

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986 – Frisco, Texas

Model A Ford Club of America – Model A Restorers Club

October, 2005

Volume 20, Issue 4

President & Founder:

Treasurer:

Editor:

Technical Director:

Membership Director:

Secretary:

Charlie Viosca

John Icenhower

Tom Endy

Bill Barlow

Vern Schwebke

David Ziegler

cjviosca@aol.com

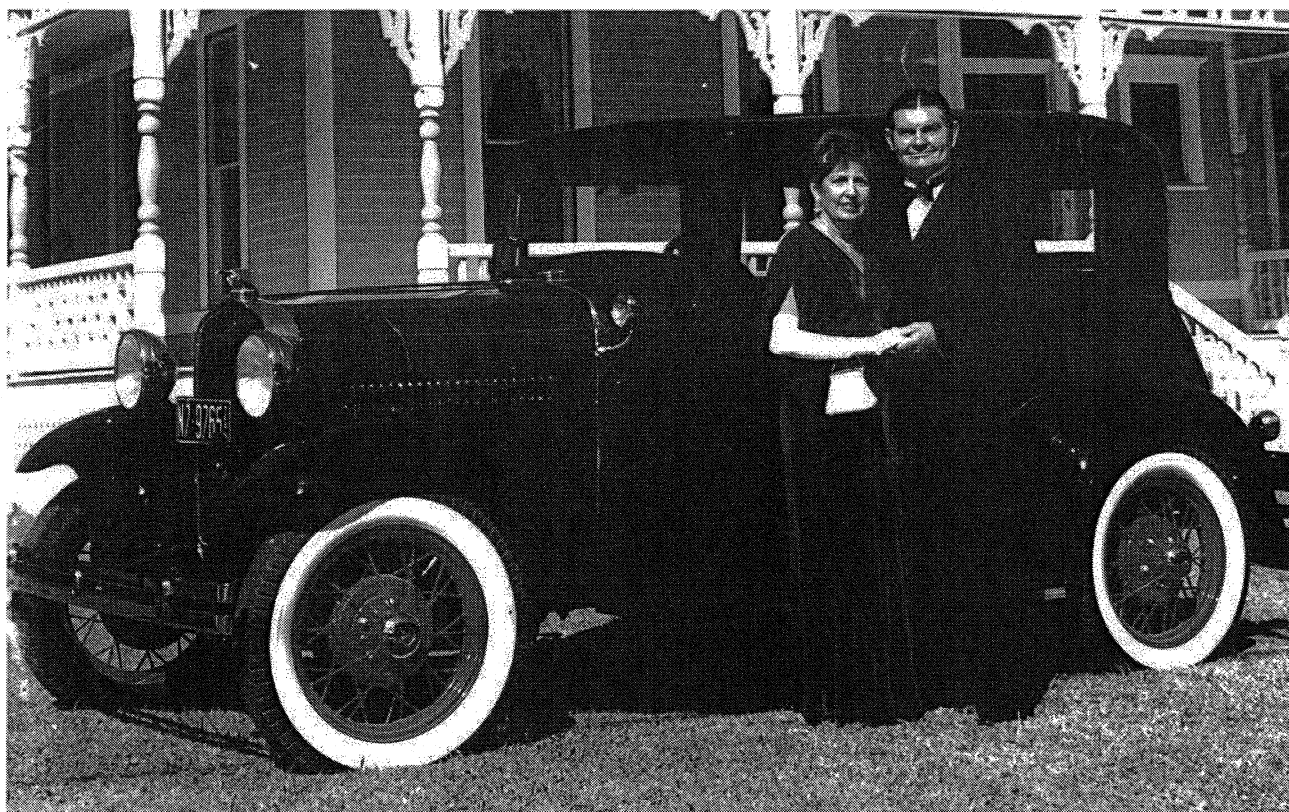
johnike@cox.net

tendy@socal.rr.com

babarlow@bendcable.com

v@schweb.sdcoxmail.com

zigfam@sbcglobal.net



Charlie & Felicia Viosca

Victoria Association E-mail Addresses 10-2005

Absher, Clark, caamodela@aol.com
Agnifilo, Louis & Susan, suelou67@optonline.net
Allen, Hubert, erice@tampatank.com
Ambrose, Bob, casshundemer@ncws.com
Anderson, Robert, anderford@juno.com
Andrews, Les, lesmoda@jps.net
Baldwin, Bob & Beverly, vz3bkxb@verizon.net
Baney, Mike, mbbaney@msn.com
Barlow, Bill, babarlow@bendcable.com
Barrett, Richard, rbarret3@rochester.rr.com
Bashford, Paul, kobbeni@bigpond.com.au
Behm, Ronald, rdbehm@chartermi.net
Bengel, Jerry & Marlys, jerbengel@comcast.net
Bewley, Thomas, Donna May, tdbewley@comcast.net
Bicknell, Justin, principal@longburn.school.nz
Bidonde, Bob, modela1931@aol.com
Black, Michael & Marilyn, n6egn@snowcrest.net
Bockman, David & Karen, davidb@cos.cc.ca.us
Borel, Bracy, Mary Lynne, bohollow@fidnet.com
Brady, Pete, kwb236@aol.com
Brennan, Myron & Eunice, brennan22@attbi.com
Brutcher, John, kbrutche@twyny.rr.com
Bryson, Steven & DeEtte, skbryson@hotmail.com
Burgess, Lee, lee.burgess@comcast.net
Burkes, Jeff & Joanne, ejb@ipass.net
Butler, Ron & Melinda, ronmelinda@bellsouth.net
Caldon, Dan & Linda, hellocentralSLO@aol.com
Calendine, Kip, kipcal968@aol.com
Chandler, Steve & Karen, dzinerkjc@msn.com
Christensen, Charles & Helen, chuck95ret@aol.com
Cilker, Bill, cilkerwjr@aol.com
Coleman, John & Betty, v8scoleman@msn.com
Coleman, Robert, Yvonne, oldfordfixer@aol.com
Conger, Richard, rc@silverballranch.com
Copetti, Lou, louc@maitland.nsw.gov.au
Cramer, Norman & Marilyn, mr29a@mc.net
Current, Wayne, current@ece.ucdavis.edu
Daut, Marshall V, marshall.v.daut@intel.com
Davis, Allen & Trish, apdavis2@bellsouth.net
Didomenico, Frank, Holly, hollydi@msn.com
Dinius, George, Sally, gldinius@yahoo.com
Drown, Walt, wandadrown@yahoo.com
Eckhoff, Phipp & Alice, philal@usfamily.net
Ekre, Jerome, pjekre@rrt.net
Ekstrom, Walter & Katherine, wally@raeco.com
Endy, Tom, tendy@socal.rr.com
Fahlgren, Gordon, 27buick@prinet.net
Flournoy, C.D. cdf32@cmaccess.com
Fowler, Sandy & Lynne, sfowler@comteck.com
Frazee, John, jcfrazeel23@aol.com
Frazier, Buddy, bcfraz@earthlink.net
Gadwa, Gary, ggadwa@ruralnetwork.net
Gardner, Bob, rdg105@comcast.net
Garrison, Lew & Judy, judy48lew@comcast.net
Gosa, Dale, dalebassman@aol.com
Gough, Sid, sagough@telusplanet.net
Granquist, David & Jan, dave@redlineoil.com
Grecian, Darold, hummer@1st-dialup.com
Griffith, Roger, griffith5@l1nl.gov
Grubb, Don & Carol, ellgrubb@cs.com
Guinty, Scott, 29coupe@cox.net
Haddon, Bob & Rachel, rhaddon7@cs.com
Hammermeister, Leonard, lshammermeister@aol.com
Hanvey, Larry & Pam, jlhanvey@email.msn.com
Harrington, Bill & Jeanine, wj1957@aol.com
Hart, Steve, shart31@juno.com
Hauff, Donald & Karen, dhauff@sbcglobal.net
Henderson, Randy, maryannrandy@hotmail.com
Hescheles, Charles, chescheles@comcast.net
Hildwein, Ed, buzzehh@aol.com
Icenhower, Jim & Della, jimdelicen@cox.net
Icenhower, John & Jana, johnnike@cox.net
Johnson, Aldie, modela@mail@verizon.net
Kane, Tom, kanet@state.mi.us
Keenan, Robert & Betty Joan, rpkhilltop@aol.com
Kennison, Ken, modela@digital.exp.co
Keplinger, Dave, jdk@preferred.com

Klamm, Ron, ronklamm@sbcglobal.net
Knapp, Frank, frknapp3@aol.com
Kriebel, Howard & Martha, kriebell12@verizon.net
Kropp, Jeffery, jeffrey.r.kropp@valley.net
Lane, Mike, michael_lane@dom.com
Lanier, Doug, djlanier@panaband.com
Larson, Dean, bumpgo72@comcast.com
Lawrie, Ralph & Phyllis, A043513@allstate.com
Lee, John & Kay, lee_kay_c@cat.com
Lowry, Bill & Virginia, blowry@texas.net
Lund, Bill & Christine, rio.grande@comcast.net
MacDonald, Peter, pjmac.ostii.com
Manninen, Ken, kmannin@up.net
Marsellos, Dick & Janice, msranch@prinet.net
Martin, Brian, FordA2@aol.com
Masters, John, johnnym7@juno.com
McAdams, Don, Nancy, forda31@cox.com
McCart, Victor, Charlotte, vlimac@wsbnet.org
McKeown, Charles & Debbie, rustya@directcon.net
McKinney, Larry & Gerry, lmcpspeed@earthlink.net
Miller, Ken & Irma, vickyman@xtn.net
Miller, Roger (Iowa), millagrsrch@aol.com
Miller, Roger (AZ), rogermil@aol.com
Morse, Richard & Christina, morse@extra.co.nz
Mozingo, Glen, grmzingo@aol.com
Naber, Harold, vnaber@aol.com
Neff, Richard & Sharon, rneff@starband.net
Nelson, Ken & Linda, austin.nelson@att.net
Nixon, Chuck & Dianne, chucknixon@aol.com
Overbaugh, Tom, tomo@zoom-dsl.com
Palmer, Lew, agnes40b@hotmail.com
Peace, William & Bernadine, bpeace@htc.com
Petithomme, Bob & Clelia, petithomme@caltel.com
Polley, Allen, Connie, bigall8@sprynet.com
Pratt, David, pratt_a_99@yahoo.com
Quaranta, Vito, Ethyl, vitoqmi@comcast.net
Ramberg, Anders & Melissa, 3lvicky@sprintmail.com
Ramsey, Walt & Donna, wram718@aol.com
Reynolds, Bill & Becky, wlrey@earthlink.net
Robinson, Brian & Donna, bdrobinson@charter.net
Rodriguez Uriate, Juan, ruriarte@infovia.com.ar
Rogers, Jerry, mjrogers@swbell.net
Ross, Don & Irene, rossie@gnet.com
Roub, Ralph & Madge, ralmadr@emeraldil.com
Russell, Ray, rrrr42@comanchetx.com
Schoelen, Jim, jimbet@hotmail.com
Schwartz, Thomas, teschwartz@aol.com
Schwebke, Vern, v@schweb.sdcoxmail.com
Seay, Speedy, speedyseay@msn.com
Secker, Fred, Betty, fredbet@swbell.net
Sheldon, Joel & Joni, jesheld@hotmail.com
Smith, Frank & Allison, fsmith@chartermi.net
Smith, Keith R, keithramsey2@socal.rr.com
Stone, Ginger & Tim, gendy@socal.rr.com
Sullins, Jill, jsullins@evl.net
Sutcliffe, Rob, thefarm@execpc.com
Taylor, Mazelle, genomaze@aol.com
Thompson, Tommy, tthomps@pacifier.com
Tamarit, Amadeo & Gabriel, atamarit@speedy.com.ar
Ulmer, William, razzmtazz@earthlink.net
Vagasky, Don & Teta, aandman@hotmail.com
Valauri, David & Jill, david.valauri@mssm.edu
Viosca, Charlie, cjviosca@aol.com
Wagner, Will, wwagner@neopolis.net
Watson, Keith & Margaret, kwatson@value.net.nz
Webber, Ben & Shirley, wewebber@frontiernet.net
White, Lee & Phyllis, frescarc@fuse.net
Wierman, Michael, michaelanddiana.wierman@gte.net
Williams, Jim & Dee, tempejim@cox.net
Winkler, Norm, circlew@lightbound.com
Wilson, Richard & Marcella, richmarci@aol.com
Woodberry, Lee, Martha, l_m_woodberry@msn.com
Woods, George, Alice, gtreezz1@cox.net
Young, Frank, jopuddy@cs.com
Zetterberg, Bob & Carrie, bzett@goldrush.com
Ziegler, Dave, daveziegler@sbcglobal.net
Zito, Rocco, rocz@earthlink.net
Zubal, John & Irene, ijzbl@aol.com

Charlie Says!

By Charlie Viosca

The past three months have been very trying for me. All the commotion is now over and I am getting my life back together with help of family and friends.

I want to thank all of the Victoria folks and Model A'ers who have written and sent scholarship donations in memory of Felicia. Each one that sent a donation in her memory either has, or will, receive a personal thank you note from me. I have not received all of the names but Jill Sullins is giving them to me as fast as she can.

You may remember that I was looking for a Victoria for Steve Bryson, our member in Afghanistan. (The Victoria Leatherback) will stay in Colorado.) I went to look at one in Amarillo, TX and I bought it for him. I think it is exactly what he wanted. It is a great driver, in excellent condition and also good looking. He did not want a show car as he wants his grand kids to be able to touch it and get in and out without having to worry about damage.

We have 11 Chapters involved in the MAFCA Youth restoration award with several more talking about joining the program. This is becoming everything we hoped it would become 11 years ago. We are looking for 9 more chapters to join in this program. We have to keep the youngsters interested in the hobby so what better way than to help them finance the restoration of their Model A?

This will be the last newsletter until the January issue. Don't forget to renew your membership and please let me know when you change address, zip code, phone or E-mail. From time to time we call or write a member and cannot reach them because of changes and no notification.

The board members and all those doing volunteer work for the Victoria Association are to be congratulated once again. We could not do it without them.

Please help our Bustle Editor, Tom Endy by sending him photos of your restoration or when it is complete, send articles. He needs help. Until next time, Charlie.

On The Cover!

The cover photo of Charlie and Felicia Viosca was featured as the cover photo on the January/February 1989 publication of the Restorer.

Sadly, Felicia passed away in August. I am sure all the members of the Victoria Association join me in expressing our sincere condolences to Charlie and the Viosca family.

I had the privilege of meeting Felicia at several MAFCA National meets. She had a charming sense of humor. At the Portland meet in 2004 I met Charlie and Felicia in the lobby of the hotel when they arrived and I offered to help carry some things to their room. When we reached the room a housekeeper was there putting some bottled water in the room. "Are there three of you staying in the room", the housekeeper asked. "Yes", replied Felicia without a moment's hesitation, "I'm traveling with my two uncles".

Tom Endy



In memory of Felicia Viosca

Youth Scholarship Winners Announced 2005

The Model A Ford Youth Scholarship Fund, Inc. announced the awarding of our fourth annual scholarships to deserving MAFCA members' children/grandchildren at the 2005 Regional Meet in Colorado Springs, Colorado, in June 2005. The total awarded for 2002, 2003, 2004 and 2005 Scholarships is \$59,000 to 16 deserving recipients. Our winners for all 4 years include 1 from Utah, 3 from Texas, 1 from New York, 4 from Massachusetts, 2 from Washington, 2 from California, 2 from Oregon, and 1 from Missouri.

Due to the generous donations of MAFCA, some of the MAFCA Chapters, chapter members and various fundraising efforts of these same parties, we are able to present scholarships to these wonderful MAFCA youth.

Although we had applications from ten very excellent students, we only had funds to award five scholarships this year.

For 2005 we are proud to award scholarships to:

Daylan P. Gibbard, Walla Walla, WA, Walla Walla Sweet A's, who will be attending Walla Walla Community College and will be competing again this year in The Great Race;

Heather M. Colbath, Osterville, MA, Marcom, who has completed her freshman year at UMass Amherst;

David C. Willens, Holden, MA, Minuteman Model A Ford Club of Massachusetts, who will be attending Worcester Poly Tech;

Sarah F. Kelley, Royse City, TX, Dallas Model A Ford Club, who has completed her freshman year at Harding University and will be working on a support team for The Great Race;

Jonathan A. Hughes, Irvine, CA, Orange County Model A Ford Club, who is completing his AA degree in Automotive Technology and transferring to Saddleback College in the Fall.

Each of these winners will receive \$1,000 checks each year for up to four years to help pay for their higher education.

We congratulate the Scholarship winners of 2005 and wish them and our prior Scholarship winners', as well as those who were not awarded scholarships this year, success in their educational efforts, as well as their future plans.

Model A Ford Youth Scholarship Fund, Inc. Board of Directors

Charlie Viosca, Chairman of the Board

Jill Sullins, President

Brian Martin, Vice President

Keith Smith, Treasurer

Ginger Stone, Secretary

Bill Barlow, Director of Student Records

Love at First Sight Lasts 54 Years

Charlie & Felicia Viosca

This love story began in 1950 with the principals being Charlie Viosca of New Orleans, Louisiana and Felicia Sancho of San Jose, Costa Rica. While Charlie was flying for TACA International Airlines based in San Jose, Costa Rica, he spotted a girl going to a movie with some girlfriends and he was so fascinated by her that he began trying to find out just who she was. After some time with no results, he accidentally ran into her in a record store. Knowing the owner of the store, he asked who she was. The owner replied he only knew her last name was Miss Sancho. Much time went by and Charlie was resigned to the fact that he probably would never find her. At that time he did not know she spoke perfect English and because his Spanish was so bad he did not try to converse with her.

Some time later Charlie was transferred to El Salvador to fly the Salvador to San Jose route, which meant overnight Saturday and Sundays in San Jose. Having lost contact with his old girl friends he was searching for new ones. His copilot Al Pusey was dating an American girl by the name of Pat so Charlie asked Pat to get him a date so they could double date. Pat replied that would be fine with her and mentioned that she thought Charlie would like a friend by the name of Felicia. Charlie asked Felicia's last name but Pat only knew her as Felicia. It took two weekends before the blind date would take place.

Finally the anticipated date took place and Charlie and Al went to the home of Felicia to pick up the girls. Felicia's mother answered the door and told them that they had to pick up the girls at a wedding they were attending. So off they went in the taxi to the wedding and had someone go inside to find Felicia and Pat.

In a few minutes out came Pat and Felicia and lo and behold Felicia turned out to be Miss Sancho and it was the girl Charlie had been trying to find for nearly a year. It is easy to say Charlie was dumbfounded but so happy to have found Felicia at last. That was on Charlie's birthday, October 6, 1950 and by January of 1951 they became engaged and on June 16, 1951 they were married.

They both returned to the US for Charlie to continue his flying career in his home country. The union produced three wonderful children, Robert, David and Denise Viosca. The family had a lot of wonderful times with lots of traveling around the US and other foreign places.

This love at first sight happening came to a sad end after the 54 years when Felicia suddenly passed away in August just two months after their 54th anniversary. Charlie will return to Costa Rica with Felicia's ashes to be interred with her grand parents, parents and a sister so they can all rest together.

While Felicia is gone now, Charlie and the now grown children have many happy remembrances of their life together. When Felicia was sometimes asked, "How many years have you been married, she would reply, 54 years and two of them happy but she could not remember which two." That was an example of her wit and wonderful humor. She was truly loved by all she touched. And she will be remembered by many.†

Editor's note: Before her passing Felicia requested that in lieu of flowers a donation to the Model A Ford Youth Scholarship Fund be made in her memory.

**Model A Ford Youth Scholarship Fund
C/o Jill Sullins
6809 Saddletree Trail
Plano, TX 75023**

The Correct Speed!

By Tom Endy

The speedometer is off:

If you have ever checked your speedometer against a road marker or on a Triple-A tread mill you might find that the old speedo reading on the dash is not quite accurate. The cause may be that you have the wrong speedo gear installed in the speedo housing on the torque tube. They come in three sizes, 17 teeth, 18 teeth, and 19 teeth. It is up to you to figure out which you are supposed to have. See Bratton's 2005 catalog, page 108.

An overdrive installed:

If you have a Mitchell, Ryan, Borg-Warner, or Volvo overdrive installed and you are picking up the reading at the output of the overdrive, it could still be incorrect. Of course if you are still hooked up to the front of the torque tube you will be way out of the ballpark every time you shift into overdrive.

A correction adapter:

Back in the old days when modern cars had mechanical speedometers there were speedometer shops in almost every town that could correct a speedometer. However, with today's advanced technology most have gone out of business. Back then you could take your car to the neighborhood speedo shop and they would calculate what the error percent of your speedometer was and for a nominal fee they would install an adapter box with the correct gear ratio to correct the error. The box was half the size of a pack of cigarettes and had a standard speedometer cable input and output connection. The box was usually installed under the car somewhere and was connected in series with the car's speedometer cable.

They are still available:

There is a company in Portland, OR that manufactures them and will assemble them according to the error factor they are provided with. You can obtain one from Bill Swigart, the fellow in Redding, CA who builds and markets Borg-Warner overdrives.

Bill Swigart:

There are two things you have to tell Bill when you order one. (1.) You have to know what your error factor is. For instance if the measured speed is 45 miles per hour and your speedometer is reading 52,

you need to give Bill that information. (2.) You have to tell Bill which type speedometer cable is installed in your car. There are two versions that connect to the speedometer housing on the torque tube. One version has a round end with a key. The other version has a square end. Henry made the change just to confuse and confound future generations of Model A Ford hobbyist. You will also find that Bill's fee is very reasonable.

Bill Swigart

9537 Peaceful Lane
Redding, CA 96003
530-221-1628

The 29 Coupe:

I obtained an adapter box from Bill for my 29 coupe. I have a Borg-Warner overdrive installed and even though I had the speedometer cable connected to the speedo output of the overdrive it was still way off. I told Bill what the error factor was and which speedometer cable I had and he supplied a box with the correct gear ratio. I connected it between the standard speedometer cable and the extension cable that reaches the distance to the overdrive. Bill also supplies extension cables in case you need one. ☺

Dues are due!

Membership dues are due for the year 2006. The fee is \$10. plus an optional donation of \$2. to the Model A Ford Youth Scholarship Fund.

Make \$10. check payable to the Victoria Association

Make \$2. check payable to the Model A Ford Youth Scholarship Fund.

Mail both checks to:

John Icenhower

1613 Ryan Rd.
Sulphur Springs, TX 75482

The Rear Axle Housing!

By Tom Endy

The ravages of time:

After 70 plus years many Model A Ford rear axle housings have seen some pretty hard times, especially those that have sat around in someone's back yard getting rained on. Many found at swap meets have the bearing hub so rusted they are not usable. The wear factor of the bearing hub is also a consideration. The bottom portion of the bearing hub receives most of the wear.

Bent housings:

Often the housings have become bent. Most folks don't know they have bent housings on their Model A, as it is difficult to tell by eyesight. A bent housing will put strain on the axle shaft and lead to a broken axle. Axle shafts generally break at the inboard end of the key that locks the drum in place. Bent housings are usually a result of a past accident, a farmer having used the car to pull out tree stumps, or in modern times people welding brackets onto them for shock mounts or radius rod mounts. Heating of the housing during the welding process will pull it out of alignment.

Housing repair:

A bearing hub can be repaired by machining it down and pressing on a new hub. One such shop I have been doing business with over a number of years is Lindow Engineering in Los Alamitos, CA. Doug Lindow, the owner, has developed the necessary tooling to mount the housing onto a large lathe so as to machine the bearing hub. Housings that are bent become readily apparent as they don't spin straight, and before they can be machined they have to be straightened. Doug has developed a skill for straightening by applying heat on the opposite side of the distortions. More often than not an axle housing I take to him for repair has to be straightened as well.

The repair process:

The housing is mounted onto a lathe, straightened if necessary, then about 1/8 of an inch of the hub is machined off. A new hardened steel hub is pressed on with an interference fit. Doug recommends you use only original wheel bearings, the ones with the spirals in them. Reproduction rear wheel bearings are very hard and increase the wear factor on both the repaired hubs and the original hubs.

Lindow Engineering:

Doug is a V8 Ford hobbyist and does rear axle housing repair for Model A's, V8 Fords, and Columbia rear ends. Call for pricing.

Lindow Engineering & Machine Inc.

10891 Kyle St.

Los Alamitos, CA 90720

562-799-6611

Shackle bores:

Welding and shaping the ends can sometimes dress up the ragged ends of shackle bores. Those that are worn slightly egg shape will still support a new shackle bushing if they are not too bad. I would be hesitant to weld an entirely new shackle mount onto a housing. For safety sake I would scrap out the housing if the shackle bore is too far gone.

Shock arm perch:

The shape of the shock arm ball perch is not that critical in my opinion. As long as it is still there it will support the shock arm. Replacement ball perches are available from Bratton. They are a direct replacement for the late 31 housings. They do have to be hot peened into place after the old ball perch has been removed. The earlier housings will have to be drilled out to accept the 31 ball perch.

Powder coating:

It is my strong recommendation that you never have any of the rear axle assembly housings (axle housings, banjo, and torque tube) powder coated, as you will be asking for trouble. Invariable the powder coater will apply powder coating to critical machined surfaces, and bearing race seats. You will have difficulty installing bearing races or setting the carrier pre-load, if you are able to do it at all, and you will probably end up with an oil leak at the banjo. Even if done properly, the day may come when you have to pull out your AAA card and have your Model A taken home on a flat bed. A big rusty chain wrapped around the rear axle housings will tear up the powder coating and it is difficult to repair. However, an application of Rustoleum black enamel in a spray can obtained from Home Depot can easily be repaired without even removing the rear end from the car. ©

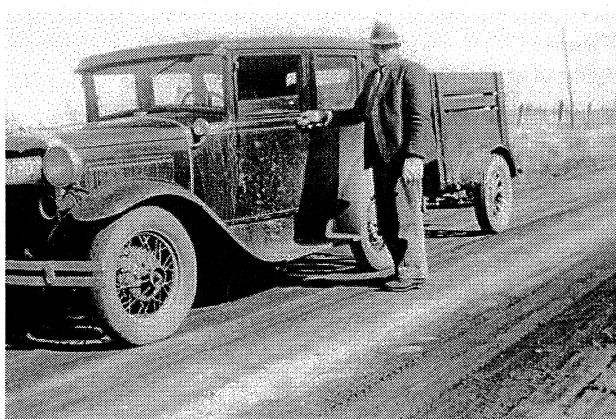
Model A Ford Family Photo Album



Out behind the barn



Uncle Billy had too much to drink



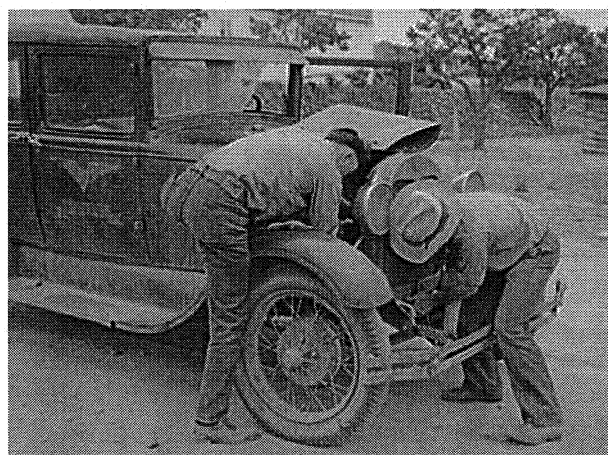
Uncle Harold and his poultry business



Kinfolk headed for California



Papa Walton's lumber business



Cousins Malcolm and Earl setting the timing

Model A Ford Family Photo Album



Uncle McDufuses House



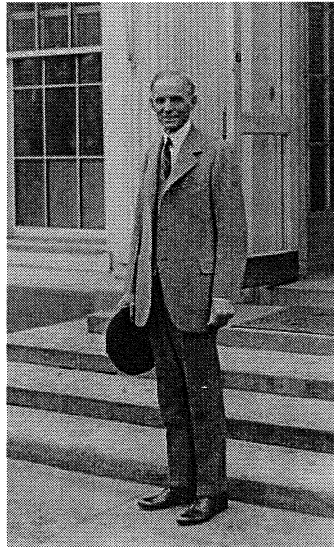
Cousin Dixie with a run in her stocking



Inside the barn

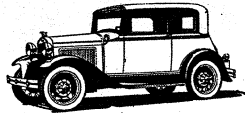


Our late cousin Wilfred



Uncle Henry

The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America (MAFCA) and a region of the Model A Restorers Club (MARC). The association was founded in 1986 at Frisco, Texas by Charlie Viosca. The purpose of the association is to aid the membership in the authentic restoration of the Model A Ford A-190 Victoria body style. To achieve the purpose this periodic newsletter is published for the association membership. The intent is to furnish accurate and complete information concerning the Model A Ford Victoria body style. Permission to reprint or quote from this publication is expressly given provided acknowledgement and credit is given to the author and to the publication



**International Model A Ford
Victoria Association**

**11084 Windjammer
Frisco, Texas 75034**

First Class Mail

