 22 however. The high resistance direction is not the same as the open contacts and a small minute amount of current is allowed to pass from the battery to the generator when the engine is stopped. If you drive your car every day it is not a problem, but over a period of inactivity (weeks, months) the battery will discharge itself through the high resistance path of the diode to the generator.

The fuse:

Most Model A enthusiasts have installed an accessory fuse block on top of the starter. If you haven't, you should. When parking the car overnight or for extended periods of time it is a good idea to remove the fuse. This will prevent the battery from discharging through a stuck set of cut-out contacts or the high resistance direction of a diode. It will also prevent the car from burning up should a short circuit occur anywhere in the cars wiring. ☺

Generator Grief!

by Tom Endy

Ahooguh:

A few weeks prior to entering Miss Vickie in the car judging at the Riverside MAFCA National I replaced the ever faithful 6 volt positive ground alternator with a Henry type generator I had sitting around. I hoped to pick up a few extra points. Half way through a test drive I heard what I thought was the ahooguh horn running. It turned out instead to be a bearing calling out from within the generator.

The investigation:

I removed the generator and disassembled it expecting to find that the front bearing had failed, instead I found it was the rear bearing, which is actually a bushing (p/n 10128) used in the later generators, that had failed. I also noticed that Henry had designed a neat little lipstick holder looking contraption that screws into the bottom of the rear of the generator containing a spring and a wick that provides an oil reservoir to lubricate the rear bushing.

The repair:

I ordered a new bushing from Bratton and installed it in the generator. It was then I discovered there is no way I can see that any of that good oil Henry anticipated would ever reach the inside of the new bushing. In fact it never reached the old bushing and that is probably why it failed. The new bushing, as well as the old bushing, does not have a hole in it to allow the oil to pass through to the inside to the rotating end of the rotor shaft. Unless there is an osmosis process I am ignorant of, the bushing effectively blocks off the oil supply at the top of the wick.

Little Jimmy Nichols:

I went to my friend and colleague Little Jimmy Nichols' Model A Ford model garage and looked at a half dozen generators he had and they were all the same. All I had to do was unscrew the oil reservoir and look up at the bushing and all I saw was solid brass blocking the hole.

A prudent fix:

It would seem that a hole drilled through the bushing was called for. I drilled a 1/4" hole through the bottom of the new bushing. Now when the oil reservoir is installed the oil wick has it's tongue licking the rotor shaft as it rotates by.

Frayed wires:

While I had the generator apart I noticed that much of the insulation was missing from the two field wires attached to the brushes. The Les Andrews maintenance manual speaks of wrapping them with cotton string while applying glue. I didn't have any string handy but I found that dental floss works very well. Doc Ingwersen tells me that it also provides excellent dental hygiene for the generator.

Which wire?

When I had finished flossing the two wires I had no idea which wire hooked to which brush. I had a 50-50 chance of getting it right, and I got it wrong. What I did learn, however, is if you connect them up backwards the world will not end. What will happen is the generator output will operate at a full 20 amps. Moving the third brush up and down will have no effect. Merely reversing the two wires will restore third brush control and you will be able to set the generator output to a desired value.

In olden times:

As a youth I recall people would turn on their headlights when driving long distances during the day. The reason was to keep from overcharging the battery. I never did understand that. What I have learned since is that if you set the Henry generator for a 10-12 amp output and then turn your headlights on the rate of charge from the generator will not equal the amount of current needed and you will slowly deplete the battery. If you drive a lot at night the trick would be to set the generator rate high enough to overcome the loss caused by the headlights. For example, set the generator so that the charging rate is a couple of amps plus with the headlights on. However, driving during the day will then overcharge the battery. The solution, turn the headlights on during the day. You can also replace the Henry generator with an ever faithful 6 volt positive ground alternator that has its own built in current regulator.

Riverside:

Miss Vickie was awarded a first place with 398 points. Two more points and she would have been thought of as excellent. Perhaps the MAFCA judges knew about the hole I drilled in the generator bushing and deducted the coveted two points. ☺

How Suspension Works

By Bob Bidonde

Assume that the Model A's wheels are connected directly to the frame. When the wheels hit a bump in the road, the bump forces the wheels up causing the car and its occupants to jolt upward. The resulting shock to the occupants could cause dentures to pop out, chewing gum or tobacco to be swallowed, and issues with hemorrhoids.

Now lets connect the wheels to the frame with leaf springs and reconsider what happens when the wheels hit the bump. The bump still jolts the wheels upward, but the wheel motion bends the springs. The car and its occupants still get a jolt, but not as abruptly because the springs absorb a lot the jolt. By the time the car body begins to rise, the wheels will have rolled off the bump and the spring will return to its original shape, slowing the rebound of the car body. Neat yes? Not quite!

There's yet another suspension spring in the system, and this one works directly on the occupants derriere's (that's French for butt!). It's the seat spring! As the car jolts upward, the seat spring coils compress, further reducing the upward jolt on the occupants. As the body of the car moves down after the bump, the seat springs expand to dampen the rebound on the derriere. Overall, the Model A body above the springs, and the sitting occupants will jolt much less than the wheels. But this is not the end of the story!

A series of bumps in the road will cause the wheels and the car to repeatedly bounce, which may cause messy motion sickness, and or the need for more frequent urination. So you see, a spring suspension needs additional help. When a spring bends or compresses, it stores energy (some of the force and motion caused by the bump). If there is nothing to get rid of the energy stored in the spring, the spring will bounce the car and its occupants up and down. Shock absorbers! They waste the energy in the springs caused by road bumps, pot holes, trolley and railroad tracks, cobble stones, field furrows and the like. Shocks absorbers do this by pumping oil through an a tiny orifice (pumping work). The oil gets hot in time, so some of the energy goes off as heat.

There's yet another technology at work in the leaf springs that damps bouncing. It's friction! When the spring bends, the leaves are forced to slide against each other. And to assure that the leaves slide against each other efficiently, the leaves are clamped together. Now when the Model A was new, there was some thinking that people would drive Model A cars other than farmers. But the Model A road too rough for ladies in vogue and city dudes. So Ford offered spring covers to reduce the interleaf friction. The covers have felt reservoirs that hold 600 W oil or STP really well. The oil wicks out of the felt and gets between the spring leaves. Spring covers look good too!

And there's still another shock absorbing feature in the suspension system – balloon tires! When the rubber tire hits the bump, it flexes, and the air inside of it compresses. Hey, that's energy absorption by the tire rubber and the air. Here's a tip. By changing the air pressure in the tires, the tire's stiffness changes. The lower the air pressure, the less stiff the tire will be, so it will absorb more energy and smooth the ride. In contrast, the higher the tire pressure, the rougher the ride.

Theoretically, higher tire pressure reduces friction where the rubber hits the road, and it also reduces tire side wall flexing, both of which improve gas mileage. However, wet weather performance is sacrificed, so don't go higher. Lower tire pressure allows the tire sidewalls to flex more, so the ride is smoother, but running around sharp bends in the road at speed gets a tad mushy. Also, lower tire pressure increases the tire wear rate somewhat, but do you care? I'll bet there aren't many Model A's who drive their cars enough to wear out tires!

When the Model A was new, Ford thought that a set of Houdaille shock absorbers in conjunction with 35 psi tire pressure was good for jumping railroad tracks and field furrows. We don't drive our Model A's this way, so try 30 psi for a smoother ride.

Well there you have it, the whole story about how the Model A's suspension works.

The Victoria Pick-up!

by Bob Zwittwrberg

Four years ago:

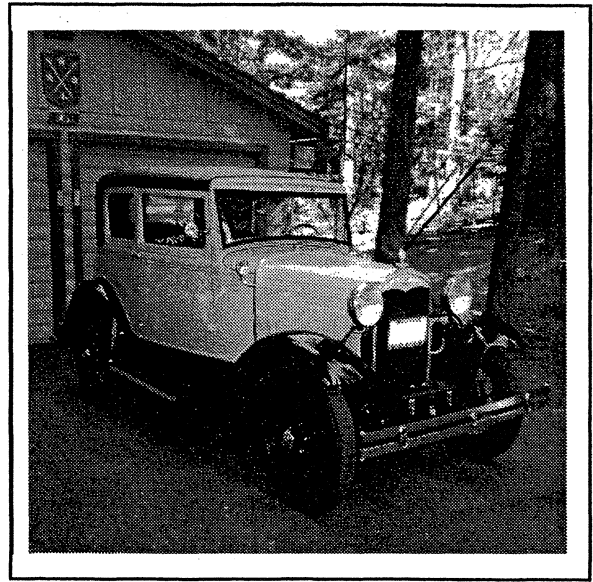
My project began almost four years ago when I purchased "the pictured" 1930 Model A Ford pick-up. I found it in a corn field, covered with weeds, on Bethel Island, California. My family thought it would be a GREAT retirement project and so it was.

Home in Arnold, CA:

After hauling my prize to our retirement home in Arnold, I found that my excitement of seeing the old "Signal Gas" logo on the side door of my pick-up had completely consumed my thoughts and prevented me from seeing reality. Aside from the fact that the body was completely rusted out, my 6'4", 230 lb. frame could not fit into the cab of my new possession. To make a long story short, I then found and purchased a 1931 Victoria BODY, complete with all the interior trim and NO RUST, from Gregory O'Leary (past Victoria member) who lives in Eureka, California. A REAL FIND!

The restoration:

As most Victoria members do, I stripped the pick-up all the way down to the frame and after replacing some of the frame work, I started to "build my Vic". Three years and nine months later Bob's Vic, "The Gray Fox" is on the road. A REAL FUN PROJECT! ☺



The Gray Fox



The Signal Gas Pick-up

Odds & Ends!

Victoria wanted:

Want to buy Model A Ford Victoria, in very good restored condition. Please contact Steve Child, at 252-504-2252, e-mail mvpromises@yahoo.com (lives in North Carolina).

Victoria parts for sale:

A non-Victoria, non-Model A Ford person has some hard to find Victoria parts for sale. The rear valance for \$250. A pair of rear window regulators, with wood, for \$100. Bill Thomas, Evanston, Indiana, phone 812-867-5545

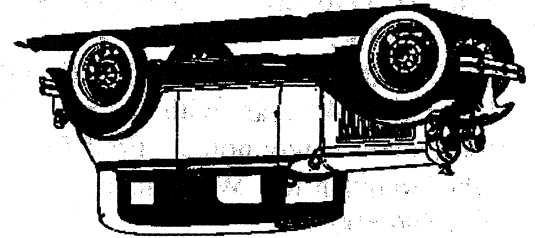
First Class Mail



11084 Windhammer
Frisco, Texas 75034



*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.