

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986 - Frisco, Texas

Model A Ford Club of America - Model A Restorers Club

April, 2004

Volume 19, Issue 2

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Model A Ford Victoria Association

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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
Armstrong, Arvid & Velma	1468 N. Viewpoint Dr.	Lewiston,	ID	83501	208-743-1351
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
Baldwin, Robert & Beverly	P.O. Box 146	Cossayuna,	NY	12823	
Barlow, Bill & Annie	20378 Pine Vista Dr.	Bend,	OR	97702	
Barnes, Howard	1219 Woodleigh	Irving,	TX	75061	
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Bidonde, Robert & Kathryn	65 Sunflower Ridge Rd.	South Setauket,,	NY	11720	631-471-9551
Black, Michael & Marilyn	925 North St.P.O. Box 211	McCloud,	CA	96057	
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
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Bradsher, Floyd & Shirley	940 Charlie Monk Rd.	Hurdle Mills,	NC	27541	919-364-2655
Brady, Peter	189 Hart Blvd.	Staten Island,	NY	10301	
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Cannon, Steve	1006 N. Raleigh St.	Greensboro,	NC	27405	336-691-1344
Carey, Ray & Virginia	133 Boulder Dr.	Lincolnton,	NC	28092	704-732-1849
Christensen, Charles & Helen	1542 Queenstown Ct.	Sunnyvale,	CA	94087	408-739-8424
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Cognato, Frank & Ann	P.O. Box 1195	Ross,	CA	94957	415-461-5133
Coleman, John & Betty	3801 Wyoga Lake Rd.	Cuyahoga Falls,	OH	44224	216-923-6916
Coleman, John & Betty	12365 Fairwind Ave.	Port Charlotte,	FL	33981	
Coleman, Henry	744 Arran Ct.	Orange Park,	FL	32073	904-272-3174
Coleman, Robert & Yvonne	1675 Wappoo Rd.	Charleston,	SC	29407	803-766-9471
Coleman, Robert & Cheri	744 Arran Ct.	Orange Park,	FL	32073	904-272-3174
Cotton, David	2733 E. 600 N.	Greenfield,	IN	46140	317-326-3317
Cramer, Norman & Marilyn	8106 South Hill Rd.	Marengo,	IL	60152-9470	
Cross, Norman & Dorothy	17690 Ravenna Ave.	Burton,	OH	44021	216-834-8514
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Current, Wayne & Linda	39816 Morning Dove Pl.	Davis,	CA	95616	530-758-6757
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DiDomenico, Frank & Holly	17830 Erwin St.	Encino,	CA	91316	
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Eckhoff, Philip & Alice	18180 Ivywood Ave. N.	Forest lake,	MN	55025	651-433-3685
Ekre, Jerome Pamela	18059 17th Ave. S.	Hawley,	MN	56549	xxx-937-5504
Elliott, Tom & Marilyn	8995 Elbert Rd.	Peyton,	CO	80831	719-749-2617
Endy, Ginger	2216 Pacific Coast Hy.	Huntington Bch,	CA	92648	714-374-2222
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Penty, Thomas & Grace	7484 Katesbridge Court	Dublin,	OH	43017	614-889-9768
Petithomme, Bob & Celia	P.O. Box 1228	Angels Camp,	CA	95222	209-251-3562
Petriches, Bob & Nora	1430 Amy St.	Burton,	MI	48509	
Pope, Larry	2605 SW 167th Pl.	Burien,	WA	98166	253-229-2940
Pratt, David	RR 1, Box 225A	Sullivan,	IL	61951	
Quaranta, Vito & Ethylnn	8570 S.E. 72nd	Mercer Island,	WA	98040	206-232-3000
Ramberg, Anders & Melissa	60874 Sawtooth Mountain Lane	Bend,	OR	97702	541-617-0268
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	724-722-3504
Reynolds, Col. Wm & Rebecca	2502 Dewberry Court	Melissa,	TX	75454	
Richardson, James & Sandra	143 Deering Ridge Rd.	Hollis Center,	ME	04042	207-247-3576
Richardson, William & Pearlle	165 Sunset Dr.	Mocksville,	NC	27028	336-751-9702
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
Rogers, Patrick	9378 La Gloria Ave.	Alta Loma,	CA	91701	909-987-4120
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
Sapp, Walter & Carole	19840 Coshocton Rd.	Mt. Vernon,	OH	43050	614-397-9791

Schoelen, James & Elizabeth	2014 Beech St.	Fernandina Bch,	FL	32034	904-261-0854
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
Sheldon, Joel & Joni	22322 N. Cedar Ridge Rd.	Edmond,	OK	73003	404-359-2809
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	91387	661-298-0625
Smith, Walter & Juanita	5785 S. County Rd. A	Superior,	WI	54880	715-399-8440
Stebbins, Vaughn	9069 State Highway 56	Massena,	NY	13662	
Steed, Paul & Diane	18081 Hallsworth Cir.	Villa Park,	CA	92861	714-289-0931
Stewart, Jackie & Nina	12811 El Dorado Dr.	Universal City,	TX	78148	210-659-0253
Stull, Will	9875 Cohasset Rd.	Chico,	CA	95973	530-343-8163
Sullins, Garland & Jill	6809 Saddletree Trail	Plano,	TX	75023	972-491-2770
Sullivan, Jerry	3 Bayberry Circle	Farmington,	CT	06032	
Sundstrom, Alan	1546 Pitney Lane	Upper Lake,	CA	95485	707-275-2298
Sutcliffe, Rob	N. 491 Hopkins Rd.	Arlington,	WI	53911	
Swacina, D.C. & Henrietta	1109 Henryetta St.	Springdale,	AR	72762	501-756-3576
Sweet, Naomi	6252 S. Hilliard Rd.	Lansing,	Mich	48911	
Szymczak, Jerry	3225 N. Calhan Hwy	Calhan,	CO	80808	719-478-5005
Taylor, Winfred	5204 Simmons Rd.	Lumberton,	NC	28358	910-739-7350
Todt, Bill & Kathy	3810 Beckwood	San Antonio,	TX	78259	210-497-4106
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
Valauri, Jill & David	163 Charter Oak Dr.	New Canaan,	CT	06840	
Viosca, Charlie & Felicia	11084 Windjammer	Frisco,	TX	75034	972-625-2922
Wagner, Dr. William & Anne	408 West 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
Wierman, Michael & Diana	3919 77th Ave. CT NW	Gig Harbor,	WA	98335	
Wilkerson, Harvey	930 Carr	Vidor,	TX	77662	
Williams, Ted & Leah	640 St. Rt. 314 Rd #12	Mansfield,	OH	44903	
Winkler, Norman	5776 W US HWY 52	Rushville,	IN	46173	
Winston, Kenneth	247 Factory Mill Road	Bumpass,	VA	23024	
Woodberry, Lee & Martha	9251 Konocti Bay Rd.	Kelseyville,	CA	95451	707-277-7106
Woods, Ken	7619 Ben Ave.	No. Hollywood,	CA	91605	818-764-3157
Woods, George & Alice	4533 E. Hedgehog Pl.	Cave Creek,	AZ	85331	480-473-0946
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
Zetterberg, Bob & Carrie	P.O. Box 3580	Arnold,	CA	95223	209-795-39729
Ziegler, David	310 Jamboree	Manchester,	MO	63021	314-394-7131
Zito, Rocco	2055 Silver Beach Rd.	Coeur d'Alene,	ID	83814	
Zubal, John & Irene	1328 Prairie Rd.	Colorado Springs,	CO	80909	xxx-635-4115

Foreign Residents:

Bashford, Paul	7 Andergrove Rd.	Mackay 4740	Queensland, Australia	
Bicknell, Justin & Brenda	78 Albert St.	Palmerston North,	New Zealand	06-355-770733
Brown, Dave	2253 Quamichan Park Rd.	Duncan,	BC Canada	V9L6P9
Chaikoff, Richard & Joan	3 Hallfield Rd.	Etobicoke, Ontario	Canada M9B 5W5	416-621-6644
Copetti, Luciano & Jacqueline	9 Wilga Rd.	Medowie 2318 NSW,	Australia	02-498-28808
Gough, Sid & Audrey	Box 25	Irricana, Alberta,	Canada TOM-1B0	403-935-4216
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
Morse, Richard	6 Hannan St.	Levin,	New Zealand	
O'Connor, Lindsay	4 Hermitage Rd.	Auldana	South Australia	5072
O'Gorman, Sean	1 Monread lawns	Nass,	Co. Kildare, Ireland	353-45-883828
Ernesto, Armadeo & G.F. Tamarit	Joaquin V. Gonzales 1371	Lanus Oeste (CP: 1824) Pcia. Bs. As. Republica Argentina		
Rodriguez-Uriarte, 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	0544	03-544-7826



Charlie Says!

by Charlie Viosca

Memorabilia and such:

We have a lot of new members and therefore I think it is time to remind them of some of the items the Victoria Association has available to them. We have a very nice color sticker for the Victoria window. I put mine on the rear window. The cost is \$3.00 each post paid. The Victoria Association has all of the glass patterns at a cost of \$3.00 each. We also have a set of engine stamps for the old and new numbers. The stamps are not for sale, but are for the use of the membership. All you have to do is send a \$50.00 check to be held until you return the stamps and then we will tear the check up or mail it back to you. The use of the stamps is free. The Pictorial Guide To the Mechanical Features of The Model A Ford is for sale at a cost of \$31.00 post paid. For those of you with a copy of the book printed in 2002 and early 2003, we have the supplements available to bring your book up to date. The cost is \$10.00 post paid. (see order form on the last page). All the above items are available from me (Charlie Viosca) 11084 Windjammer Dr., Frisco, TX 75034 We also have all of the back issues of the Bustle dating back to the beginning of the Victoria Association in 1986. If you are restoring a Victoria this is a must for you. The cost is \$65.00 post paid. We also have a Victoria Association patch for use on a vest or a shirt. This is an excellent patch in black on white. These items are available from John Icenhower, 1613 Ryan Rd., Sulphur Springs, TX 75482.

Victoria Association help:

The Victoria Association is available to all members to help you restore your Victoria to the correct way it was when it came from Ford. Call, write or e-mail Charlie Viosca, 972-625-2922, cjviosca@aol.com.

The Portland National (MAFCA):

A reminder to all Victoria Association members going to the MAFCA National in July, we have a membership meeting scheduled for Monday afternoon from 3 to 5. If you are not a member and care to visit or investigate becoming a member please attend the meeting. Be reminded that the \$2.00 charge is not a Victoria Association charge.

New Technical Director:

I am very please to announce that the Victoria Association has appointed Bill Barlow our new Technical Director. Bill was the recent Technical Director of MAFCA for several years. I am sure all of the MAFCA members have read his column in the Restorer magazine. Bill is well qualified for this position with the Victoria Association. I know he will do a great job for us and I appreciate him taking this load off of my shoulders. Managing The Model A Ford Youth Scholarship Fund, the MAFCA Youth Restoration Awards Program, and the Victoria Association, I was swamped. The board of directors of each of these organizations put a lot of volunteer work into the management of each program. It could not be done without them. In the Victoria Association I have a lot of help from John Icenhower, our treasurer, and from Tom Endy who does a great job with our newsletter the Bustle. With the addition of Bill Barlow as Technical Director, the Victoria Association is stronger and better than ever.

New Membership Director:

I am also pleased to announce that the Victoria Association has appointed Vern Schweke our new Membership Director. Vern is a past president (two terms) of the San Diego MARC\MAFCA Model A Ford Club. Vern will be responsible for coordinating membership renewals, back issue newsletter coordination and memorabilia sales. The exact nature of his duties are still being defined. This new board position will take some of the work load off of both Charlie Viosca and John Icenhower. ☺

On The Cover!

This very welded looking banjo was recently removed from a right hand drive Model A Ford imported from Argentina. It is of the early type that did not have support gussets around the flange where the torque tube bolts on. These early types had a tendency to crack at the flange, as this one apparently did. The usual repair is to throw it away and find another one. Throw it away must not be vogue in Argentina. The welding job is very well done and the banjo probably could have continued on in service. However, it was removed to preserve the sanity of the MARC\MAFCA judges. ☺

Aligning The Model A Ford Flywheel Housing

Revisited by Bill Barlow

Those of you that do the final assembly and installation of your own engines after a rebuild have probably read and used the article written by John T. Shepherd of Arlington, Virginia. This article was written for the Restorer, January/February 1984, pages 10-15. The article was reprinted in the How to Restore Your Model A, volume 4, pages 10-15. The information covered in the article is one of the most critical procedures for eliminating vibration in a Model A. Misalignment of the transmission can not only produce vibration, but will also cause your transmission to jump out of high gear while driving down the road.

Over the twenty years since the article was published, several people have come up with variations of the procedure that made it simpler or less time consuming, or even better yet, more detailed for better results. Now don't take this wrong, John's willingness to produce this information for all Model A restorers to learn from is probably one of the best bits of information ever printed, but after 20 years it needs an update.

I will pass on to you what I have learned from my own experience following the procedure in the article, plus what others have told me they have learned.

First I would recommend you pull the article from your library and read it again so you understand what I am referring to below. If you don't have either publication I would suggest you buy a copy of the How to Restore Your Model A, volume 4. They are available through most Model A parts vendors or direct from MAFCA Headquarters.

One thing I learned was to forget the handy dandy crankshaft checker. Buy a dial indicator with a magnetic base. I made the crankshaft checker as described in figure 3 and it cost me over \$30.00 by the time I bought the material and had a local machine shop bend the bar and drill the holes. A magnetic based dial indicator is less than \$20.00 at Harbor Freight when on sale and not much more when every day priced.

Learn to use it and if you have a problem just call or e-mail me and I'll give you a lesson. It's not that hard to learn. As your new Technical Director I would be glad to help.

The magnetic base attaches to the crankshaft flange and the tip of the indicator is dialed in at zero on the edge of the flywheel housing and around you go reading the dial at different locations on the housing by turning the engine over from the crank nut with a 1-3/8" socket or the crank if it's not too tight because of the rebuild.

Next, and probably the most important, you need only to check the flywheel housing alignment from the pan rail up. The bell housing will pull the lower half into alignment when it is bolted up. The lower half of the flywheel housing can be moved fore and aft by hand pressure as you can prove by placing the dial indicator at the center of the bottom portion of the flywheel housing and give it a pull and a push. This brainstorm was the idea of engine builder, Mike Flanagan of Arizona. it can cut the alignment procedure time from as much as two days to as little as 20 minutes.

Always adjust using the ears on top of the flywheel housing, Mickey Mouse ears as Mike calls them, rather than shimming at the other four attaching bolts. The ears will move the flywheel housing where ever you want it without touching the other four bolts. A shim under the lower right hand bolt will cause a major oil leak at the rear of the cam shaft as it will break the seal of the gasket.

before placing the gasket on the back of the block you should check the thickness to assure the gasket and the horseshoe shims you will place under the Mickey Mouse ears are of equal thickness. The horseshoe shims come in .010" thickness, but the paper gasket can be a completely different size. I have one that measures .016" and that's before the gasket sealer is applied. Using this combination will naturally warp the housing when the six attaching bolts are tightened. I use a used set of main bearing shims and cut them to the horseshoe shape. The main bearing shims are usually laminated in layers of .003" so two under each ear to go with the .010" will give you a better starting point than just using the gasket and the .010" shims.

The Ford Service Bulletins on page 218 states the housing should be within .006" with the crankshaft flange. By using the .003" shims you can bring the housing into perfect alignment with a little time and patience. If .006" is OK then perfect must be better.

The dial indicator with the magnetic base should also be used to verify that the centerline of the crankshaft is centered in the inside step machined in the flywheel housing. This is done by securing the magnet to the crankshaft flange and setting the indicator point on the inside surface of the step and turn the engine over checking the reading in several places. If the babbitt shop centered the crankshaft and the flywheel housing is not warped or out of round the readings should be within .005". If more than .005" you will need to try another flywheel housing and go through the above steps again. If the readings indicate the second housing is out the same as the first then the bearings were not align bored properly and you will have a misalignment of the crankshaft and transmission input shaft causing the unwanted vibration.

If all checks OK then the next step would be to attach the flywheel and use your dial indicator to check the clutch surface for wobble. Anything over .005" should be addressed by checking for debris or burrs on the crankshaft flange or the mating surface on the flywheel. If both are clean and smooth then you should replace the flywheel. ☺

Victoria quarter window regulators:

Tim Johnstone advised that he had been looking for months for replacement quarter window regulators. On a recent trip to Snyder's, the salesman suggested he try a regulator made for a 28/31 coupe/Tudor and 28'34 pickup 3 hole regulator. The salesman did not know if it would fit, but with nothing to lose except postage to return it, He brought it home to try. To his surprise all measurements matched with the regulator on the drivers side. It was installed and it was a perfect fit.

The Victoria Association wishes to thank Glenn Johnson, of the Orange County Model A Ford Club (Southern California) for his generous donation of \$1,020.00 to the Model A Ford Youth Scholarship Fund.

Bits & Pieces!

Victoria door glass bumpers:

Here is the scoop of the rubber bumpers. Several members have advised that LeBaron Bonney carries the bumpers in stock. Tim Johnstone who was going to have some made said he had 35 members wanting the bumpers. Obviously Tim is not going to have them made as everyone can order them from LeBaron Bonney. The bumpers are excellent. Once installed no one will know the difference as they are very close to the originals. Victoria owners will need two of each for the front doors. The A-191044 door glass bumper-inner in LeBaron Bonney's catalog is B-45830 and the A-190830 door glass bumper-outer is B-46044. Price is \$.25 each (25 cents). The shipping cost is a factor as their minimum is \$6.50.

The Dead Battery!

by Tom Endy

A common occurrence:

It's not uncommon for a Model A Ford to incur a dead battery, especially those that are still operating on six volts. Model A's are usually not driven daily and prolonged periods of sitting around tend to run the battery down. It is usually discovered when you climb in to go somewhere. You push on the starter button, and nothing.

Modern inconvenience:

What a lot of Model A hobbyist may not understand is that we the modern day owners may be contributing to this phenomenon. In a modern car when you switch off the ignition it shuts off all the electrical systems in the car, except maybe for the digital clock. In a Model A Ford when you switch off the ignition, at least the original pop out type, all you are switching off is the power that goes to the ignition circuit. That may have been fine in Henry's day, but stop and think about what a lot of us have done to the Model A Ford to improve on Henry's design.

The cut-out:

The cut-out used with the generator disconnects the battery from the generator whenever the engine is shut down. Without it the battery would discharge itself through the generator and you would have a dead battery. The cut-out has a simple set of contacts that are either open or closed. The problem with the cut-out is that the contacts can sometimes become welded shut over a period of time and not open, thus draining the battery when the car is parked. Modern day advancements in electronics provided the world with the diode. The diode is like a switch (sort of) in that it has a high resistance to current in one direction and a low resistance in the other. The low resistance path allows the generator to flow current to the battery to charge it. The high resistance path is supposed to not allow the battery to drain itself through the generator. An abundance of diode mod kits were made available at all the Model A hobby stores. The cut-out contacts are replaced with the diode (hopefully in the right direction) and welded contacts are a thing of the past. However, that high resistance direction is still allowing a small amount of current to flow out of the battery through the generator to ground. The amount of current is minute, in the milli-amps, but over time it draws the battery down.

Turning the ignition key off does not shut the circuit off. Only removal of the fuse on top of the starter (if one is installed) will open the circuit and prevent the drain.

The alternator:

Another modern convenience seen on many Model A's today is the alternator. It is much more efficient than the old fashioned generator. You can buy them in either six volt or twelve volt. In fact you can even buy a six volt positive ground alternator. However, the alternator has six diodes in it and the high resistance path is connected to ground on each. This arrangement is also not switched off with the ignition key and it sits there and draws a small amount of current from the battery.

A failed alternator:

It is also possible to have an alternator that from all appearances is working fine. You start the car up and the ammeter shows it is charging. However, you can have one or more diodes that are partially shorted. With this situation the current drain from the battery is considerably more and in just a day or so the battery is dead.

Good advice:

Whenever you park your car for the night or any other extended period of time. Pull the fuse out of the holder and stand it on it's head in one end of the holder. This way everything except the starter switch is disconnected from the battery and there is no chance that a sneaky diode will ultimately cause you to have a dead battery. ☺

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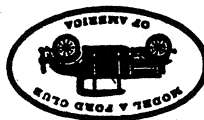
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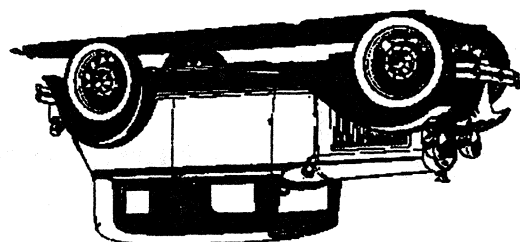
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Victoria Association*



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.