

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986 – Frisco, Texas

Model A Ford Club of America – Model A Restorers Club

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The Bonus Expeditionary Forces of 1932

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On The Cover!

During the summer of 1932 veterans of the First World War, 20,000 strong, marched on Washington D.C. They were protesting and demanding payment of the veteran's bonus bill passed by congress in 1924. The 1924 legislation decreed that all veterans of "The Great War" would receive a bonus of \$1.00 for each day they served stateside and \$1.25 for each day they served overseas. The money would be placed in an annuity payable to them in 1945. The average payments, including compounded interest, at that time would be about \$1,000 for each veteran. However, by 1932 the country was in a deep depression and the veterans wanted (and needed) their money now. The march was organized by veterans of the war and dubbed "The BEF". The BEF stood for the Bonus Expeditionary Forces, synonymous with the name AEF, the American Expeditionary Forces, the name they had fought under in France during 1917-1918.



Veterans protest in Washington D.C. in 1932

The photo on the front cover shows the veterans massed on the capitol steps on June 17th patiently waiting to learn the outcome of the senate vote to pay the bonus in 1932. The measure was defeated, and as a result the demonstrations escalated to the point where President Herbert Hoover feared there would be anarchy. Hoover directed Army Chief of Staff General Douglas MacArthur to clear the streets. MacArthur's troops, along with his two aids Major Dwight D. Eisenhower (Eisenhower had strong reservations about the operation) and Major George S. Patton Jr., drove the demonstrators through the streets of Washington

and across the Anacostia River to Anacostia Flats where the veterans and their families were camped on vacant land. The squatter's camp they had erected was set on fire. Hundreds of veterans were injured and two were shot to death. Two small children also died of tear gas asphyxiation. Many historians claim that General MacArthur exceeded the orders given to him by President Hoover. Whatever was the case, it was a sad commentary on the government's treatment of its veterans.



Fire rages at the Anacostia squatters camp as the U.S. Capitol looms in the background

In November of 1932 Herbert Hoover was defeated for re-election by Franklin D. Roosevelt. Hoover by then had become extremely unpopular with the American people. He was blamed for the great depression and his shabby treatment of the country's veterans. In 1936 the Roosevelt administration offered the veterans priority job opportunities in the Conservation Corps Camps (CCC) and the bonus was finally paid.

The Bonus march of 1932 influenced the federal government to pass legislation in 1944, prior to the end of WWII, which would provide educational, housing assistance, and other benefits for returning veterans. It was known as the G.I Bill of Rights. The legacy of that legislation has lived on through Korea and Viet Nam, and to the present day. Veteran's benefits provided to veterans of the U.S. Military today are a direct result of the bonus march that occurred during that fateful summer of 1932. ©

John's Jabber

By John Icenhower

Two important items for the Victoria Association this month:

First of all, renewal post cards for your 2008 membership will be mailed out with this issue of *The Bustle*. On this card is an opportunity for voting on the revised by-laws of the Victoria Association. These were published in the January issue of *The Bustle*. At that time we chose not to have everyone vote and send in a card or reply since that would have resulted in some unwise use of our resources. By voting with the renewal card, we have the opportunity to "kill two birds with one stone". So, please pull out your back issue from January and review these by-laws and vote on the card. By putting this to a vote of the general membership, we fulfill the requirements of the Association.

Secondly, at the MAFCA / MARC World Meet in Dallas next June, we will have a meeting of the Victoria Association. The meeting will be held on Friday, June 27, 1:00 pm to 3:00 pm with the location to be announced. Several body style groups are having meetings about that same time and I hope that you will attend ours so we can meet each other and talk about Victorias.

Along with the membership renewal, there is a request to contribute to the Model A Youth Scholarship Fund. A small contribution by each member really adds up and will help a deserving youth in their quest for higher education.

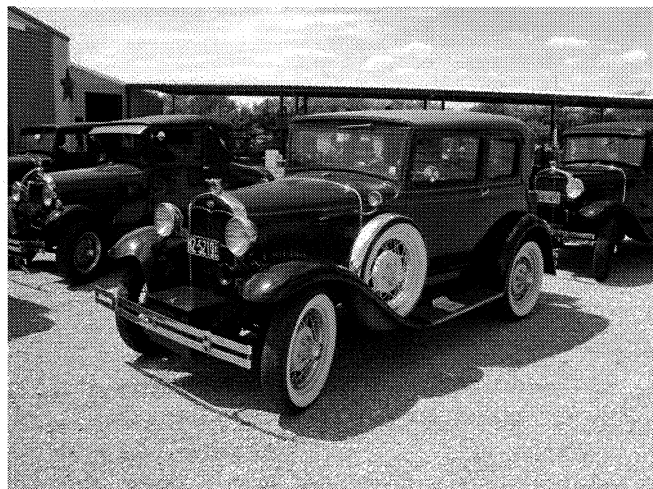
Here in Texas the weather has been more tolerable than most summers, especially the last two years. We have had a wet spring and summer and we didn't have all that many 100°F days. I hope that you have had a good summer and have had lots of time to spend in your Model A. Jana and I traveled with the Dallas MAFC to Wichita Falls for a Labor Day tour. Since we had a breakdown in the Town Sedan at the Texas Tour (two loose lug studs), we borrowed our daughter and son-in-law's Victoria for the trip. She ran fine and looked good too! Fellow Victoria Association and DMAFC members, Jerry and Emily Rogers were on hand as well.

Remember to renew, vote and contribute.

That's it for this time. Take care and drive your Model A at every opportunity. John



John & Jana Icenhower's Steelback Victoria during the Labor Day 2007 tour.



Jerry & Emily Roger's Leatherback Victoria during the Labor Day 2007 tour.

An Original!

by Rick Hall

In May of 2007 I acquired a 1931 Victoria Steelback that was delivered new in March 1931 to Dr. Eugene C. LePeck, who lived in Venice, California. I assume the car was purchased in the Los Angeles area so it was more than likely assembled at the Long Beach Ford plant. The car does not have an indented firewall and the driver's seat is adjustable with three fixed positions. It also has the early tank mount steering column attachment.

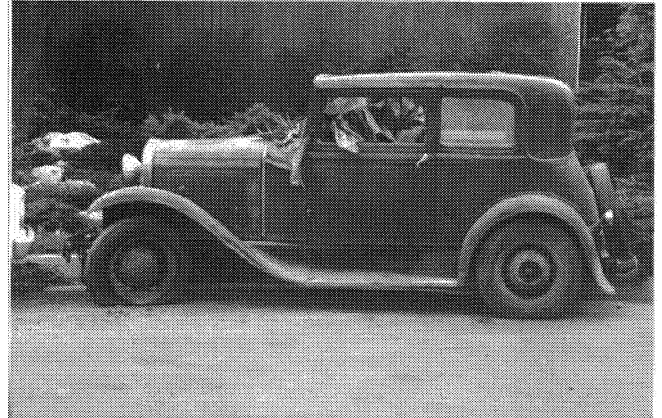
The Victoria was last registered in 1954. The 1953 California license plates were still on the car when I purchased it. That was the year it went into storage because it blew the #2 piston.

Several years later Gil Curtright, a machinist for Douglas Aircraft in Long Beach, purchased the car and presented it to his son Jack, as a gift for his 16th birthday. Gil had a deep interest in all things automotive and had restored two Duesenbergs in past years that he had purchased from a wrecking yard for \$500. each. Gil lived in Hawthorne, California and had built a large well-equipped shop at his home. That was where the car was stored.

Fortunately for me, Gil's son Jack never developed an interest in the Victoria and it sat unmolested in storage for the many years. Gil was known as somewhat of a "hot rodder" and over time he acquired two extra Model B engines, a 1932 transmission, and a 1939 transmission, all of which came with the car when I purchased it from him.

The Victoria is in wonderful rust free condition. It has never been repainted and has the original black paint with much of the original apple green stripe still visible.

I have been involved in the Model A hobby for over 35 years and am a member of the Orange County Model A Ford Club of Santa Ana, California. I just recently joined the Victoria Association and I am looking forward to my first retirement project, that of restoring the Victoria. ☺



It looks a little rough, but it is an original



It is missing the front passenger seat



The 1953 California license plate

A Temperature Gauge!

by Tom Endy

The Model A Ford did not come equipped with a temperature gauge. Knowing the water temperature is very important as you can then take steps to avoid overheating the engine. Early in the Model A era an accessory radiator cap was offered that incorporated a thermometer on the top of the cap, visible from the driver's seat. If the early attempt was inaccurate, the repos are even worse. The temperature probe associated with the thermometer is not actually immersed in water. It is located above the radiator baffle and is at best measuring only steam and an occasional splash of water.

For an accurate measurement of the water, a probe for a temperature gauge should be inserted into the water as it is leaving the engine. This is best accomplished by placing it in the water outlet casting that bolts to the top front of the head. Water is entering this casting from the head on its way to the top of the radiator. The water at this point is about as hot as it is going to get. (Water boils at 212° at sea level).

Accessory temp gauges can be either mechanical or electrical. The mechanical type is best suited for a Model A. Electrical temp gauges are only available in 12 volts. If a Model A has a 12 volt system the electrical type can be used, however you will need to figure a way to shut off power to the gauge as turning the ignition key off won't do it.

Most mechanical temp gauges on the market come with a six-foot length of mechanical cable that cannot be altered. Therefore the trick is to mount the gauge in a location on the dash that will allow for adequate routing of the cable between the gauge and the probe. A variety of temperature gauges are readily available from most auto parts dealers.

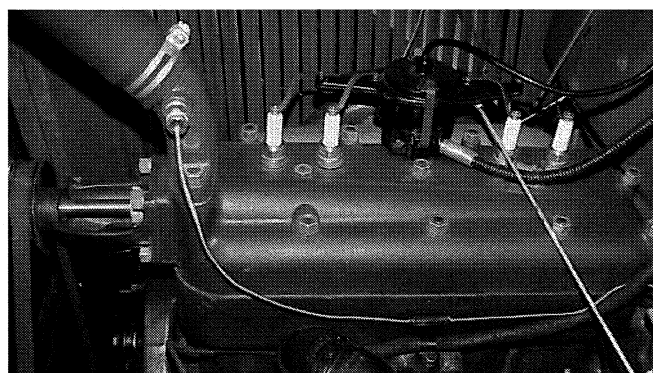
It is also a good idea to install a thermostat in the water system. Most Model A suppliers carry them. They come in 160° and 180° temperatures and mount inside the water hose just above the water outlet casting on top of the head. The thermostat will bring the water temperature up to the proper operational temperature (either 160° or 180°) quickly and will maintain it there. ☺



A 1½-inch SunPro mechanical temperature gauge is installed with a custom made bracket up under the dash rail of a 1931 Victoria.



The little switch in the upper right corner of the bracket is a momentary push button switch wired to the ammeter that will give you a quick peek at the gauge while driving at night.



The six-foot mechanical cable is routed from the gauge to the Dan Eubanks reproduction water outlet casting that has been cast with a temp gauge boss and has been drilled and tapped for your favorite size pipe fitting. Dan locates the fitting on the side of the casting to accommodate an overhead valve head installation. (Dan Eubanks 626-827-4004).

Bits & Pieces!

Charlie Viosca:

You thought I had gone away but in fact, I am still here. I would like to introduce all of you to a new program we have added to the Model A Youth Restoration Award, which we call the Model "A" Give - Away Program. Please read the requirements and introduce the program to your Chapter/Region. At the present time we have two restorable Model A's to give to some lucky MAFCA or MARC Youngsters. The requirements should explain the program to each of you. Maybe you have a youth or know of one that would be interested in this new program. As you can see, the youth has to belong to a Chapter or Region and the Chapter/Region must participate along with the youth. Your Chapter/Region may know of a youngster they would like to recommend for the program. If so, please have them request a copy of the Requirements and an application. Contact Charlie Viosca. (Charlie@cvj8.com). See you at the 2008 3rd Joint meet in Dallas where we will make the Model A Presentation to the award recipients. Charlie

Dues are due:

Membership dues are due. A post card reminder will go out with the mailing of the October 2007 Bustle. The dues are \$10. for the calendar year 2008. We also encourage you to make a donation to the Youth Scholarship Fund when paying your dues.

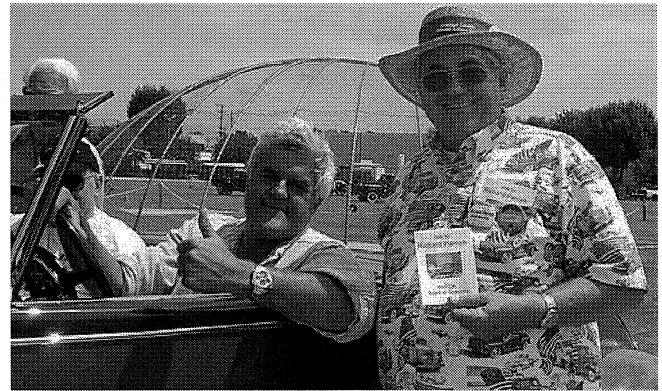
Victoria Association By-laws:

The Victoria Association bylaws were revised early this year and were published in the January 2007 edition of the Bustle. For them to become accepted, they must be voted on by the membership. Please note that on the membership renewal card there is a ballot notation. Please vote either yes or no in the appropriate box.

Model A Ford Youth Scholarship:

The Victoria Association is the sponsor for the youth scholarship program, which is endorsed by both MARC and MAFCA. All MARC Regions and MAFCA Chapters are encourage to financially support this endeavor with an annual donation.

MAFCA Board Election:



Richard Parrish (right), a member of the Orange County Model A Ford Club, is running for a MAFCA board seat this month. At a recent Southern California car show he ran into an old car enthusiast who gave his campaign a thumbs up.

MAFCA National Banquet:

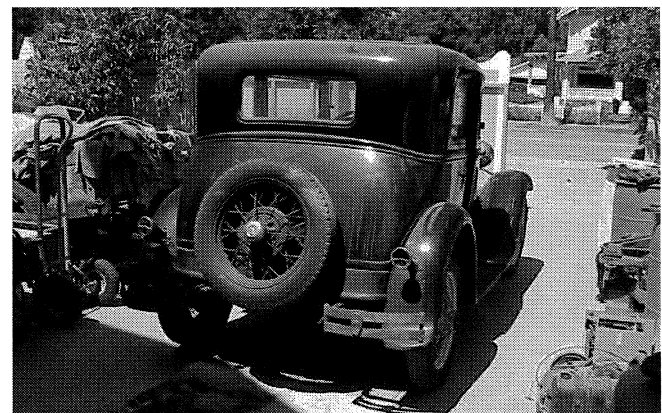
Ontario, California December 6 through 9, 2007

MARC-MAFCA National Meet:

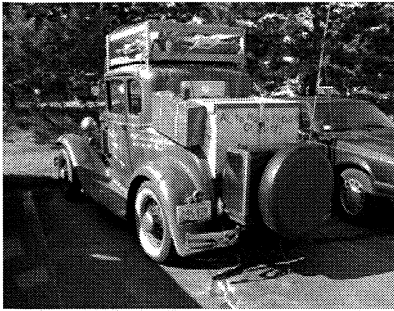
Dallas, Texas June 22 through 27, 2008. There will be a meeting of the Victoria Association at the meet.

For Sale:

The late Jim Eliot's original Victoria Steelback is still on the market. 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 or Larry McKinney 714-963-2724 e-mail lmgcspeed@verizon.net



Jim Eliot's original Victoria



THE CHIKKIN COOP

MODEL A YOUTH RESTORATION AWARD

GIVE -AWAY A MODEL "A" PROGRAM

REQUIREMENTS

This is a new program to help the youth of MAFCA/MARC obtain a free Model A Ford to restore.

This program is open to all youth members of MAFCA/MARC Chapters and Regions.

Here's how the program works:

A Chapter/Region must be willing to:

- a) Select a club representative to oversee the project.
- b) Select and sponsor a youth member of the club.
- c) Accept a Model A on the youth's behalf.
- d) Assist in teaching the youth how to restore the Model A.
- e) Help finance the project.
- f) The sponsoring club is responsible for taking back the car if the youth ceases his interest in restoring the car. The club will re-assign the car to another youth or return it to the Give-away A Model "A" Program for re-assignment.
- g) Write a summary of the youths Model A activity and why you think he/she should receive a free Model A Ford.

The youth must:

- a) Also meet the requirements of the "Restoration Award" as stated on the "Restoration Award Application". The two applications are different. **Both Applications must be postmarked no later than March 15, 2008.**
- b) Pick up the Model A. The Chapter/Region may furnish assistance.
- c) Send a thank you note to the Model A Youth Restoration Award President of the Board when the youth receives the Model A and each time he/she receives money, gift certificates or parts.
- d) Be an ongoing member of a MAFCA/MARC Chapter/Region.

- e) Return the car to the program so it can be assigned to another recipient if he/she ceases to restore the car.
- f) Not sell the car until 5 years after completion.
- g) **Must furnish proof of age.**
- h) Restore the Model A to one of the following standards:
 - 1 - MAFCA Blue Ribbon
 - 2 - MARC Fine Point
 - 3 - Touring Class
- i) Be responsible for all legal aspects of the restoration and will not engage in any illegal activities such as driving the vehicle until he/she is of legal age and in possession of all licenses and insurance required by the state in which he/she resides.
- j) Write a hand written document entitled "WHY I SHOULD BE CHOSEN TO RECEIVE A FREE MODEL A FORD".

All applicants must meet these requirements to apply for a Model "A", they and their club president and must sign the agreement below.

I, (Print name) _____ Club President of

_____ agree to abide by the above requirements.

(Sign) _____

I, Youth Applicant: (print name) _____

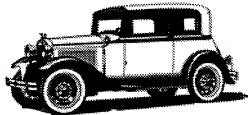
agree to abide by the above requirements.

(Sign) _____

Please note:

Signing the above rules does not mean that the applicant will receive a Model A. We expect to receive many requests and we will not be able to present Model A's to all the applicants; therefore we reserve the right to present Model A's to the applicants selected by the Model A Youth Restoration Award Board of Directors from all applications.

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



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First Class Mail

