

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986 - Frisco, Texas

Model A Ford Club of America - Model A Restorers Club

October, 2004

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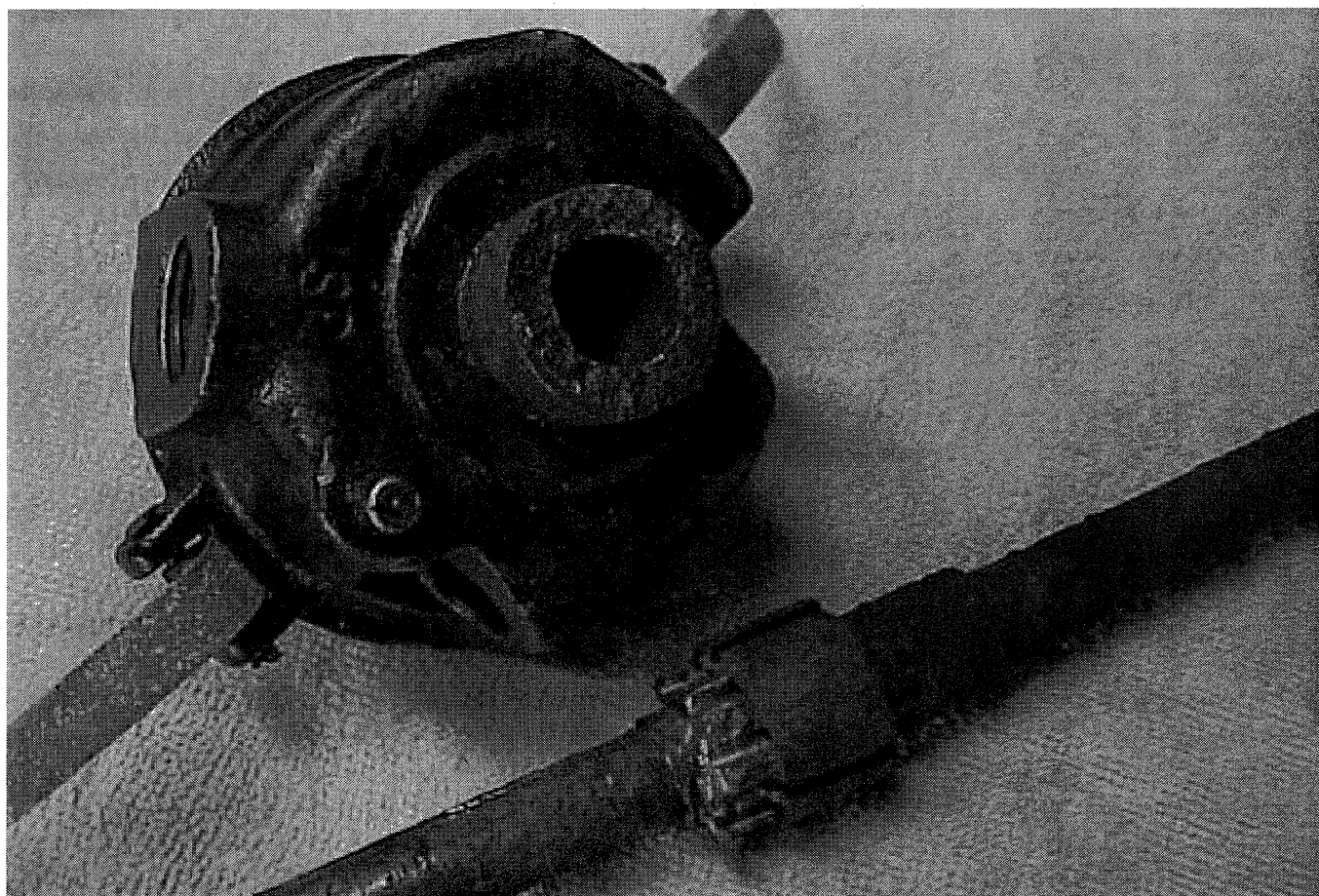
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Charlie Says!

by Charlie Viosca

MAFCA National, Portland:

The Portland National has come and gone (too quickly I may add), and it was really a super convention. We held a Victoria Association meeting there and it was very well attended. We signed up about 10 new members. I passed around a sign up sheet and somehow it never got back to me so I can't tell you how many attended the meeting. At the present time the Victoria Association is larger in membership than ever before. The membership now stands at 263. At Portland we had over 12 Victoria's. Several of our members showed their cars.

Blue Ribbon:

John Hash - 432 points (1st pl) Auburn, WA

Craig Watson - 415 points (1st pl) Bellevue, WA

Don Grub - 408 points (1st pl) McKinney, TX

Hal Pashon - 360 points (2nd pl) Camas, WA

Red Ribbon (Touring):

Anders Ramberg - 403 points (1st pl) Bend, OR

Anders is our own in house ARTIST. Tom Endy, our Bustle editor, drove his great looking Victoria all the way up from Southern California (pulling a Mullins trailer), but opted not to enter it. He said it was pretty grimy upon arrival and did not have the time to clean it properly.

Youth Awards:

The scholarship presentations were a big success at the national. Please refer to the September/October publication of the Restorer (page 17) for the report and the winners. The Youth Restoration awards report is on the same page. Please make all the youth members of your respective chapters aware that we have two award programs that they are encouraged to apply for.

Youth Restoration Award:

We have opened the Restoration Award program sponsorship to include a total of 20 chapters. Victoria Association members are encourage to solicit sponsorship from their local chapters. If they are interested in becoming one of the chapter sponsors please have them get in touch with me for

details. The awards age presented every two years at each MAFCA National Convention. Two chapters who have recently signed up as a sponsor are the Polomar A's of North San Diego County, CA and the Orange County Model A Ford Club, CA. We welcome them to this great youth program. The MAFCA web site now has the Scholarship program and the Restoration program there for you to get the respective information. Check it out under "Youth Activities".

Dues are due:

Annual Victoria Association membership dues are due once again. Yearly dues are \$10. Members are also encouraged to make a donation of at least \$2. to the scholarship fund. A billing post card will be mailed out this month with the mailing of the Bustle. Please return the card along with your check.

Victoria Association web site:

At the present time we are working on a web site for the Victoria Association. As soon as we are on line you will be advised. ☺

On The Cover!

It is not uncommon for a Model A Ford distributor to become frozen in the cylinder head such as did the one shown on the front cover. Often the distributor housing breaks in two while attempting to force it out. The only remedy then is to remove the head and drill it out, hammer it out, or worry it out the best you can. A preventative maintenance suggestion is to remove the distributor at least every 20 or 30 years and clean and lubricate it. ☺

MAFCA YOUTH RESTORATION AWARD SPONSOR REQUIREMENTS

To be a sponsor of the MAFCA YOUTH RESTORATION AWARD is very simple. Let me explain.

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. In 2002 and 2004 we opened the award to the Model "A" Vendors. This proved to be a very rewarding move. For 2006, we are opening the award to 17 more MAFCA Chapters on a first come basis.

The sponsoring chapter requirements are:

Each sponsoring chapter must pledge \$500 every two years. We (the three present sponsors) budget \$250 each year so on the second year each sponsor presents a \$500 Check to a MAFCA Youth Restoration Award recipient at each MAFCA National Convention. From all of the applicants we will inform each sponsoring chapter of an award recipient to make your club check out to. For the youth recipients not present at the MAFCA National, we will mail the sponsors checks 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. There are no losers; all applicants receive equal dollar amounts from the sponsors. In 2004 each youth received \$1,100 in cash, parts or gift certificates.

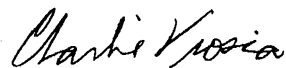
Your chapter may withdraw from sponsoring this award no later than September 1st of the year preceding a National Meet.

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.

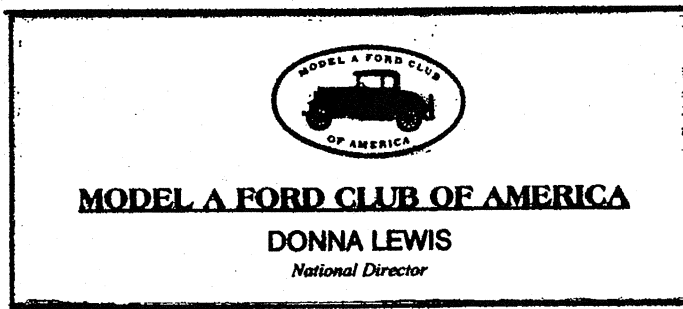
I am always available to answer questions you may have.

Sincerely,



C. J. Viosca - Award Chairman

11084 Windjammer Dr., Frisco, TX 75034 - E-mail – cjviosca@aol.com



PRESS RELEASE.....FOR YOUR MODEL "A" NEWS LETTER

DONNA LEWIS IS RUNNING FOR THE MAFCA BOARD.....AGAIN

Greetings Model A'ers,

My first term serving as a director for MAFCA will end this December. In accordance with MAFCA's bylaws a director may serve a maximum of two consecutive terms or four years of continuous service. Therefore, I'm requesting your support and vote as I seek a second term.

My decision to run again was not taken lightly. Your friendship and support played a major roll and I thank you for that. These past two years have been exciting and challenging to say the least. It is important that you know that working with such a dedicated MAFCA Board has been a privilege.

If elected to a second term, my promise is that I will continue to do my best to serve our common interest, this wonderful Model "A" family hobby.

Best personal regards,

Donna

Editor's note:

Donna Lewis is a member of the Victoria Association and has volunteered to be the person who handles the requests for Youth Scholarship applications.

Rusty A Restoration

by Charles McKeown

My company has begun reproducing five hard to find parts that are used on the Victoria A-190. These parts are of excellent quality.

Item #1:

Rear dome light mounting bracket set. Consists of 3 brackets to hold the dome light block to the rear header. \$11.95 set.

Item #2:

Rear frame hump cover straps. Four piece set that holds the material in place around the rear frame cross member where it comes through the floor pan. Four pieces with holes drilled and counter sunk. \$14.50 set.

Item #3:

Front window regulator double arm drive gear. The small gear that drives the two bigger gears. Slant window cars only. \$15.95 ea.

Item #4:

Front window regulator double arm gear mounting cup. This holds the drive gear on to the regulator shaft. Made from a solid machined billet for strength, rather than a stamping as was the original. Splined internally like the original. \$23.95 ea.

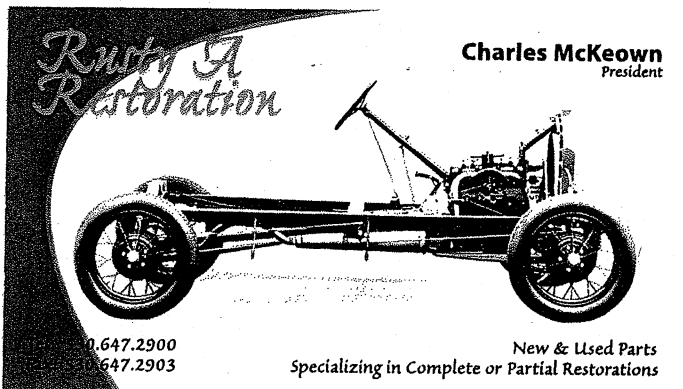
Item #5:

Front window double arm regulator handle shaft. Square with hole for handle on one end, splined with reference mark for gear cup location. Made as the original only out of stronger metal. \$22.95 ea.

Items 4 and 5 are done on a CNC mill, and items 1, 2, and 3 are cut with a laser.

Phone - 530-647-2900
Placerville, CA

FAX - 530-647-2903
rustya@directcon.net



Bits & Pieces!

Victoria For Sale:

1931 Leatherback, original, rebuilt motor, needs restoration, solid body, wood and doors. Four new whitewalls, good fenders, has seat springs, and Victoria special parts. \$7,500.00 Phillip Eckhoff Forest Lake, MN. 651-433-3685.

e-philal@usfamily.net

Victoria For Sale:

Early 1931 production, It is an older professional restoration and has been used as a touring car the last few years. The engine was completely gone through and overhauled less than 500 miles ago. The paint colors are the correct dark Ford maroon & black, with red wheels and pin stripe. This is a very respectable and solid car. Asking price is \$17,500.00. The car is in Omaha, Nebraska.

Jimmy Goddard 402-763-9667

irgoddard@aol.com.

Ahooguh Horn For Sale:

Show horn for a Model A Ford. It is an FM horn with a beautiful sound. It does have the mounting bracket. \$250.00

Charlie Viosca 972-625-2922 cjviosca@aol.com

Victoria Parts Specialist:

The membership is reminded that one of our members, Buddy Frazier, of Quinton, VA, specializes in hard to find parts for the A-400 and Victoria Model A Fords. Buddy will be attending Hershey this Fall and could be on the look out for that hard to find part you need.

Buddy Frazier
1601 Quaker Rd.
Quinton, VA 23141
804-932-3330 cfrz3@aol.com

Editor's Note: Charles McKeown in a Victoria Association member.

Technical Tips!

by Tom Endy

Seal and sleeve removal:

To replace the grease seal in the front of the torque tube, it is first necessary to remove the bearing race sleeve the roller bearing rotates in, that is located in front of the seal. There is a very simple method that has been around since the early days of the Model A Ford. This is how it works. Take the drive shaft and set the threaded end on a block of wood on the garage floor, with the drive shaft standing vertical. Place a 1 $\frac{1}{16}$ " 1 $\frac{1}{2}$ " drive socket over the splined end of the drive shaft. Slide the torque tube over the drive shaft. Place a shop rag over the end of the torque tube. "Bounce" the torque tube up and down several times. The socket will push both the seal and the sleeve out into the rag. The purpose of the rag is to capture the seal, the sleeve, and the socket. Without the rag all three incredibly greasy pieces will fly all over the garage.

How to put it back together:

You must first install the new seal before you install the bearing race sleeve. If you forget and install the sleeve first, you will have to destroy it to get it back out. Use a seal tool, part number A4246 (Bratton's catalog, page 35) to install the seal. Screw the tool onto a short length of 1 $\frac{1}{2}$ " water pipe and tap the new seal into place. Take the bearing sleeve over to a bench vice and squeeze it in the vice to close the split so that it is almost closed. The sleeve should be in the vice such that the "dimple" is facing "up". Wrap a piece of safety wire around the sleeve, just below the dimple. I use .040 safety wire. Twist the ends of the safety wire and bend them so they are facing "up". Put a chalk mark on the top edge of the sleeve right above the dimple. Stand the torque tube on the garage floor in a vertical position with the front end up. Put a chalk mark in the bell, right above the dimple slot in the torque tube. Remove the sleeve from the vice (it will open slightly, but it is not a problem). Place the sleeve in the opening of the torque tube and align the two chalk marks **accurately**. I use a 36mm 1 $\frac{1}{2}$ " drive socket, the one you use to remove the rear axle nut off of an old VW Beetle. Turn the socket up-side-down and put an extension in it. Using the flat side of the socket, tap the sleeve down into the torque tube. You will be surprised to see that the safety wire will slide up

and over the dimple and exit off the sleeve. Tap the sleeve in far enough so that the dimple slips into the dimple slot. Take a punch and place it through the opening in the torque tube where the speedo head bolts on and put it in the dimple. Tap it several times to seat the dimple in the dimple slot. Check that the sleeve is seated all the way around the circumference of the torque tube. There should be no gaps and the split should be wide apart. If there are gaps, meaning the sleeve is not properly seated, you will never get the roller bearing installed once you have everything back together. I recommend you do not use a reproduction sleeve. They are of terrible quality. The originals are made of hardened steel, the repos are not. The dimples are also not formed very well and will easily slip down past the dimple slot in the torque tube. ~~Find an original sleeve and use it, not the repo.~~

The Ahooguh Horn:

In the January/February 2004 publication of the Restorer, there was an excellent article by Paul Koncak (page 29) about how to make your ahooguh horn perform as should be with the engine turned off (battery power only) and with the engine running (added generator power). The trick was to ease the torque pressure on the front armature spring (part number A13828). The author recommends that you bend the spring slightly to ease the pressure. I believe he is absolutely correct. However, he failed to mention that the spring is made of spring steel and spring steel does not want to bend very well. The tip I am recommending is, be careful when you go to bend this spring. It may break (such as mine did) and I know of no source for a replacement.

Distributor Bushings:

It is common for a distributor housing to become cracked when removing and replacing the bushings. The crack generally occurs at the top end of the shaft tunnel, right above the top bushing when a tool is used to push out the old bushing. If the bushing is severely worn the tool may slip down inside the bushing and expand it and crack the housing. To prevent this, it is better to split the two bushings with a hack saw blade and pry the pieces out with a pick. ☺

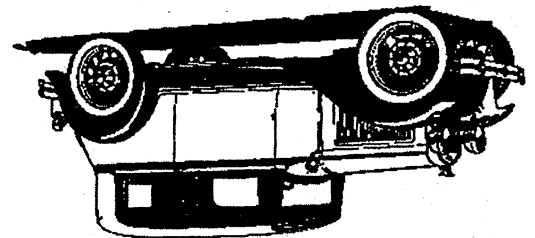
First Class Mail



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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.