



July 2025

The Steering Wheel



A Publication by and for the members of the Victori-A's

Issue 07

Model A Texas Tour

I had a really good time at the 62nd Model A Texas Tour in Giddings, which was an opportunity to enjoy our shared hobby and reconnect with other Model A owners. As the only representative for the VictoriA's, I was welcomed and included in the many activities, such as the Welcome Party, the self-guided tours, the closing banquet, and the best fashion show I have seen in a while. The weather was threatening rain and storms, but the Lone Star Club went ahead with the plans, and the country road drives were especially nice this time of year. It was a very nice, well managed tour. If you haven't been to a Model A Texas Tour, next year will be your opportunity to attend one in Mineral Wells. Respectively submitted by Gary East



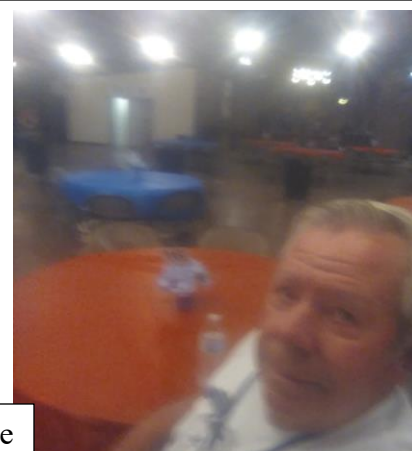
There were 45 As on the Tour



A long line for Bluebell ice cream



Mealtime and Gary at the Victoria Model A Club table



63rd MODEL 'A' FORD TEXAS TOUR
 Hosted by the Fort Worth Model 'A' Ford Club
June 11-14, 2026

THE CRAZY WATER HOTEL
 WELCOME TO MINERAL WELLS
 HOME OF **CRAZY** 2 BLOCKS

Host hotel & event venue: 940-325-4605
THE CRAZY WATER HOTEL
 Promo code: **MODELA2026**

- DBL QUEEN: \$170
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- KING HOSP. SUITES: \$300
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"Suite" style rooms include a full kitchen & living area
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Other lodging: Red Lion Inn
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Style Show



This is the early 1900s carousel we saw in Giddings



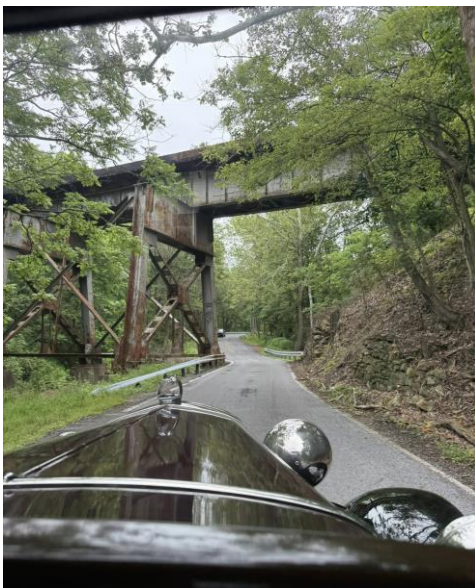
Hubley Races



2025 MAFCA National Tour to the Civil War battlegrounds and Museums

Anita Harris reporting - Day one

After several days of traveling through Texas, Louisiana, Mississippi, Alabama, Tennessee, we arrived in Waynesboro, Virginia last night. Went through some bad weather but the RV and trailer made it just fine. Our best stop along the way was at the Dumplin Valley Farm where the Dumplin Valley Bluegrass festival is held in September. Today is registration, driving around Waynesboro, and attending the welcome banquet this evening. Tomorrow, we start the first drive through the Shenandoah Valley and a visit to Harper's Ferry



Under the Hood with.....your Prez, *David Harris*

Howdy,

As the newsletter is being published, Anita and I are on the way home from a packed driving adventure touring the civil war battlefields from Manassas to Appomattox. What was advertised to be an 800-mile tour over 7 days turned out to be 1000 miles on my odometer. Part of our extra mileage was a detour to visit General Hood's Texas Brigade Memorial at the Manassas battleground. Every day was packed with two to four sites visited. It was a great immersion in the history that has shaped our nation. Also, an important part of participating in a Texas or National tour is the opportunity to visit with old friends and meet many new ones. As we all see when driving our A's, there is a tremendous interest in our cars. Every time we stopped at a park or for gas or lunch, we had people wanting to talk about our car or tell us a story about an uncle's car or a grandfather's Model A era mechanic shop. It sure makes you feel good. We also spent some of the time touring with Robert and Elaine Bullard. They said to tell all of the Victori-A's hello. Check out the Victori-A's Facebook page for photos of the tour.

All of my preparation paid off. We had very few minor issues with our car except that our A/C quit on the hottest day. I managed to get it going again that night and Anita was much happier.

Don't forget our July 5th ice cream social. Gary East will be making homemade ice cream. I am looking forward to hearing about the Texas Tour.

In the meantime,

Enjoy the Ride in your Model A!

Sincerely,

David



July Birthdays

Steven Thornton 7.15
Joan LaGrega 7.20



July Anniversaries

Joe & Suzy Freeman 07.10
Steven & Lorie Thornton 07.15



If I have missed your birthday or anniversary, please let me know
email nkw348@gmail.com

Calendar of Events – Subject to change

July 04 – Independence Day, fly your flag
July 05 – Hot Dogs & ice cream 12 noon at Gary East's 9701 Navarro
July 14 - Regular Meeting. (Second Monday)
Casa Jalisco 1706 N Laurent St
5:30pm to eat, 6pm for meeting.
July 19 – Annual Blessing hotel fundraiser and car show
Men's Cars & Coffee every Wednesday morning at 8 a.m. Nursery Shell Station.

Our newsletters are available on our website <https://www.victoriamodelclub.com/>
Like us on Facebook <https://www.facebook.com/VictoriAsFordModelAClub>

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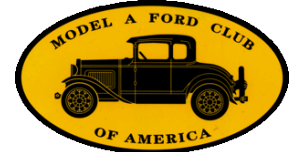
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aeharris68@gmail.com

MOTTO: A society which is dedicated to the restoration and preservation of the Model A Ford as manufactured from 1928 through 1931.



Some information contained in our newsletter may have been reprinted from other newsletters; we thank and acknowledge them.

Model A Ford Club of America, 250 S. Cypress St. La Habra, California 90631

Welcome to all our new members. I may not have your birthday & anniversary date on file. If you do not see it in the newsletter, please email me nkw348@gmail.com or text me 361.648.1961. Also, if you have more than one email, please let me know so all members are able to receive the newsletter and announcements. Nancy Whiddon, Editor.

MINUTES OF MEETING
VICTORIA MODEL A FORD CLUB
JUNE 9TH, 2025

Willie gave the blessing before our meal and lead us in the Pledge of Allegiance. Our meeting was called to order by Pres David at 6:30 p.m. at Casa Jalisco. Secretary Chris read the minutes from our June meeting, there were no correction. A motion was made by Willie to accept minutes as read and seconded by Joanne. Treasurer report will be given at our next meeting. Nena read a list of birthdays and anniversaries for month of June. Nancy stated she is still having some issues getting pictures and blurps placed in the national magazines. Annita reported that our clubs face book page had 1000 hits already. Our next outing will be July 5th lunch and ice cream social at Gary East shop at 9701 N Navarro, meal at 12:00 come early or stay while and visit. Watch e-mails for more information. Other upcoming events, August 2nd breakfast 8am at IHOP, we need to preorder breakfast, if you have not, please call Wilma with your selection. Save the date, September 20th for our annual James Kasper memorial picnic at Fannin State Park. If you have any ideas for a club outing bring it up at our next meeting. Our next meeting will be at Casa Jalisco, July 14th, 2025 at 5:30 pm. Before adjourning we drew for the 50/50 pot, Chris had the winning number, she received \$17.50 and the other \$17.50 goes in the club's account. Pres David adjourned the meeting at 6:30pm.

Respectfully submitted:

Chris Grahmann, secretary

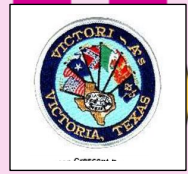
ATTENDEES:

Nena & Ron Albert
David & Anita Harris
Willie Sanders

Chris Grahmann
Nancy & Steve Whiddon
Joanne Shaffer

Gary & Betty East
Wilma Ferry
David & Sherry Shutz

“Where Are We Going”???



July 05 – Hot Dogs & Ice Cream

Meet at noon at 9701 North Navarro - look for Model A parked out front

Hot dogs and ice cream

Bring a chair and stay for games after we eat

August 02, 8am. Breakfast at IHOP

September 20th Annual James Kasper Memorial Picnic at Fannin State Park



July 14 Regular Monthly Meeting

July 14 - Regular Meeting. (Second Monday)
Casa Jalisco 1706 N Laurent St
5:30pm to eat, 6pm for meeting.



2025 Dues

Please pay your \$20 local club dues to the Club Treasurer.

Membership in the MAFCA or MARC is not mandatory to join the Victori-A's, but we do encourage all members to join one or both. Application forms for these clubs can be obtained on their website as follows: MAFCA www.mafca.com (\$50); MARC www.modelaford.org (\$50). You will receive all the national information and opportunities in the enjoyment of your Model A. You will also receive *The Restorer* magazine. (MAFCA) or *Model A News* magazine (marc). Membership does not require the actual possession of a Model "A," but merely an interest in the club's objectives, and a desire to take an active part in club activities.

Retro



July 2024 Front Page



July 2023 Front Page



July 2022 Front Page



July 2021 Front Page



July 2020 Front Page



July 2019 Front Page





Chapter Report

Some of our members attended our annual Model A Club Poor Boy Tour. This year it was hosted by the Houston Piney Wood Model A Club in Schulenburg TX. From our club we had 3 Model A's and 10 people in attendance. We enjoyed touring the back roads and visiting one of the Painted Churches. Pictured are our members JR Rusch and Chris Grahmann during one of the maintenance stops.

Nancy Whiddon
Victori-A's Model A Ford Club
Victoria, TX



Thanks to all club members and friends for pictures and info, *On the Road*, *The Flying Quail*, *The Ford Squeaks*; *Cowtown A* for articles and information in this issue of our newsletter.



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Jim's Tech Tips

Jim Cannon

Headlamp Plugs and Terminals

As documented in the Ford Service Bulletins, below, a change was made to the headlamp plugs and terminals around May 1930. It is a small change in the wire connector ends and the "plug" lengths used with them. If your wiring harness ends and headlamp plugs are from different times, the connection at the base of your headlights may be too tight to connect (frustrating) or too loose to make a good connection (frustrating, as well). See discussion below and adjust the plug dimension as required.

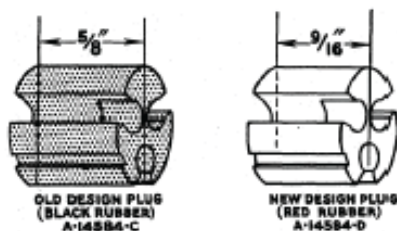


Fig. 908

CHANGE IN HEADLAMP PLUGS AND TERMINALS

A change has been made in the headlamp plugs and the headlamp wire terminals.

The new plug A-14584-D is approximately 9/16" long and is made from *red* rubber. The old plug, which has been obsoleted, was 5/8" long and was made from *black* rubber.

The new headlamp wire terminals are of the clinch-on type. They are approximately 1/16" longer than the old design which has been obsoleted (see Fig. 908).

As special equipment is required to assemble the new design terminals to the headlamp wires, the terminals will not be sold through service. If an occasion should arise where it was necessary to replace one of the new terminals, use terminal A-14461-C for making the replacement; this terminal can be installed by hand. Also after present stocks of the old design A-14459 terminals are exhausted, supply terminal A-14461-C for replacements. Fig. 909 shows these terminals.



Fig. 909

Due to the difference in the length of the old and new style terminals and headlamp plugs, the old style plugs cannot be used with the new design terminals, or the old terminals with the new plug.

After present stocks are exhausted, when calls are received for an old style plug, supply the new design plug, together with spacer washer A-14601-R. This spacer washer is

approximately 1/16" thick and compensates for the difference in length between the old and new style plugs. Fig. 910 shows how the washer is installed.

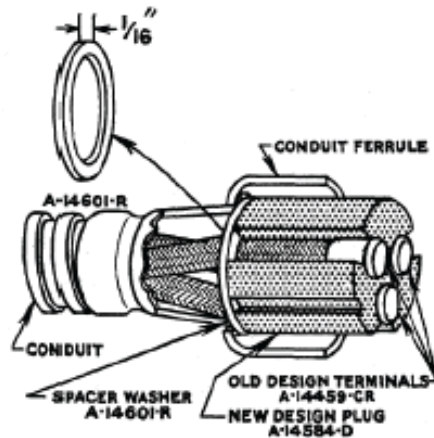


Fig. 910

So, when you are assembling your headlights and the conduits do not want to make a good connection at the base, check the dimensions above and get plugs to match.

Have a Model A Day!

Jim

The Tunic Dress and Skirt – A 1930-1931 Design Feature

Diann Eason

Model A Ford Club of Colorado

Trying to describe your era fashion can be a real struggle. You want to be unique in your wording while describing accurately the design characteristic.

While peplums, tiers, flounces, and panels are seen in the dresses, evening wear, and occasional suits in 1928 through 1931, the tunic dress and skirt were also seen in 1930-1931.

The tunic with its elongated lines gave a slenderizing effect to the feminine silhouette. In the dress the tunic starts at the shoulder seams and falls past waistline to below the knee. A belt often gathered the fabric slightly below the natural waistline resulting in a relaxed bodice. The tunic provides flowing shapes emphasizing a relaxed and feminine look

The tunic skirt was also seen as a simple second layer of fabric falling from the waist to a length approximately two thirds to three fourths of the hem of the under skirt. A more elegant or interesting tunic skirt might include gathers, box pleats, flares, angles, tucks, and bias-cut draping layer.





Elaborate decorations such as beads, embroidery, and lace are often seen on the tunic layer.

Fabric weight and occasion are important considerations when designing a tunic. Summer or lighter weight chiffons, silks, the tunic design would be seen most often in afternoon, evening, and formal attire for women.

A printed canton afternoon dress with a pleated and flounced mid-length tunic



References:

1. *Style Source*, September 22, 1930
2. *Les Grandes Modes de Paris*, 1930
3. *Chic Parisien*, 1930
4. *Woman's World*, February 1931
5. *Needlecraft*, March 1931
6. *Weldon's Ladie's Journal*, January 1931

Let's go for a Ride

by Sharon Koncak



June Touring News

Anita Harris from the Victoria As has given us the date for the Autumn A tour. Mark your calendars!

Dates: October 24-26

Where: Seguin, Texas



Tips from “the Know”

from Technical Editor by Paul Koncak



Technically Speaking XII

Model A's are like dogs...they like to mark their territory. And they do so practically everywhere they go. Dogs are a little more discreet in that they do not mark one of the owner's best friend's driveway. Model A's have no shame or regard for a very nice clean drive way, garage floor or even a well manicured lawn. They just drop it where they are. But Model A's can be “taught” not to do that. Or at least to reduce their area somewhat.

Model A's (mark) or leak oil for various reasons. Some of them are very easy obvious. Like the drain plug is loose. And very easy to correct. Others are not so obvious and not so easy to fix. We could have a contest to see how many ways a Model A could leak oil. Perhaps in days gone by there has been one. We had an oil leaking contest on one of our Autumn A Tours. It was fun. I don't recall which Model a won it or who the owner was.

The most common place they drop the oil from is at the bottom of the Flywheel Housing. Down there where the huge Cotter Key is. Wives tales has it that Henry planned it that way. He wanted the oil that leaked out of the rear main bearing to drop down on the Radius Rod Ball to keep it lubricated. If that was his plan, history has proved that his idea was very effective.

Of course a bad pan gasket or front oil seal will cause them to drip. Not too hard to fix but it's real messy.

On the more technical side, the little engines crankcase needs to “breathe”. Pressure can build up in the oil pan and tappet area which will build to a point where the oil is forced out the path of least resistance. You guessed it....the rear main bearing. At least two things can cause the pressure to rise sufficient to cause the leak. One is the baffles in the Oil Filler Pipe. On many occasions they have been bent nearly closed by a well meaning shadetree mechanic. That was done to try to stop the crankcase blow-by from spraying (oil) all over the firewall or to stop the smell of hot oil from entering the passenger compartment. For whatever his reason it was not a good idea. The other source of the problem is a little more difficult to understand and might come as a surprise to the one who discovers it. Over the years many replacement parts have been marketed to substitute for the original equipments parts. That includes the Breather Cap that fit on top of the Oil Filler Pipe. The original cap was built so that when pressed fully down on the pipe it would not interfere with crankcase breathing. However, some of the replacement caps were not made exactly as the original and therefore will cause pressure to build up in the pan and now we see a re-enactment of the Valdez incident. And, enter the shadetree mechanic again and he will put just about anything in the top of the cap to prevent “something”...what ever. The result is a big spot of oil under the car.

So, if your Model A is marking its spot, take a look around at the most obvious sources and you may get lucky and slow it to a walk.

I didn't mean to pick on shadetree mechanics. The title just seemed to fit.

Go hug your Model A. (and clean up where it marks)
Paul

TECH FOR YOUR MODEL A FORD

Testing Your Radiator with Thermal Imaging

By Paul Shinn

It's easy to confirm the flow through your radiator



Much has been written about Model A radiator cooling capabilities and how to keep engine temperatures below the boiling point, especially in hot weather or when climbing steep hills, working the engine hard.

I have often wondered how many GPM (gallons per minute) of flow is required to keep a Model A cool in all the usual conditions we encounter. I have had most of the radiators in my Model A's rebuilt or re-cored to help prevent overheating, as I've found that inadequate flow due to clogged tubes is the most frequent problem.

The most common method to test the flow of a Model A radiator usually involves filling the radiator, then opening it and timing how long it takes for the water to come out with gravity. But that doesn't really tell the whole story, and it usually involves removing the radiator from the car to do it properly.

I wanted to find a method to see what was going on inside a radiator in real time, while still in the car, and in active use. The simple method I came up with involves a thermal imaging camera and a running Model A.

When a Model A engine is running, it is generating heat, which is transferred to the coolant fluid. The water pump moves that coolant into the top tank of the radiator, where it flows down through the radiator tubes while ambient air absorbs the heat and carries it away (usually into the passenger compartment, or so it feels). The fluid, having had heat removed from it, flows into the lower tank of the radiator, then back again to the engine. Beautifully simple!

We can see how well the heat produced by the engine is dissipated by using a common diagnostic tool called a thermal imaging camera.

Photo 1 shows an inexpensive thermal imaging camera I purchased from the "jungle website." With a built-in screen and rechargeable battery, the camera is small and portable, so it can be kept in the car.

The solid-state sensors on the front of the camera (photo 2) do an excellent job of sensing the heat from various items and allows the display of heat as a very clear image on the built-in screen.

Photo 3 shows how simple it is to test a Model A radiator with such a camera. Simply point the camera at



Photo 1. I found an inexpensive thermal imaging camera online.



Photo 2. Sensors in the front detect heat from various sources.



Photo 3. It's simple to point and test a Model A's radiator.



Photo 4. The camera screen's image of the radiator of my up-to-temperature 1930 Coupe.

the front of a Model A that is running, or has just run, and observe. So, what does this tell us?

Photo 4 shows a close-up of the thermal imaging camera screen as it observes the radiator of my 1930 Coupe while it is running, after driving three miles. The heat image is quite clear, with even the Ford emblem on the radiator totally readable.

There are two focal points on the screen. One is the white-color target, the other is red. The white target is a fixed target, and the temperature of that point is displayed in white. The red target moves around the screen and points out the hottest part of the image and even gives you that temperature.

As the photo below shows, the engine coolant entering the radiator was 151.1 degrees Fahrenheit. Since water boils at approximately 212 degrees F at my elevation, this Model A is far from overheating.

If I pan down slightly, photo 5 also shows that the center of the radiator is approximately 146.7 degrees (white target) while the maximum (red target) is steady at 151.1



Photo 5. The center of the radiator shows 146.7 degrees F while the hottest part shows 151.1 degrees

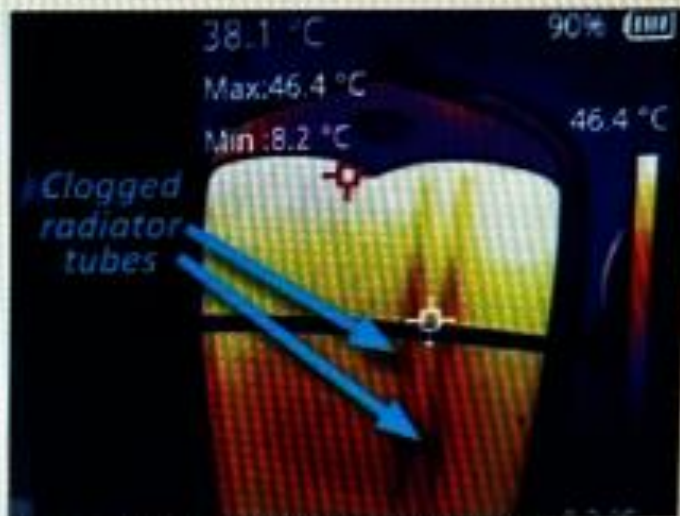


Photo 6. You can immediately spot any tubes that are obstructed or clogged.

degrees F. This is because air is removing heat from the coolant as it flows downward through the radiator tubes.

If your Model A radiator has any tubes that are obstructed or clogged,

you'll be able to spot them immediately, as in photo 6. You can easily see that two of the tubes in this image have a clog or obstruction ... and are not doing anything to help cool the fluid in the radiator. Assuming your radiator has 40 tubes, and two of them are clogged, this radiator could be considered to have lost 5 percent of its ability to cool the engine. (Photo 6 also shows that the thermal imaging camera can display temperatures in Celsius.)

But let's say four tubes were clogged in a 40-tube radiator. That would be a 10 percent reduction in cooling capability. The Model A would probably still run just fine and not overheat, except in the hottest of summer weather or on hilly terrain.

Using a thermal imaging camera is the quickest, easiest way I have discovered to tell how well a Model A radiator is working, or if it's time to have it cleaned or perhaps re-cored. But that is a how-to for another day.

Please take your Model A out today ... and drive it like you know how to fix it! ☺

Paul Shinn, of Valley Springs, California, serves on the MAFCA board as Technical Director. A radio engineer, he produces Model A videos for YouTube.



Our American Flag



Nothing disturbs me more than seeing our American Flag discolored, cannibalized and used insensitively and most ignorantly as a "message board" with the focus on drawing attention to special interest groups and their agendas. Our American flag is the most beautiful flag ever flown. Our honored red, white and blue need not be discolored with pinks, browns, oranges, purples, silvers, blacks and other colors and designs... sadly, some are of the cartoonish nature.

I was taught in elementary school just what our flag represents. The

red stripe was for the blood our people—military and civilian—spilled on battlefields in defense of our freedoms. The white stripe was for the bandages which held the bodies of our wounded defenders together. The blue sky above reminded us that above us all is the ever-present power of our religious faiths—in which our nation collectively believes and has been recognized by our founding fathers. The stars above, equal in size, were arranged in a high regard for each of our states, their people and their united importance and purpose.

I enjoy seeing the many different flags throughout my country. Our military has sacrificed and died for our freedom to fly all kinds of flags—municipal, religious, athletic, medical, floral, and flags representing our peoples' ethnic backgrounds from a host of foreign lands. But I oppose having them infused into the glory and majesty our American red, white and blue holds. Our flag flies alone, above, high above all others, with the love and respect it has earned.

I was also taught in elementary school that my country is not, and has never been, a "perfect country". But I was reminded often enough that this is the "best country". After all, how many of us Americans have emigrated from our country to return and live on the continents of our ancestors? That number remains so miniscule, so small, that it cannot be calculated.

When people refuse to rise in honor of our American flag, they exhibit the fact that they cannot rise above their own historical ignorance. Do they not know that the first drop of red blood on our flag was that of Crispus Attucks, an African American skilled tradesman in Boston who died at the Boston Massacre, which led to our War of Independence? How could they not rise, how could they not respect his sacrifices as one people, united under God...

- Model A Ford Club of New Jersey

Our 1928-1931 Fords were *NOT* Henry's First Model "A" !

Yep! The first Model A Ford was built by the Ford Motor Company in **1903**, *not* 1928! Let's start with a little history lesson.

In 1895, Henry Ford was working as the chief engineer for the Edison Illuminating Company in Detroit, Michigan. In a small workshop behind his home, he pursued his ambitious hobby to develop a horseless carriage.

On June 4, 1896, with the help of several friends, Henry put the finishing touches on his ethanol powered motor and completed his first automobile which he called a "Quadricycle."

His Quadricycle, with a two cycle engine producing four horsepower, had only two forward gears and could achieve 20 mph. It had a 3 gallon fuel tank, no brakes, and was tiller steered.



Henry Ford in his very first car—his 1896 Quadricycle.

For the next seven years, Henry experimented with other engines and, in 1903, with the help of some financial backers, established **The Ford Motor Company**. Their *first* automobile to be produced was the **1903 Model A Ford**.

The **1903 Ford Model A** came as a **two seater runabout**, selling for \$800, and as a **four seater tonneau** model for \$900. An optional top was also available for each model. **All were painted red !**

The engine had two cylinders, produced 8 hp and could reach a top speed of 28 mph. This Model A had two forward speeds and one reverse, had rear wheel band brakes, and the engine was situated in the middle of the car. Ford made and sold 1,750 of this Model A between 1903 and 1904.

During the years 1903 through 1907, The Ford Motor Company produced the Models A, B, C, F, K, N, R and S. The advancements of each of these led to production of the famous **Model T Ford** in 1908, which remained in production through 1927! In 1928, our **new Model A's** were born.

Question: Why did Henry's company follow the **Model T** with a car that was *again* named the **Model "A" Ford**? Because, Ford said, it was such a significant departure from the previous Model T. He wanted to "wipe the slate clean" and start anew, returning to the beginning of the alphabet with the new model.

—by Tom Dodd



1903 two seater Runabout
Model A Ford



1903 four seater Tonneau
Model A Ford



The Original Model A Ford

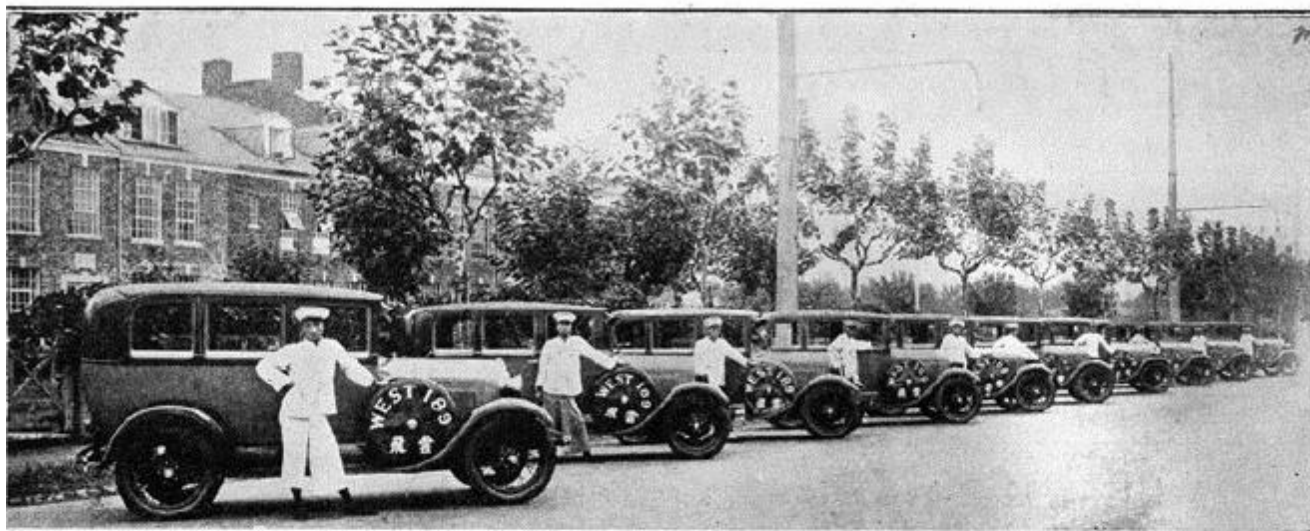
In this picture to the left, **Henry Ford** proudly displays his Ford Motor Company's first production car—the **1903 Model A Ford**.

Advancing through the alphabet, Ford eventually circled around and produced our comparatively modern new Model A in 1928.

Check out the MAFCA Website!

www.mafca.com





"Taxi" in Shanghai Means "Ford"

TEN years ago Mr. J. K. Gold, a graduate of the University of Wisconsin, found himself in China with a desire to keep himself busy and, if possible, to make some money.

With this urge he decided that transportation was an activity with a future so, from various sources, he gathered together fifteen old touring cars and established himself in a modest taxi and car-hire business.

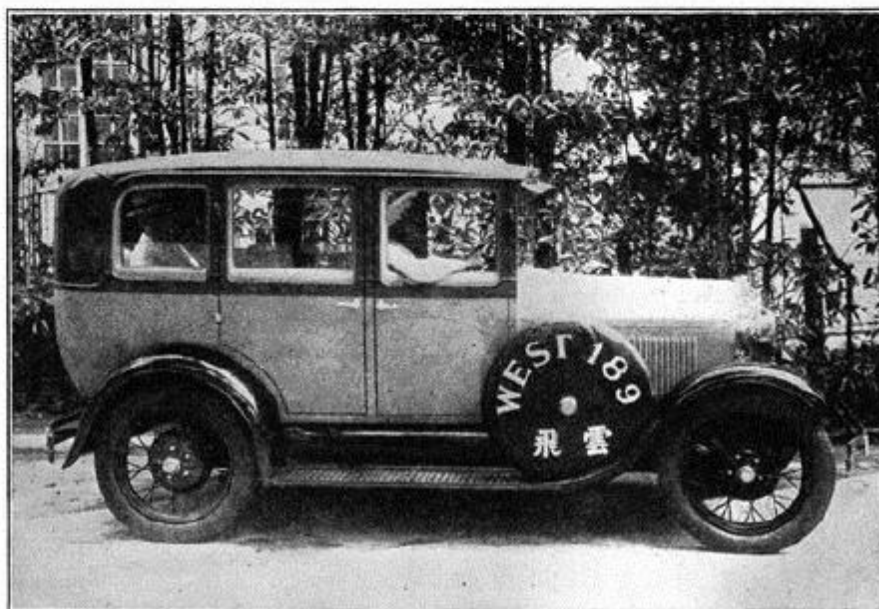
It proved to be a capital idea for, without presenting all of the subsequent history of the enterprise, we can now report that the company, known as Ford Hire Service, now is the largest taxicab company in China, with a growing fleet of 100 cars and employing 300 people.

Until the arrival in China of the Model A, use was made of Model T Fords exclusively. But the company is always up-to-date in its operations and is now replacing its former fleet with Model A chassis. The bodies are constructed in the shops of the company and are built of a special wood imported from the Philippines.

Herewith we show one of the com-

pleted taxicabs as well as a Model A fleet recently completed, and which will be followed by nine similar groups to complete ten units required for the service. While the company

has several branches the main office is located at 77 Route Vallon, Shanghai. Mr. R. W. Brewer, manager, was kind enough to send us the facts and photographs.




One of the Popular Chinese Cabs Mounted on the Ford Chassis



July 2025

 The Steering Wheel
 Nancy Whiddon, Editor
 P. O. Box 3603
 Victoria, TX 77903

<i>July 2025</i>	
 <p>HAPPY OF JULY 4TH</p>	<p>Men's Cars & Coffee Every Wednesday morning at 8 a.m. Nursery "Cimmaron Crossing" Shell Station.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div data-bbox="805 1627 1157 1822" data-label="Image"> </div> <div data-bbox="1211 1604 1474 1864" data-label="Image"> </div> </div> <div style="display: flex; justify-content: space-around; align-items: center; margin-top: 10px;"> <div data-bbox="902 1892 1019 1927" data-label="Text"> <p>MAFCA</p> </div> <div data-bbox="1292 1892 1390 1927" data-label="Text"> <p>MARC</p> </div> </div>