

# *The Victoria Bustle*

*International Model A Ford*

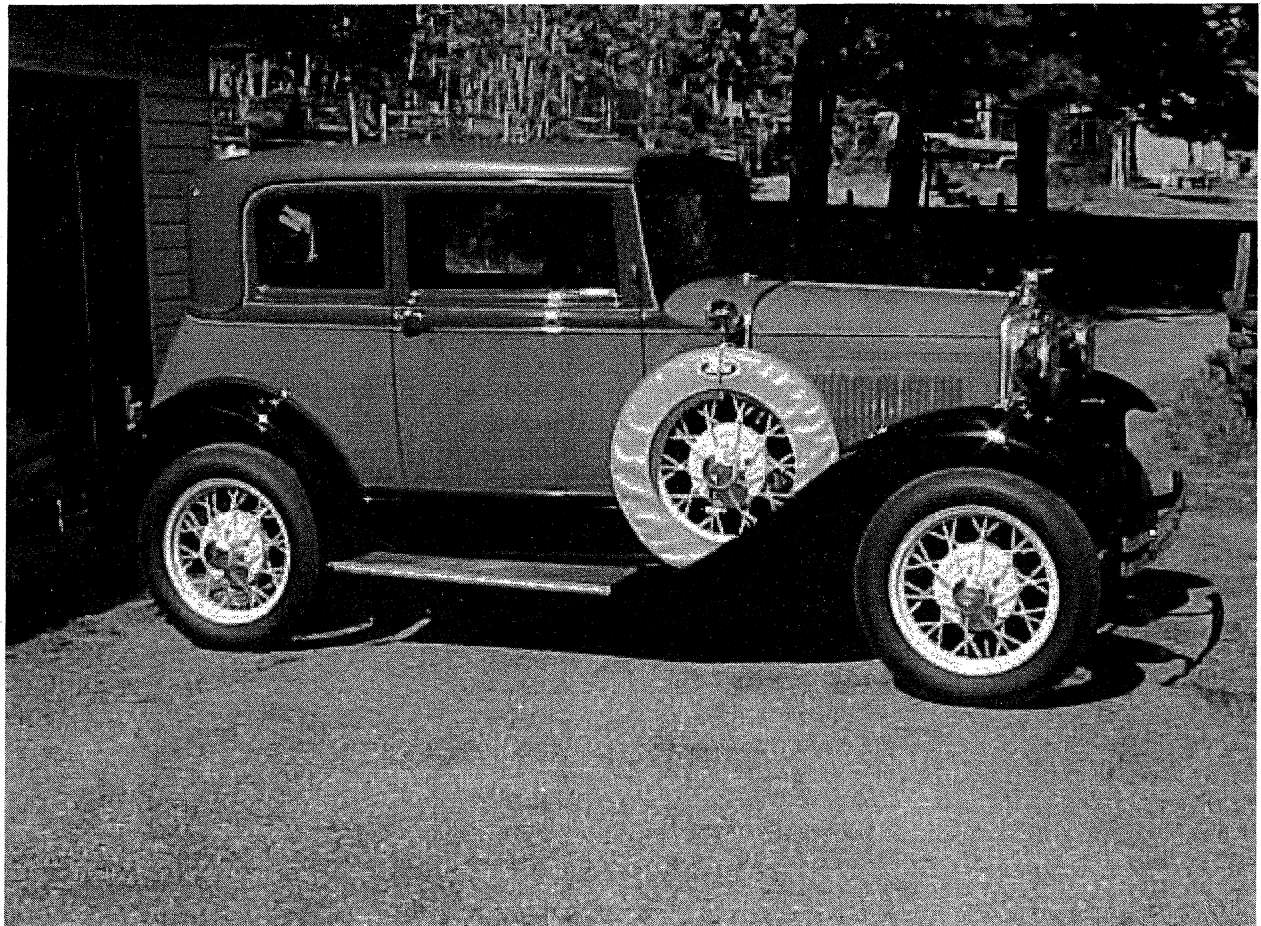
*Victoria Association*

*Founded 1986 - Frisco, Texas*

*Model A Ford Club of America - Model A Restorers Club*

April, 2001  
Volume 16, Issue 2  
Newsletter

President & Founder: Charlie Viosca  
Editor: Tom Endy  
Printer: S & S Printers, Anaheim, CA



*Alvin "Creepy" Karpis*

# Model A Ford Victoria Association

## Membership Roster, April 2001

### U.S. Residents:

Allen, Hubert,	18460 Boyette Rd.	Lithia,	FL	33547	813-685-2574
Anderson, Robert, Christi	1271 Gleneagle Place	Hudsonville,	MI	49426	616-667-3270
Anderson, Jerome,	924 Forest Park Rd.	Muskegon,	MI	49441	231-780-2502
Anderson, Rog,	2190 75th St. E.	Inver Grove Hts,	MN	55077	651-457-8820
Andrews, Les,	22126 Cottage Hill Dr.	Grass Valley,	CA	95949	530-268-3018
Arroyo, Mike,	9176 Tangerine St.	San Ramon,	CA	94583	510-828-4573
Ash, Richard, Diane	15840 S.W. 79th Ave.	Miami,	FL	33157	305-255-7324
Augustine, Richard, Cheryl	11100 Hard Castle Rd.	Brooklyn,	MI	49230	313-242-4534
Barrett, Richard,	21 Hallmont Circle	Penfield,	NY	14526	716-377-4379
Beck, Bernie, Eula Lea	P.O. Box 790	Killeen,	TX	76540	254-699-7000
Behm, Ronald, Dawn	14250 152nd Ave.	Grand Haven,	MI	49417	616-842-2264
Bengel, Jerry, Marlys	2596 Warrego Way	Sacramento,	CA	95826	916-362-3183
Berry, Gordon, Glennys	120 N. Quidnessett Rd.	N. Kingstown,	RI	02852	401-885-1653
Bewley, Thomas, Donna May	16557 21st N.E.	Shoreline,	WA	98155	206-365-4956
Bidonde, Robert, Kathryn	65 Tompkins St.	East Northport,	NY	11731	516-757-1920
Bockman, Dave, Karen	15870 Ave. 309	Visalia,	CA	93292	559-732-8242
Boire, Glen, Gwen	21965 Cottage Hill Dr.	Grass Valley,	CA	95949	530-268-0815
Bond, William, Katherine	1040 Old Squaw Pass Rd.	Evergreen,	CO	80439	303-670-3283
Bradsher, Floyd, Shirley	940 Charlie Monk Rd.	Hurdle Mills,	NC	27541	919-364-2655
Bratton, Walt, Antique Auto Parts	9410 Watkins Rd.	Gaithersburg,	MD	20882	301-253-1929
Brennan, Myron, Eunice	59 Cromwell Dr.	Yarmouth Port,	MA	02675	508-362-4946
Brutcher, John,	167 St. RTE. 48	Phoenix,	NY	13135	315-652-7455
Bryson, Maj. Steven, Deette	Brown & Root Services Operation Joint Forg	APO AE	09793		
Bullion, George, Donna	1139 Autumn Hills	Gardnerville,	NV	89410	710-782-4418
Burgess, Lee,	10136 NE 116 Pl.	Kirkland,	WA	98033	425-821-9233
Butler, Ron, Melinda	4260 Hickory Hill Blvd.	Titusville,	FL	32780	
Caldon, Dan, Linda	2463 Ladera Ct.	San Luis Obispo,	CA	93401	805-541-9123
Cannon, Steve, Classic Wood Mfg	1006 N. Raleigh St.	Greensboro,	NC	27405	336-691-1344
Caporelli, Ralph, Ruth	17 Stoneham Rd.	Worcester,	MA	01604	508-752-4243
Carey, Ray, Virginia	133 Boulder Dr.	Lincolnton,	NC	28092	704-732-1849
Carrion, Al, Lenore	11240 Graton Rd.	Sebastopol,	CA	95472	707-823-2657
Cassin, Fred,	15 Park Circle Dr.	Fairport,	NY	14450	716-223-1641
Cilker, Bill, Liz	524 Vista Ridge Dr.	Milpitas,	CA	95035	408-263-0692
Clarke, Albert, Sheila	P.O. Box 2344	Wilton,	NY	12866	518-587-0092
Cognato, Frank, Ann	P.O. Box 1195	Ross,	CA	94957	415-461-5133
Coleman, John, Betty	12365 Fairwind Ave.	Port Charolette,	FL	33981	216-923-6916
Cooper, Paul, Joyce	438 Hwy. 371 N.	Mooreville,	MS	38857	601-842-7543
Cross, Norman, Dorothy	17690 Ravenna Ave.	Burton,	OH	44021	216-834-8514
Crum, Christopher, Karen	2406 Sandringham Rd.	Sacramento,	CA	95825	916-481-4881
Crum, Don, Bonnie	567 Vinewood Ave.	Talmadge,	OH	44278	330-633-0280
Current, Wayne, Linda	39816 Morning Dove Pl.	Davis,	CA	95616	530-758-6757
Davis, William, Paulette	3838 Fisher Dr.	Smyrna,	GA	30082	770-436-3331
Daut, Marshall,	5102 E. Fellers Dr.	Scottsdale,	AZ	85254	602-554-4554
Deemer, Ralph,	948 Edwin Dr.	Virginia Beach,	VA	23464	
Dinius, George, Sally	811 59th St. NW	Bradenton,	FL	34209	813-794-0502
Dresser, Robert, Peg	4932 Geraldine Ave.	Richmond Hts,	OH	44143	216-381-6918
DeCarli, Richard, Rosemarie	P.O. Box 377	Petaluma,	CA	94953	707-765-1932
Eason, Harold, Diann	680 Poppy Way	Broomfield,	CO	80020	303-465-1478
Elliott, Tom, Marilyn	8995 Elbert Rd.	Peyton,	CO	80831	719-749-2617
Endy, Tom,	5881 Iroquois Rd.	Westminster,	CA	92683	714-897-5861
Frazee, John, Dianne	2410 Appian Rd.	Carlsbad,	CA	92008	760-729-4865
Frazier, Buddy, Carolyn	1601 Quaker Rd.	Quinton,	VA	23141	804-932-3330
Gadwa, Gary,	P.O.Box 50	Stanley,	ID	83278	208-774-3321

Gajewski, Don, Laverne	2017 Inverness Dr.	Carrollton,	TX	75007	214-242-4093
Gardner, Bob,	2060 Hoyt Ave. E.	St. Paul,	MN	55119	651-772-1565
Gehrke, Kraig, Debbie	3090 Ezie	Clovis,	CA	93612	209-291-2051
Gill, Roger, Judy	3301 E. 231st St.	Chicago Hts,	IL	60411	
Goddard, Jim, Donna	7221 Audrey St.	Omaha,	NE	68138	402-896-4667
Gosa, Dale, Lois	4146 Habana Ave.	Jacksonville,	FL	32217	904-731-0367
Greany, Ed, Robin	1742 Spring Lane	Corona,	CA	91720	909-735-4153
Green, Harold, Barbara	530 Yucca Dr.	Colorado Spr,	CO	80906	719-634-1453
Greenhalgh, Jack, Delia	140 Andrew Ln.	Reno,	NV	89511	775-849-0365
Griffith, Roger,	1430 Cypress	Tracy,	CA	95376	209-836-2432
Grubb, Don, Carol	906 Autumn Ridge Dr.	McKinney,	TX	75070	972-529-2018
Haddon, Bob, Rachel	3050 Stilesboro Rd.	Kennesaw,	GA	30152	770-427-6055
Hammermeister, Leonard, Shirley	3116 Connecticut	Burton,	MI	48519	810-742-0719
Hanvey, Larry, Pam	7505 Step Down Cove	Austin,	TX	78731	512-345-1259
Harrington, Bill, Jeanine	72 S.E. 80th St.	Runnells,	IA	50237	515-967-2929
Harris, Charles, Marjorie	P.O. Box 562	Winnsboro,	LA	71295	318-435-5150
Harry, Bill, Millie	8175 W. Evans Creek Rd.	Rogue River,	OR	97537	541-582-8903
Hart, Steve,	870 Belann Ct.	Concord,	CA	94518	925-827-1934
Haskell, Leland,	3840 S. Garfield Ave.	Loveland,	CO	80537	970-635-0916
Hauff, Donald, Karen	2972 Brona Ct.	San Jose,	CA	95124	408-379-0440
Hazard, P.R.,	2862 McCloud River Ln	Ontario,	CA	91761	909-947-2682
Heitzenrader, Albert, Roma	P.O. Box 417	Western,	NE	68464	402-433-4101
Higgs, Dale,	8 Walnut St.	Forestville,	NY	14062	716-965-4332
Hildwein, Ed, Joan	214 Hearthstone Dr.	Boise,	ID	83702	208-342-3418
Hitchcock, Robert, Marilyn	17118 E. Strack	Spring,	TX	77379	???-376-5456
Hudson, Orlando, Beth	1835 S. Southpointe Dr.	Sarasota,	FL	34231	941-924-4748
Icenhower, James, Della	1 Circle Park Ct.	Manzfield,	TX	76063	817-477-2249
Icenhower, John, Jana	1613 Ryan Rd.	Sulphur Springs,	TX	75482	903-885-6748
Ierardi, Philip,	12 Roclare Ln.	St. Louis,	MO	63131	314-692-2123
Ingwersen, Doc, Darlene	7626 Fostoria St.	Downey,	CA	90241	562-928-4132
Jackson, Brian, Lisa	8700 Airport Rd.	Madison,	WI	53562	
Jensen, Roy, Darlene	3997 N. Granada Ave.	Spring Valley,	CA	91977	
Johnson, Kenneth, Shirley	1348 Queen St.	Braham,	MN	55006	320-396-2780
Jones, Hugh,	44 Co. Rd. 320	Crane Hills,	AL	35053	256-775-2796
Jordon, Jerry,	P.O. Box 50280	Parks,	AZ	86018	520-635-9167
Kane, Tom, Christine	1821 Mary Ave.	Lansing,	MI	48910	517-394-5288
Kennison, Ken, Violet	2390 Hwy 183A	Ponce De Leon,	FL	32455	850-892-4900
Keplinger, David, Lynda	213 Tommy Cambell Rd.	Jonesborough,	TN	37659	423-753-5672
Kissel, William, Doreen	524 Eldoro	Arlington,	TX	76006	817-274-7206
Klamm, Ron, Wanda	2106 N. Laureen	Fresno,	CA	93703	559-255-0693
Knapp, Frank, Montie	3048 Pine Needle Rd.	Augusta,	GA	30909	706-736-5238
Lannigan, Dan, Karin	S. 4303 Stone	Spokane,	WA	99223	
Larson, Dean, Glenda	21 Simmons Rd.	Hanover,	MA	02339	
Layton, Jones, Sleepy	28 Indian Trail	Cartersville,	GA	30120	770-382-0856
Lewis, Marshall, Ellen	P.O. Box 146	Empire,	CA	95319	209-523-4576
Lofton, Gene, Marsha	906 N. Tyler	Big Sandy,	TX	75755	903-636-4985
Lowry, Bill, Virginia	13105 Broadmeade	Austin,	TX	78729	512-258-2946
MacIntosh, Tony, Irene	20214 Lake Canyon Dr.	Walnut,	CA	91789	626-965-1309
Mandere, Eugene, Carol	3990 Higuere	San Jose,	CA	95148	408-528-0273
Manner, Roger, Donna	5500 Gougher Ln.	Monona,	WI	53716	608-224-0491
Manninen, Ken, Nancy	903 Elm St.	Hancock,	MI	49930	906-482-6527
Mariola, Vincent, Joan	1524 W. Tonia Court	Anaheim,	CA	92802	714-530-1632
Martin, Brian, Trish	843 Church St. E.	Monmouth,	OR	97361	503-836-0026
Maurantonio, Vito,	1090 Ewe Creek Rd.	Grants Pass,	OR	97526	541-956-1474
McAdams, Don, Nancy	2527 Broussard	Baton Rouge,	LA	70808	???-383-7510
McCart, Victor, Charlotte	P.O. Box 198	Garden City,	KS	67846	316-275-9110
McCarthy, Steve	P.O. Box 741	Martens Mills,	MA	02648	
McElroy, Bill,	2649 Stewart Dr.	Rittman,	OH	44270	216-336-3443
McGeary, Jim, Laura	25726 Oceanwood Dr.	Dana Point,	CA	92629	714-496-8561
McIntosh, Ron, Carolyn	936 Main St.	Morro Bay,	CA	93442	805-772-5000
McMullen, John,	2103 E. Newark Rd.	Lapeer,	MI	48446	
Mietzner, Fritz, Jeanne	3421 W. Peterson Pl.	Tucson,	AZ	85741	
Miller, Ken, Irma	40 Oakmont Ln.	Greenville,	TN	37743	423-638-4383

Miller, Roger,	9036 N.W. 37th St.	Polk City,	IA	50226	515-965-5727
Miller, Paul, Mary Martha	50 Level Rd.	Collegeville,	PA	19426	215-489-2083
Morley, Lloyd, Margaret	4429 Francis Yonge Way	Hollywood,	SC	29449	803-556-0952
Mozingo, Glen, Cynthia	30161 Saddleridge Dr.	San Jn Capistno,	CA	92675	949-752-2255
Nanney, Jack, Reba	60 Sherry Lane	Leicester,	NC	28748	704-683-0424
Norman, Frederick, Sharon	5990 Kipling Pkw.	Arvada,	CO	80004	303-424-8354
Northcraft, Martin, Zola	1340 N.E. Seavy Ave.	Corvallis,	OR	97330	503-752-1927
Novak, Gene, Patricia	12695 W.Portage Rvr S.Rd.	Oak Harbor,	OH	43449	
Oakland, Charles,	5904 N. Colfax	Dalton Gardens,	ID	83815	208-667-4006
O'Connor, Bill,	26696 Sagitarias	San Antonio,	TX	78260	???-438-4530
O'Neill, Thomas, Frances	213 Cheyenne Dr.	Vacaville,	CA	95688	707-446-9639
Ouimette, Melvin,	1320 Gilbert Stuart Rd.	Saunderstown,	RI	02874	
Overbaugh, Tom, Kathleen	6061 Waterburg Rd.	Trumansburg,	NY	14886	607-387-5274
Palmer, Lewis, Laura	1218 Pyle Ave.	South Bend,	IN	46615	219-288-9633
Pape, Marshall, Susie	790 Turner Rd.	Williamson,	GA	30292	770-228-7677
Parker, Alfred,	7521 Walnut	Hammond,	IN	46324	219-844-2293
Peace, Wm, Bernadine	P.O. Box 55	Comfort,	TX	78013	210-995-2477
Peloquin, Donald, Joan	805 Alpine Dr.	Southbridge,	MA	01550	???-764-6967
Penty, Thomas, Grace	7484 Katesbridge Court	Dublin,	OH	43017	614-889-9768
Petithomme, Bob, Celia	5403 Columbia Dr. N.	Fresno,	CA	93727	209-251-3562
Petriches, Bob, Nora	1430 Amy St.	Burton,	MI	48509	
Plaggenborg, Joop, Marlies	30 Riverview Dr.	Ashland,	MA	01721	508-881-8751
Quaranta, Vito, Ethylnn	8570 S.E. 72nd	Mercer Island,	WA	98040	206-232-3000
Ramberg, Anders, Melissa	8960 168th Ave. NW	Ramsey,	MN	55303	612-441-9065
Ramsey, Walter, Donna	745 Hilltop Ave.	Kent,	WA	98031	253-852-3228
Rasmussen, Jack, Gaila	4212 S. Sunrise Pkwy	Greenbank,	WA	98253	360-331-8225
Reed, Kim,	2720 SE 17th St.	Ocala,	FL	34471	352-288-6785
Renfro, Jimmy,	P.O. Box 344	Flat Lick,	KY	40935	606-542-4542
Repnik, Kerry, Karen	Box 376	Yukon,	PA	15698	412-722-3504
Reynolds, Wm (Col.), Rebecca	1457 North 1640 East	Logan,	UT	84341	435-752-7554
Richardson, James, Sandra	RR1 Box 207C	Hollis Center,	ME	04042	207-247-3576
Roberts, Elmer, Betty	313 Hemlock Park Ln.	Aberdeen,	WA	98520	360-532-9300
Robinson, Brian,	3211 Dewoody Ln.	Grants Pass,	OR	97527	541-476-0003
Robinson, Burney, Sally	1013 E. Pabor Ave.	Fruita,	CO	81521	970-858-4430
Rogers, M. Jerry, Emily	2036 Clarksdale	Dallas,	TX	75228	214-321-5698
Ross, Don, Irene	544 East Ave. J-1	Lancaster,	CA	93535	805-942-6924
Russell, Ray, Rudell	11501 FM 1467E	Blanket,	TX	76432	817-842-5591
Ryan, Steven, Sue	4950 Briarwood Dr.	Macungie,	PA	18062	215-398-8423
Sabo, Roger, Joanne	14425 E. Kern Ct.	Fountain Hills,	AZ	85268	
Sapp, Walter, Carol	19840 Coshocton Rd.	Mt. Vernon,	OH	43050	614-397-9791
Schoelen, James, Elizabeth	2014 Beech St.	Fernandina Bch,	FL	32034	904-261-0854
Schultz, Russell,	1834 Calavaras Dr.	El Dorado Hills,	CA	95762	916-933-9657
Schwartzter, Thomas, Joyce	1726 Beckley Dr.	New Cumberland,	PA	17070	717-774-4565
Schwebke, Vern,	9330 Kahlua Way	Spring Valley,	CA	91977	619-697-6945
Seay, Speedy, Jill	2413 Millwood Rd.	Virginia Beach,	VA	23454	757-481-6394
Secker, Fred, Betty	6628 Velasco	Dallas,	TX	75214	214-827-2132
Sepulveda, Frank,	329 S. Raymond Ave.	Alhambra,	CA	91803	626-281-5064
Sidebottom, Kay, Al	2860 Riverside Dr.	Trenton,	MI	48183	734-671-8572
Simmons, Jack, Joyce	7321 Nada St.	Downey,	CA	90242	562-928-7422
Slack, Glenn, Shirley	290 Amanda Court	Oregon City,	OR	97045	503-723-7775
Smith, Keith, Joann	14417 Colorado Pl.	Canyon Country,	CA	91351	661-298-0625
Smith, Walter, Juanita	5785 S. County Rd. A	Superior,	WI	54880	715-399-8440
Stebbins, Vaughn,	P.O. Box 77	Sabinsville,	PA	16943	814-628-5021
Stewart, Jackie, Nina	12811 El Dorado Dr.	Universal City,	TX	78148	210-659-0253
Sullins, Garland, Jill	6809 Saddle Tree Trail	Plano,	TX	75023	972-805-9692
Sunstrom, Alan,	1546 Pitney Lane	Upper Lake,	CA	95485	707-275-2298
Swacina, D.C., Henrietta	1109 Henryetta St.	Springdale,	AR	72762	501-756-3576
Taylor, Gene, Mazelle	26561 Martin Branch Rd.	Madison,	AL	35756	256-232-9000
Taylor, Winfred,	5204 Simmons Rd.	Lumberton,	NC	28358	910-739-7350
Ulmer, Bill, Katie	202 Harison Pl.	Panama City,	FL	32405	850-785-6215
Underwood, Bill, Nancy	3906 Ivory Ave.	Signal Mountain,	TN	37377	???-886-4476
Utsch, Richard, Marie	5521 Ridge Road	Slatington,	PA	18080	
Vagasky, Don,	10795 E. Pantano Tr.	Tucson,	AZ	85730	520-731-0976

Valauri, David, Jill	163 Charter Oak Dr.	New Canaan,	CT	06840	
Vancil, Ed, Barbara	3812 W. Ave. J15	Lancaster,	CA	93536	805-722-7176
Viosca, Charlie, Felicia	11084 Windjammer	Frisco,	TX	75034	972-625-2922
Wagner, Dr. William, Anne	408 W. Goodwin Ave.	Victoria,	TX	77901	512-572-0924
Waite, Max, LuRayne	1275 S. 2000 W.	Syracuse,	UT	84076	??-825-0353
Webb, Jeff, Mary	3853 Myrtle Ave.	Long Beach,	CA	90807	562-427-5793
Winston, Kenneth,	247 Factory Mill Road	Bumpass,	VA	23024	
Worms, Roland, Barbara	104 Elm St.	Morton,	IL	61550	309-699-4397
Young, Frank, Joan	962 S. Bundy Dr.	Los Angeles,	CA	90049	213-207-0653
Zengel, John, Margaret	90 Plymouth Dr. N.	Glen Head,	NY	11545	516-674-3663
Ziegler, David,	310 Jamboree	Manchester,	MO	63021	314-394-7131
Zetterberg, Bob, Carrie	P.O. Box 3580	Arnold,	CA	95223	209-795-39729

## **Foreign Residents**

Bashford, Paul,	7 Andergrove Rd. Mackay 4740	Queensland,	Australia	
Bicknell, Justin, Brenda	78 Albert St.	Palmerston North,	New Zealand	06-355-770733
Chaikoff, Richard, Joan	3 Hallfield Rd.	Etobicoke, Ontario	Canada M9B 5W5	416-621-6644
Copetti, Luciano, Jacqueline	9 Wilga Rd.	Nedowie 2318 NSW,	Australia	02-498-28808
Gough, Sid, Audrey	Box 25	Irricana, Alberta,	Canada TOM-1B0	403-935-4216
Hessels, Everett, Cheryl	P.O. Box 181	Blyth, Ontario,	Canada NOM-1HO	519-523-4337
Koudys, Ted,	4681 Lincoln Ave.	Beamsville, ON	Canada LOR-1B3	905-563-4364
Laird, Bob, Anne	481 Scotchmere Ct.	Waterloo, Ontario	Canada N2K 3E5	519-725-8636
Lee, John, Kay	5 Reef House, Marina Way	Knotts Landing, Hartlepool,	England TS24 OXT	
Morse, Richard,	C/-27 Prouse St.	Levin,	New Zealand	
Rodriguez-Urriarte, Juan, Beatriz	AvDeLos Constyentes 224	8000 Bahia Blanca	Argentina	54-091-537901
Watson, Keith, Margaret	92 Nigel Road	Browns Bay, Auckland 1310,	New Zealand	6409-4782899
Thomason, Derek, Judy	R.D.I., Richmond	Nelson,	New Zealand	054403-544-7826

## ***Stats From Ike!***

**by John Icenhower**

As of this month our membership has grown to a total of 202 paid up members. Of that number 189 reside in the United States. Five members reside in neighboring Canada. There are four members in New Zealand, and two in Australia. John & Kay Lee are the only members in England, and only newly arrived. Major Steve & Deette Bryson actually reside somewhere in Europe, however their APO address keeps it a secret. I am pleased to report that Juan & Beatriz Rodriguez-Urriarte our, only members in Argentina, continue to hold down all of South America by themselves. During the membership renewal for 2001 we lost 16 members from the roster for one reason or another. However, we continue to attract new members monthly. It is also interesting to note that of the current 202 members, 74 have e-mail addresses on the internet. It's truly a modern world, even though we drive antique cars. ☺

## ***On The Cover!***

This very nice looking Victoria is reported to have once been owned by Alvin "Creepy" Karpis, notorious gangster of the 1930's, and a member of the Ma Barker gang. Karpis was also a long time residence of Alcatraz. He was eventually released from prison and deported to Canada. Karpis died in 1979. It is not clear if Karpis actually bought the car, or if he stole it. The photo almost graced our classified page, having been put up for sale by former owner William Bond of Evergreen, CO. However, before we could go to press it was purchased by Don Grubb, William's fellow local club member. We hope to see Don become a member of the Victoria Association, and we would like to hear more about the history of the car. ☺



## Charlie Says!

by Charlie Viosca

### Newsletter index:

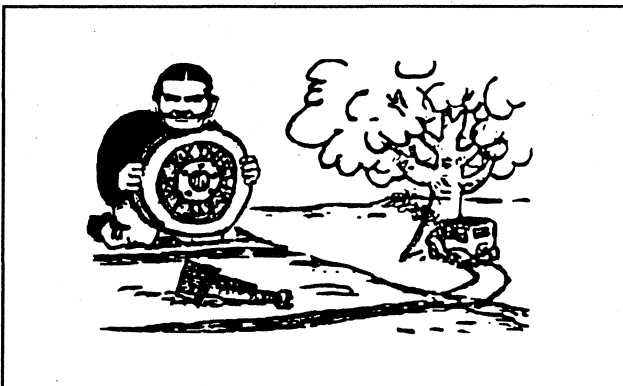
● I am sorry to report that our **Index Editor**, Kay Lee, has accepted a transfer to England for a year. We wish Kay and her husband John a good stay. They will be on the boarder of Scotland, a very beautiful part of England, so I know they will have a lot of sight seeing to do. May be that some of you would like to drop John & Kay an e-mail at lee\_kay\_c@cat.com. I am sure they would like to hear from you. Be sure to thank her for her years of great service to the Victoria Association. Since Kay will no longer be doing the index, I am asking for a **volunteer** to keep this effort going. Kay did a great job of setting this up, and we would like to maintain it. The index makes it possible to easily find past articles that have appeared in our newsletters. Kay sent me a computer disk of the index, written in an AmiPro program. Is there anyone in the Victoria Association willing to pick up this task?

### Scholarship papers:

I am happy to report that the scholarship papers have been sent to the IRS. Hopefully, in a few months they will issue our 501 (c) (3) designation so we can begin collecting donations. This is a new MAFCA program sponsored by the Victoria Association to help send needy sons and daughters of MAFCA members to college.

### E-mail:

The use of e-mail has made for a quick and easy way for our membership to communicate and pass along information about the Model A Ford Victoria. It sure beats the post office mail, and it doesn't get lost. Be sure and let our treasurer John Icenhower know of any changes of your mailing address and your e-mail address. ☺



Yo! Charlie! I think your car went south

## Old Los Angeles!

by Tom Endy

### Trivia to fill this column:

The old downtown area of Los Angeles was laid out by the early settlers. They decreed that the streets would not run directly north and south, or east and west. The plan was to have them run at an angle to the north-south axis. This would allow the morning sun to fall on two sides of a building, and the afternoon sun to fall on the other two sides of the building. In this manner no one side of a building would be perpetually shaded from the sun.

Though a noble idea, it has created some confusion for future generations when describing direction by using the terms north-south and east-west. Most people (but not everyone) agree that the numbered streets generally run closer to a north-south direction. But, not all of the north-south streets are numbered. They begin with Temple Street on the east, then number from First Street through Ninth Street, and end with Olympic on the west.

The named streets run perpendicular to the numbered streets and are considered to be the east-west streets. They begin in the south with Los Angeles Street and run to the north ending with Figueuroa Street. Generations ago a poem was composed by an unknown author to help remember the sequence of the named streets, which are, Los Angeles, Spring, Broadway, Hill, Hope, Flower, Grand, and Figueuroa.

*"From Los Angeles you Spring to Broadway and climb the Hill and Hope to pick a Flower and think it's Grand to land on Figueuroa." ☺*

### Editor's Note:

Besides being a pretty lame poem, I can never remember it, and every time I go to downtown Los Angeles I get lost because I can never figure out which is north, south, east, or west. ☺

# *It's supposed to be black? Not necessarily!*

by Dale Gosa

## **Earl Sheib?**

I have a March, 1931 Steelback Victoria that I am in the process of restoring. The body of this car has never been off the frame until now. At one time in it's life it had been given one of those Earl Sheib \$19.95 paint jobs, painting the entire car black over it's original maroon and black factory paint scheme.

## **What I found**

The entire body on the inside is painted factory maroon, wood and all. That means the floor pan too. Upon lifting the floor pan from the wood and exposing the wood underneath the lip, it too was painted maroon. Scratching the maroon paint on the floor pan revealed some black paint, some red primer, and then bare metal. The floor pan was neatly painted and not as if the paint was just hosed in and under the lip where no paint could have been applied if the floor pan had been installed before the body was painted.

## **Underneath the car**

The complete under side of the body is painted factory maroon. It currently has black overspray on the maroon from the front of the bottom to the back along the outer edges where Earl's paint went into the crack between the splash aprons. The wood sills, or wood bottom, sitting on the frame is also maroon, then black was shot on all the rest of the exposed bottom. Scratching the black paint on the bottom reveals maroon, including the bottom of the floor pan.

## **Conclusion**

My conclusion is that the bottom of this body was painted completely factory maroon. Furthermore, the floor pan was painted factory maroon before it was installed in the car. The body, including the bottom was painted factory maroon before the maroon painted pan was installed.

## **Gosa plan**

From the results of these findings, I am painting my car back to maroon exactly as it was originally.

## **Further A-400 findings**

I have a 400-A body complete with faded factory paint, including some remanent of the pin stripe in some places. The color of the body is that beautiful aqua, and it is a solid color, not a two tone. Although all of the paint has dissipated from the floor pan in this body, my detective work reveals that the underside of the metal lip that rests in the wood hole and receives all the nails to keep it in place still has pretty decent shiny black enamel paint applied. Unlike the bottom of my Victoria pan the 400-A floor pan has overspray of the aqua onto the black paint around the bottom edge of the sheet metal, probably occurring when the body was being painted with the floor pan installed in the body. Although it is very hard to tell with this body, I would conclude that the rest of the underside of the exposed wood was coated with black wood preservative.

## **Final conclusion**

I think I would agree with Tim Johnstone that all floor pans were probably originally dipped in black fender enamel for production purposes and then sent on to Briggs or Murray. In my case I stand firm that my Victoria floor pan was painted maroon first, maybe over black, before being installed in a body already painted maroon. As for my 400-A, I think a black floor pan was installed first, then the body was painted the aqua color.

## **Detective work**

I do hope other members of the Victoria Association will respond to this subject in the future. One of the very exciting aspects of the Model A hobby is when one begins a restoration, there is the opportunity to do some detective work to see how the car was originally built at the factory. Sometimes there are some very strange things that do not add up at first, but then when you think about it, it was a job done by humans lucky enough to have a job at the beginning of the Depression and sometimes quality control may have had their heads turned that particular day your car was assembled. ☺

**Editor's Note:** Dale Gosa lives in Jacksonville, Florida. We thank him very much for his article, and encourage others to write in concerning this topic. ☺



# ***Anti Rattle & Uncle Shimmy!***

by Tom Endy

## **Brake rod anti-rattle springs**

The next time you are around a group of Model A Fords take a peek underneath and look at the rear anti-rattle springs on the brake rods. They are the little kleeboobs that press against a framus looking glob attached to each brake rod. You probably won't see two assembled alike. That's because there is very little information disseminated about them, and most of that is confusing. According to the MARC\MAFCA Judging Standards, there were three versions manufactured for production cars. They also describe the framus looking glob on the brake rod as an "upset".

## **The magnificent three**

From the beginning of production, according to the Standards, to January 1930, the springs were made of a flat steel with an elongated "upset cup". In January 1930 the "upset cup" was made deeper. In September 1931 the springs were made of a rounded formed wire, and were used to the end of production. The Standards go on to tell you what year and month the nuts, bolts, and washers were painted, raven coated, or left plain. If you are interested in that stuff and are into having your car judged, it's in the book.

## **What's not in the book**

The Standards give no clue to the assembly orientation. There is a bolt, nut, flat washer, and lock washer that hold the service and emergency brake springs onto each "L" bracket welded to the rear of each radius rod. There are any number of ways you can put this hardware together. For instance which direction does the bolt go in from? What side of the "L" bracket do the springs go on? Where do the washers go?

## **The service bulletins**

Henry's service bulletins give a slight hint, but not much more. On page 410, for January 1930, there is fig. 821 (see below) that shows the #2 version and almost shows the orientation. It shows both springs on the front side of the "L" bracket, but the bolt and the nut are drawn exactly the same, so which is which? And where is the flat washer and lock washer located? On page 584 for September 1931, there is fig. 1230 that shows the #2 version again, and fig. 1231 that shows #3 version. (see below). However, not only did Henry reverse the direction of the #2 version drawing so as to confuse everyone about which direction is front and rear

(you have to go by the part of the "L" bracket welded to the radius rod to determine front and back), he shows the #2 version of the springs straddling the "L" bracket instead of being in front as shown in the earlier fig. 821. He also shows the #3 version springs (see fig. 1231) straddling the "L" bracket. With the rounded springs straddling the "L" bracket, you can really get confused as to where to put the flat washer and the lock washer. It would be prudent to use two flat washers for the rounded #3 version, but the Standards don't call it out.

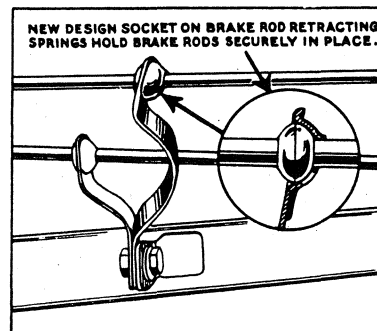
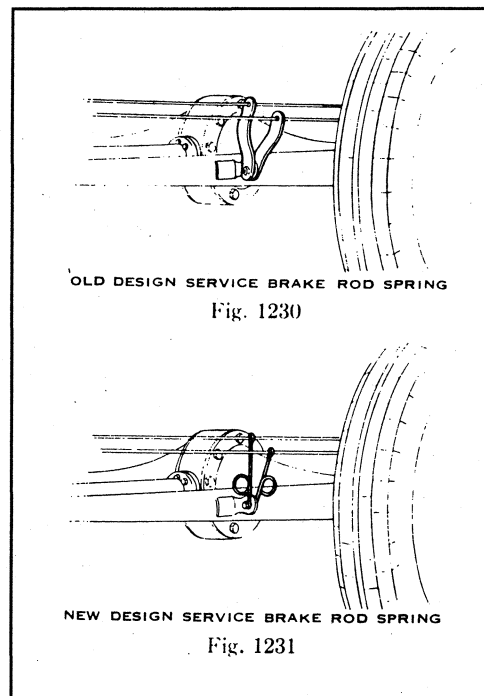


Fig. 821



## **Form, fit, and function**

The most important thing about these springs is to make certain that they work properly however they are installed. In order to do that they must be installed over the brake rod in the right direction so as to maintain a tension between the rod and the spring. To be correct the "upset cup" must gently



caress the "upset", and not have it's back turned to it. If you slide the springs on the rods in that manner you will have them oriented correctly regardless of what bolt orientation you use on the radius rod, or what color you paint them. When installing the rear springs they must be installed from the rod end that has the threads on it, which means you have to remove the threaded clevis and the lock nut in order to slide the springs on.

### **Tension in the work place**

To work properly, when the brakes are at rest there must be tension between the "upset cup" on the spring, and the "upset" on the rod. This is supposed to create the anti-rattle. When the brakes are actuated the tension will increase somewhat and continue with it's anti-rattle program. What the springs are not doing is acting to any large degree as a return spring. The return action is provided by the springs attached to the service brake shoes, the emergency brake shoe, and the return spring on the emergency brake arm. These springs are doing the lions share of the return work. When installing new anti-rattle springs you will have to do some bending of the springs in order to achieve the "at rest" tension.

### **The front anti-rattle springs**

The service bulletins do not specifically mention the front springs, which are only one on each side of the car. It is assumed that the three versions were the same for the fronts as for the rears. The front springs are installed from the eye end of the brake rod, not the threaded end. It is also a requirement that the "upset cup" gently caress the "upset". The Standards mention the front springs as a caution not to install them backwards. This will occur if you slide them on over the threaded end of the brake rod instead of the eye end. However, if you work at it hard enough, you can install any of them backwards.

### **Anti-Victoria**

Victoria production encompasses both the #2 version and the #3 version of the spring, so if you want to be correct, choose the set for your month and year car. Both are available from your favorite Model A store. However, unless there is a superior authority around that I am not aware of, it is up to you how you bolt them on. ©

## ***A Little Zenith Fix!***

by Tom Endy

### **The damage:**

While in the process of restoring several Zenith carburetors I discovered that the drain plug threads in the bottom of one of the lower castings were stripped. One of the "How To" publications offer a repair remedy. It says to mill the boss down a notch to allow the plug to reach undamaged threads. However, the threads in the casting were damaged clear up to the hole that allows fuel to flow to the main jet from the reservoir.

### **The observation:**

There are several things to consider. The distance between the drain boss surface and the small fuel hole is only  $\frac{1}{4}$ ". Any kind of repair has to keep the plug from threading in too far and blocking the fuel hole. Looking through my collection of old carburetor parts I found a number of unusable filter screen plugs. These plugs are shaped similar to the drain plug, only they are larger and have a screen sticking out of them. The drain plug has 3/8-24 (NF) threads, with a  $\frac{1}{2}$ " hex wrench flat. The filter screen has 1/2-20 (NF) threads, with a  $\frac{5}{8}$ " hex wrench flat. The length of the threads in both plugs are about the same,  $\frac{1}{4}$ ".

### **The fix:**

I drilled the drain hole out using a 29/64 drill bit. This is the drill size for a 1/2-20 tap. The drain hole can be drilled down past all of the original threads without the tip of the drill bit hitting the boss surface for the main jet. Remove the main jet before doing any drilling. The hole is then tapped using a 1/2-20 bottoming tap. When the tap bottoms, threads will be produced just up past the fuel hole. The next task is to remove the filter screen from one of the filter screen plugs. This is accomplished by using a king size soldering iron to heat the plug. Once hot, the screen can be pulled out and the melted solder shaken out of the plug. The same filter screen fiber gasket is used with the plug, and when screwed into the new drain hole threads, the gasket will seat on the drain hole boss and provide a seal as did the original drain plug. The only visible difference between the original plug and the replacement plug is the replacement has a  $\frac{5}{8}$ " wrench flat, where the original had a  $\frac{1}{2}$ " wrench flat. However, since the plug is on the bottom of the carburetor, you might be able to slip this one right past the MARC/MAFCA judges. ©

# ***The Association Board!***

There are five members on the Victoria Association Board. The following is a biography and picture of each of the five people.

## **Charlie Viosca (Frisco, TX)**

### **President & Founder**

I was born and grew up in New Orleans, LA. During WW2, I went into the aviation cadet program and at 19 I graduated as a second Lt. and pilot in the (then) Army Air Corps. After the war TACA International Airlines in Central America hired me. I flew the DC-3 and DC-4 aircraft and I lived in Costa Rica, Honduras and El Salvador. I flew as Captain in 1950 and 1951 on the DC-3. Yes, I have many funny experiences during that time. In 1951, I married a girl from Costa Rica and took a Corporate Chief Pilot job in Baton Rouge, LA. Those 18 years were very nice years of my life. We raised two sons and one daughter. In 1969 we moved to Dallas, TX. I flew for The Southland Corp. (parent company of 7-eleven). I retired as Chief pilot in 1985. My first restoration was a 1932 Coupe. My Model A experience started in 1978 and I have restored four Model A's from the ground up, and have done three other partial restorations. In 1986 at the National Convention in Wisconsin, I formed the International Model A Ford Victoria Association. From the original 26 members we have grown to over 200 members. I have served four years on the Board of Directors of the Model A Ford Club of America as Publications/Public Relations Director. I served as chairman of the 1992 National Convention in Arlington, TX. I also served on the board and was president of the Dallas Model A Ford Club. I am founder of the MAFCA Youth Restoration Award sponsored by the Dallas Model A Ford Club, The Victoria A's of Victoria, TX, and the Capitol City A's of Austin, TX. I have as, recently founded the MAFCA Youth Scholarship Award Program. I am proud to say that the Victoria Association sponsors the Scholarship Award. As soon as we receive our 501 (c) (3) rating from the IRS, you will be hearing a lot more about this award. The first Scholarship Award presentation to a youth of a MAFCA member will be made at the 2002 National Convention in Riverside, CA. Over the past 15 years The Victoria Association has helped many Model A's restore their Model A Ford Victoria's properly. ☺

## **James Icenhower (Mansfield, TX)**

### **Vice President**

I was born in a small community known as College Hill, about 7 miles south of DeKalb, Bowie County, Texas. My father Alex Icenhower was a share cropper at the time. When I was in the 5th grade my father moved us into town where he became a carpenter. Our family grew to 7 children; 5 boys and 2 girls. I was the middle child. I finished high school in 1941 at DeKalb. After Japan bombed Pearl Harbor and the U.S entered the war, and at age 20, I enlisted in the Air Force. I attended several training schools and later was assigned to a B-29 Superfortress bomber crew. I served as an electrical specialist/gunner in the China-Burma-India theater of war. I flew 29 missions and more than 400 combat hours over Japan and Japanese held territory and received the Distinguished Flying Cross, the Air Medal with three oak leaf clusters, and five campaign medals. Upon being discharged from the military service I entered East Texas State College (now Texas A&M University at Commerce) where I earned a bachelor's and master's degree in education and education administration. I then took a teaching position and became a high school principal my third year. I served as a teacher and administrator for 25 years. After retirement from public school, I took a position with the postal service and served 15 years, retiring at age 65. I met my wife Della when she was a senior at North Texas State University. She became a teacher and public school librarian and retired with 38 years of service. Our family is one son, John Dalby Icenhower, daughter-in-law Jana, and two grandchildren, Melissa and Heath. We became interested in Model A Fords when we bought John a Model A when he was 14. We are members of MAFCA, MARC, the Ft. Worth, Dallas, and Cross Timbers Model A Ford Clubs, as well as the Victoria Association. We have a 1929 Model A Roadster, a 1931 Model A Victoria, and a 1955 Mercury Monterey Coupe. All of these cars are good drivers, and we enjoy going on tours and other club activities. ☺

## **John Icenhower (Sulphur Springs, TX)**

### **Membership & Treasurer**

I was born in Marlin, TX in 1953. My parents, Jim & Della Icenhower, are retired teachers. Dad bought my Model A Town Sedan when I was 14. My family still enjoys it and we have traveled all

over Texas and many places in the surrounding states on tour mostly with the Dallas Model A Ford Club. My Town sedan has never been "restored" except for mechanical parts. I have been married for 25 years to Jana and we have two children, Melissa and Heath. Both are currently attending Texas A&M University in College Station, Texas. Melissa will graduate this May with a master's degree in Finance, and Heath is in the College of Architecture studying Construction Science. Both share Jana and my love for Model A'ing and have been involved in most every tour we have attended. In addition to the Dallas club, we are active with the Autumn Trails A's here in East Texas and are members of the Ft. Worth Model A Ford Club. We live in Sulphur Springs, Texas about 80 miles northeast of Dallas on I-30. I graduated from Texas A&M in 1976 with a BS degree in Mechanical Engineering and have worked since graduation for Nordstrom Valves Inc., formerly Rockwell International, as a design engineer. I have been a product engineer, quality assurance manager and director of product engineering. Nordstrom manufactures steel, iron and polyethylene valves for oil, gas, water, and mining industries all over the world. This job has taken me to many interesting places, like Kuwait, South Africa, Chile, Venezuela, Norway, the North Slope of Alaska, many countries in Europe and most of the US. Heath and I love to work on "old cars" and have several projects in various stages. Besides the Town Sedan, we have a 1953 Chevy half ton pickup that was Jana's grandfathers. We restored it and updated it for Heath to drive daily. It has been converted to 12 volts (so he could have a stereo of course), a 1956 235 6 cylinder engine with dual intake and split exhaust was installed, chrome dress up goodies are under the hood, and it has a 4 speed synchronized 1970's Chevy transmission. We also have Dad's 1955 Mercury in the workshop overhauling the engine and wiring. Dad bought this car new and Jana and I dated in high school in this car. There is a 1930 Model A pickup for Heath that is still a collection of parts and a future project for him. Our Victoria is a collection of parts at this time and I continue to gather those needed to complete the restoration. I have a wood kit from Steve cannon. It has been loosely assembled and taken back apart, waiting on other repairs to the body. There is still a lot of metal repair work that needs to be done on the body shell first. The frame needs the front cross member installed, as the old

one was cracked and removed. The Victoria was originally purchased as a chassis with a body shell and I have taken the hard way to try to accumulate the needed parts to resurrect this A. Most everything has now been gathered and time is the wanting factor now. ☺

## **Tom Endy (Westminster, CA)**

### **Editor**

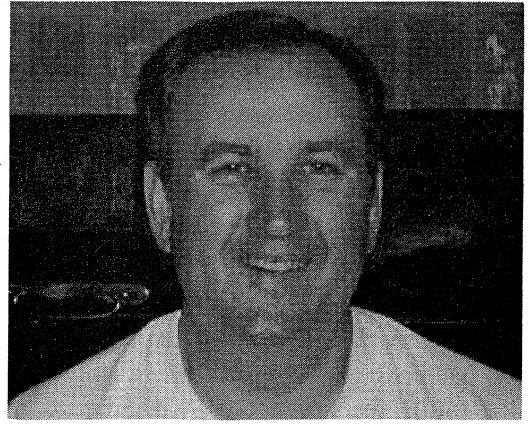
I was born in Philadelphia, but grew up in Southern California. I enlisted in the Navy when I graduated from high school in 1953. I was trained in avionics and also went to radio operator's school. I served as an air crewman on a Navy P5M seaplane and later on a WV2 radar recon plane. Most of my time was spent in the Pacific and Far East. In 1960 I graduated from Pasadena City College with an AA degree in Electronic Technology, and later took a two year course at the DeVry Institute of Technology. I worked for the Bell & Howell Corp. for 18 years and was a field service manager at LAX and was involved with aircraft movie systems. In 1978 I went to work for the Sundstrand Corp. and was a field service manager in the Los Angeles area, involved with aircraft electric power generating systems. I retired from Sundstrand at the end of 1999, however, I went back to work for them in August, 2000 as a consultant and factory rep at the Boeing plant in Long Beach, CA. My involvement with Model A Fords started when I was a teen. I had a 1929 Coupe for a short while. Model A Fords have always fascinated me. My mother and father drove a 1929 Model A Ford Coupe out from Philadelphia to Los Angeles the year before I was born. My mother became home sick and the Model A was sold for \$50., just enough to buy two bus tickets back to Philadelphia. Hence I was born there instead of California. My mother is still living at age 90, and regrets they sold the Model A. Since 1988 I have been a member of MAFCA and the Orange County Model A Ford Club, and served three years as the editor of the newsletter. I have owned three Model A's since 1988. I currently only have "Miss Vickie", my Steelback Victoria. I have been the editor of the Victoria Association newsletter since 1995. I also have three very beautiful, blue eyed, blond haired daughters that are easily described as "California Girls". ☺

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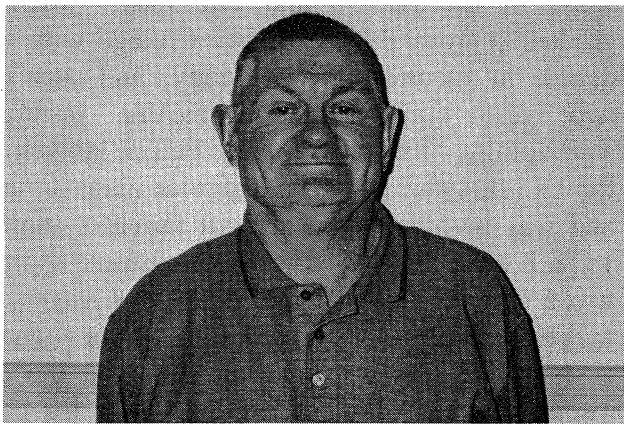
**Dave Ziegler (Manchester, MO)**

**Secretary**

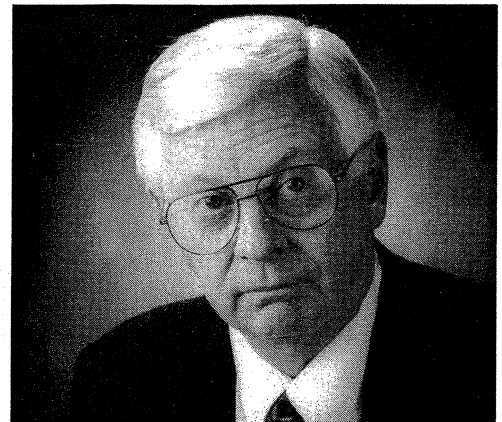
I am presently restoring a 1930 Model A Deluxe Coupe, and building an overhead valve engine for it. Other antique cars I own are a 1931 Model A Ford Victoria, a 1927 "T" Coupe, a 1932 Chevy Town Sedan, and a 1923 "T" Bucket Street Rod. I am a member of MARC, MAFCA, and SOSS. My other hobbies are fishing, hunting, going to drag races, and collecting Hot Wheels and Matchbox cars. ☺



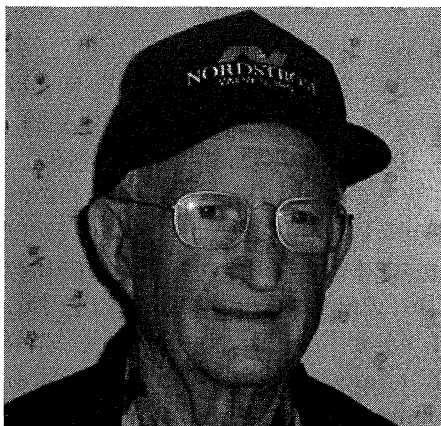
**John Icenhower**



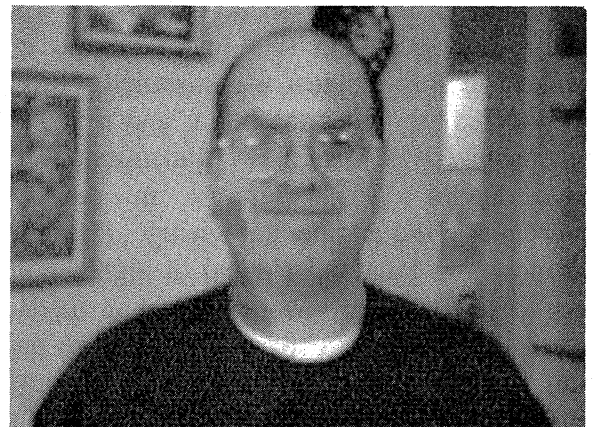
**Charlie Viosca**



**Tom Endy**



**James Icenhower**



**Dave Ziegler**

# LYNNHAVEN NEWS

## Former Navy pilot came down to keep the past alive

By ALAN KECK  
Correspondent

**LYNNHAVEN** — Retired Navy Capt. Marvin "Speedy" Seay doesn't live in the past, but he helps keep it going.

Whether rebuilding his 1931 Model A Victorian Coupe or re-igniting the Flame of Hope, Seay (pronounced "see") works to ensure that the past will not be forgotten.

Seay, 62, retired as a naval aviator in 1991. Despite being one of few aviators to go faster than Mach 2 (approximately 1,500 mph and much faster than the high performance F-18 fighters of today), Seay got the nickname "Speedy" long before he ever sat in a high-performance F-4 Phantom.

Seay started at Spartanburg Memorial Airport in South Carolina at the age of 14.

"I made such a pest of myself, they gave me things to do," Seay said.

He parked and fueled planes at the facility, where he developed his love of aircraft and flying.

One afternoon, a couple girls came to the airport on horseback.

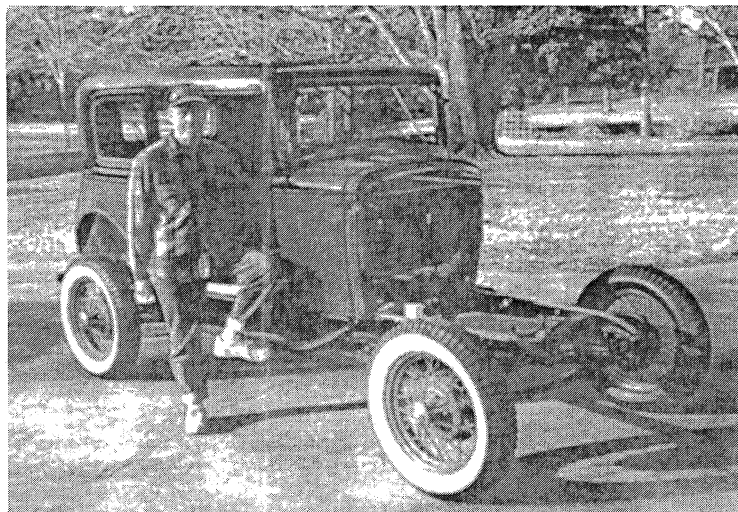


PHOTO BY ALAN KECK

**MARVIN SEAY** has spent many hours diligently restoring a 1931 Model A Victorian Coupe that he acquired for \$35 years ago.

"I asked if I could ride the horses. Someone gave me a Mexican sombrero and I was off," he said. "Just then, a plane came in and I rode off to park it. The pilot opened the cockpit window and said, 'Hey, Speedy Gonzales.'"

Despite Seay's best efforts, the name stuck.

In 1956, Seay needed cheap transportation, so he bought

an old Ford Model A for \$35. A few miles later, the transmission refused to go into a forward gear.

Seay did the only thing he could think of.

"We drove the final 8 to 10 miles home in reverse," He said. "Whenever a cop would come by, we'd pull off the road and pretend to be working on it."

Later, upon inspection, Seay found the problem. A single bolt lay atop the linkage inside the transmission. He looked and looked, but couldn't find a place where the bolt belonged. So he just threw it away.

"It worked fine after that," Seay said.

Since then, Seay's knowledge of the Victorian Coupe has increased exponentially, and it's safe to say he knows and understands every square inch of the vehicle.

Retired Cmdr. Pat Grillo is an old shipmate of Seay's, and is a close friend.

"I am amazed at his mechanical talent, which isn't manifest when you first meet him," Grillo said. "He is a modest gentleman."

After 44 years and numerous overhauls, Seay finally decided to rebuild the coupe from the ground up. Starting from the axels, he's painstakingly reworking or replacing every inch of metal and wood.

"You can buy kits to replace the wood, but because each car was not built exactly the same, the kits are made slightly oversized," Seay said. "Sometimes, it will take me a

week to perfectly fit one of the pieces."

Seay, a front-line veteran of the Cold War, marvels that some parts for the Model A are manufactured in communist China.

When Seay isn't in the garage, he's probably volunteering as public affairs officer for VF14, "the oldest and boldest fighter squadron in the United States," Grillo said.

In the '70s, Seay's wife, Jill, was a tireless advocate for the POWs and MIAs of Vietnam. She was instrumental in the construction of the Flame of Hope near Oceana.

The flame was entinguished for 10 years as a result of the 1973 oil crisis. It was reignited in 1984, and rededicated in 1994.

As part of the 1994 rededication, Seay designed a shield to protect it against wind gusts. Today, it burns 24 hours a day.

And when does he hope to fire up that old Model A again?

"I hope to finish it this year so I can drive it in next year's Saint Patrick's Day parade," he said.



# Victoria Association e-mail Roster

(Revised April, 2001)

Allen,	Hubert	Lithia,	FL	erice@tampatank.com
Anderson,	Robert	Hudsonville,	MI	anderford@juno.com
Andrews,	Les	Grass Valley,	CA	lesmoda@jps.net
Ash,	Richard	Lithia,	FL	rsash@bellsouth.net
Bicknell,	Justin	New Zealand	--	principal@hiwinui.school.nz
Barrett,	Richard	Penfield,	NY	rbarret3@rochester.rr.com
Beck,	Bernie	Killeen,	TX	berniceb-usb@bankline.net
Bengel,	Jerry	Sacramento,	CA	jerbengel@aol.com
Bicknell,	Justin	New Zealand	--	principal@hiwinui.school.nz
Bidonde,	Bob	E. Northport,	NY	model31@aol.com
Bockman,	David	Visalia,	CA	davidb@giant.sequoias.cc.ca.us
Boire,	Glen	Grass Valley,	CA	boire@jps.net
Bond,	William	Evergreen,	CO	model1930@aol.com
Brutcher,	John	Phoenix,	AZ	jrbents@netzero.net
Bryson,	Steven	Europe	APO	skbryson@hotmail.com
Cassin,	Fred	Fairport,	NY	fcassin1@rochester.rr.com
Coleman,	John	Port Charolette,	FL	v8coleman@hotmail.com
Current,	Wayne	Davis,	CA	current@ece.ucdavis.edu
Davis,	William	Smyrna,	GA	wrdbill1946@aol.com
Daut,	Marshall	Scotsdale,	AZ	marshal.v.daut@intel.com
Elliott,	Tom	Payton,	CO	tomar46@aol.com
Ellis,	Tim	Bloomington,	IL	tellisbloomington@compuserve.com
Endy,	Tom	Westminster,	CA	tendy53@earthlink.net
Frazier,	Buddy	Quinton,	VA	cfraz3@earthlink.net
Gardner,	Bob	St. Paul,	MN	rdg105@isd.net
Goddard,	Jim	Omaha,	NE	dteacup@aol.com
Gosa,	Dale	Jacksonville,	FL	dalebassman@aol.com
Gough,	Sid	Canada	--	sagough@telusplanet.net
Griffith,	Roger	Tracy,	CA	griffith5@llnl.gov
Grubb,	Don	McKinney,	TX	ellgrubb@cs.com
Hammermeistr,	Lonard	Burton,	MI	lshammermeister@aol.com
Hanvey,	Larry	Austin,	TX	jlhanvey@email.msn.com
Harrington,	Bill	Runnels,	IA	wj1957@aol.com
Hart,	Steve	Concord,	CA	shart31@juno.com
Hazzard,	Peter	Ontario,	CA	hazard@jps.net
Icenhower,	Jim & Della	Mansfield,	TX	jimdelicen@aol.com
Icenhower,	John	Sulphur Springs,	TX	johnike@koyote.com
Keplinger,	Dave	Jonesborough,	TN	jdk@preferred.com
Klamm,	Ron	Fresno,	CA	cafigs@qnis.net
Knapp,	Frank	Augusta,	GA	frknapp3@aol.com
Larson,	Dean	Hanover,	MA	dlarson@mediaone.net
Lee,	John & Kay	England	--	lee_kay_c@cat.com
Lofton,	Gene	Big Sandy,	TX	gltau@aol.com
Lowrey,	Bill	Austin,	TX	blowry@texas.net
Manner	Roger	Monona,	WI	abrave@mindspring.com
Manninen,	Ken	Hancock,	MI	kmannin@up.net
Martin,	Brian	Monmouth,	OR	forda2@aol.com

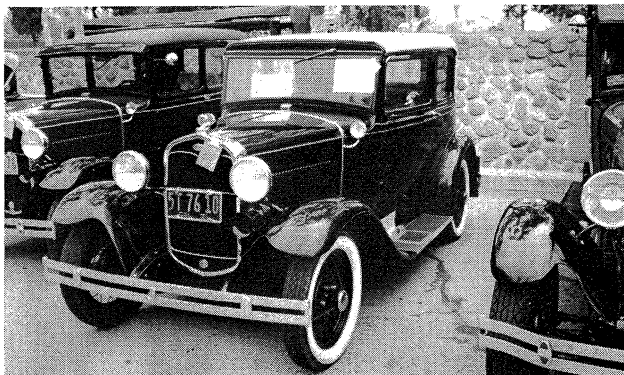
McMullen,	Bob	Midland,	MI	mcmu0110@aol.com
Mendoza,	Juan	Argentina	--	rmendoza@infovia.com.ar
Miller,	Ken	Greenville,	TN	vickyman@xtn.net
Morse,	Richard	New Zealand		morse@xtra.co.nz
Mozingo,	Glen	San Juan Capistrano,	CA	grmozingo@aol.com
Oakland,	Charles	Dalton Gardens,	ID	oakcolo@ior.com
Ramberg,	Anders	Ramsey,	NY	rambeae@mail.startribune.com
Ramsey,	Keith	Canyon Country,	CA	keith.ramsey@juno.com
Richardson,	James	Hollis Center,	ME	jamesr@cybertours.com
Rogers,	Jerry	Dallas,	TX	mjroger@swbell.net
Ross,	Don	Lancaster,	CA	rossie@gnet.com
Russell,	Ray	Blanket,	TX	rrrr42@comanchetx.com
Schwartzter	Thomas	New Cumberland,	PA	teschwartzter@aol.com
Seay,	Marvin (Speedy)	Virginia Beach,	VA	speedyseay@compuserve.com
Shelby,	George	Redmond,	OR	rustyford@empnet.com
Sidebottom,	Al & Kay	Trenton,	MI	sidealkay@ili.net
Smith,	Keith	Canyon Country,	CA	keith.ramsey@juno.com
Sullins,	Jill	Plano,	TX	jsullins@flash.net
Taylor,	Gene	Madison,	AL	htaylor611@aol.com
Ulmer,	William	Panama City,	FL	razzmtazz@webtv.net
Uriate,	Rodriguez	Argentina	--	rmendoza@infovia.com.ar
Vagasky,	Don	Tucson,	AZ	AndTman@aol.com
Valauri,	David	New Canaan,	CT	valaud01@doc.mssm.edu
Viosca,	Charlie	Frisco,	TX	cjviosca@aol.com
Webb,	Bill	Long Beach,	CA	web31ford@aol.com
Wagner,	Will	Victoria,	TX	wagner@tisd.net
Ziegler,	Dave	Manchester,	MO	zigfam@megsinet.net
Zetterberg,	Bob	Arnold,	CA	dczett@jps.net

## Orange Pancakes!

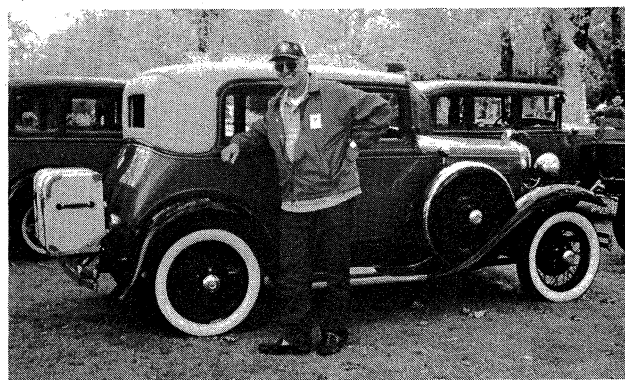
by Vern Schwebke

### Thirteen Victoria's:

The Orange County Model A Ford Club held their annual pancake breakfast in the City of Orange, CA on March 25th. There were over 300 Model A Fords in attendance. I photographed 13 Model A Ford Victoria's during the event.



For Sale: Jim Dunn 909-946-2053

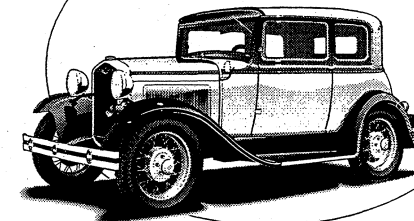


Smiling Roy Jensen

Fellow Victoria Association member Roy Jensen hails from Spring Valley, CA, near San Diego. ☺

**Editor's Note:** Space does not permit publishing all 13 photos at this time. Vern Schwebke also lives in Spring Valley, CA. ☺





• Fixed passenger seat,  
Three hole adjustable

Seat frame

Front seat hinge rod nut

A-45482-A. Same nut is used as the  
windshield swing arm bracket thumb screw.

No. 1 floor cross  
brace wood

Passenger seat sill bracket  
R.H. A-181380, L.H. A-181381

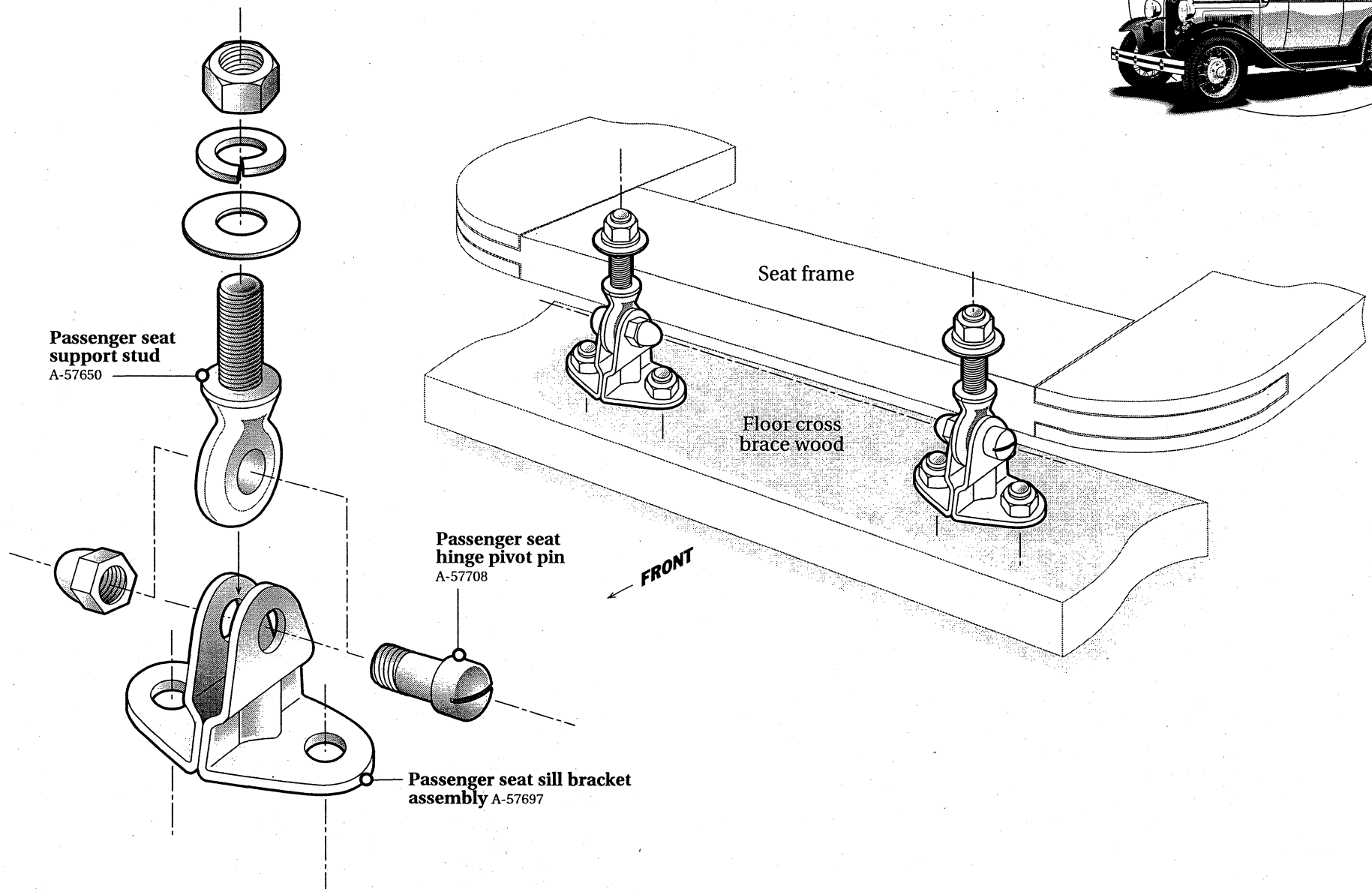
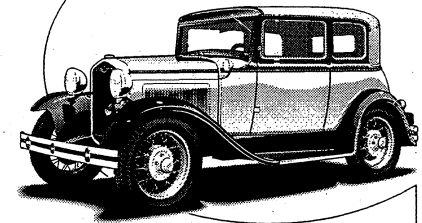
Front seat  
hinge rod  
A-181388-A

Front seat hinge rod nut  
A-45482-A. Same nut is used as the  
windshield swing arm bracket thumb screw.

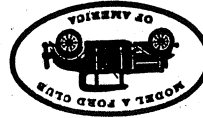
• Fixed passenger  
seat, non adjustable

• Fixed driver seat,  
Three hole adjustable

← FRONT



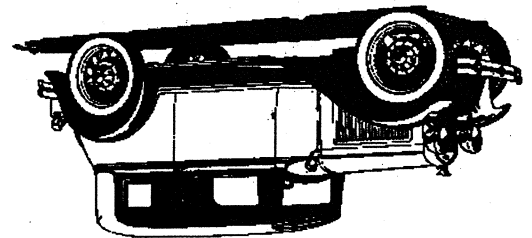
# First Class Mail



11084 Windjammer  
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.