

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986 - Frisco, Texas

Model A Ford Club of America - Model A Restorers Club

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A Bare Bustle Victoria

Youth Scholarship!

by Tom Endy

Get the youth involved:

For the past few years I have heard people in the Model A Ford hobby discuss the fact that the membership is beginning to age. Was a time when the average Model A guy was in his forties. That's not true anymore. With that came the cry, "we must get the youth involved or the hobby will die out". That is exactly what is happening today in the Model T hobby. Most of us "older" Model A folks can remember when the streets of our neighborhoods abounded with Model A Fords. Many of us drove one to high school. Educating our youth about the Model A Ford and the history that surrounds it is not only important to the hobby, it is also a very decent thing to do for the future of today's youth.

The scholarship:

By now most all of the members of the Victoria Association are aware of the Youth Scholarship Fund that was established by Charlie Viosca, President and Founder of the Victoria Association. Charlie has worked diligently to correctly establish this scholarship fund with all the necessary government requirements that provide a tax deduction to the donors, and a 100% payment of the money to the recipient youths. The scholarship entitlement is open to both male and female students of all races and religions. The only requirement to be a candidate to receive a \$4,000. scholarship is that they are the children or grandchildren of a MAFCA member and they are headed for college. The more money the fund collects, the more the number of scholarship awards.

A target rich environment:

It is my belief that the bulk of the source of the money donation should come from the various MAFCA Chapters. Each of these local clubs generally have sufficient funds in their treasury that could easily accommodate a yearly donation regardless the size of the club. Many of these clubs have been chartered as a non-profit public service club to avoid paying federal and state taxes such as they would if they were chartered as a purely social club. What better way to be a public service than to donate money to the Youth Scholarship Fund?

A Texas thing:

There is a misconception among some MAFCA Chapters, especially in California, that this scholarship effort is a "Texas thing". The only thing Texas about it is the fact that Texas is where Charlie Viosca lives, and he tells me he is not even a real Texan. The scholarship fund is an effort on behalf of MAFCA, and is administered by members of the Model A Ford Victoria Association. Fund board members are scattered all over the place. Bob Haddon, the fund treasurer lives in Kennesaw, Georgia, another board member, Steve Bryson, is a retired U.S. military officer living in Europe. Candidates for a scholarship can be from anywhere. It is an interesting fact that of the approximately 220 members of the Victoria Association 43 members reside in California and only 19 reside in Texas, including Charlie, who still admits he is not a real Texan.

Ambassadors:

Many of us Victoria Association members are an ambassador to a local MAFCA chapter. It should be incumbent on each of us to address our local club and promote the worth of a donation to the scholarship fund. What better reward than to see a number of young people being awarded the first of these college scholarships at the 2002 MAFCA National next July in Riverside, California, which is definitely not in Texas. ☺

Support The Model A Ford Youth Scholarship Fund

Send your tax deductible donation payable to the

Model A Ford Youth Scholarship Fund

Mail to the fund treasurer:

**Bob Haddon
3050 Stilesboro Rd.
Kennesaw, GA 30152**



Charlie Says!

by Charlie Viosca

Scholarship Donations:

I am very proud of the members of the Victoria Association for their response to our request for donations to the Youth Scholarship Fund. The \$2. minimum was well received and almost all members donated. Many donated much more. I don't have the total as everyone has not yet sent in their dues. If you haven't sent in your dues renewal, please do so right away. Don't forget to include a Scholarship Fund donation. Write one check for the dues (\$10. payable to the Victoria Association) and another check (\$2. or more, payable to the Model A Ford Youth Scholarship Fund). Mail them both in the same envelope to our treasurer, John Icenhower. I want to personally thank each and everyone who made a donation. Next July at the MAFCA National in Riverside, CA all of us will see the results of the donations when we present the first scholarships to the winners.

John Icenhower

1613 Ryan Rd.

Sulphur Springs, TX 75482

All members of the Victoria Association should be pleased at being a member of an organization that started this worthy youth award. In the next newsletter I will give you a report on the total money received by the Scholarship Fund and how much was donated by Victoria Association members. The fund total is now close to \$6,000. and it is hoped it will reach \$8,000. by next July. If we reach that goal we will be able to award two scholarships at the MAFCA National.

2002 Board of Directors:

The new Victoria Association Board of Directors for the year 2002 has been set by majority vote of the present Board (2001).

Charlie Viosca - President

John Icenhower - Treasurer

Tom Endy - Member at Large & Bustle Editor

David Ziegler - Vice President

Larry Pope - Member at Large

E-mail works:

84 members of the Victoria Association are now on line. Numerous times during the year an e-mail comes in from a member asking a question or looking for a part. The word goes out on the internet and the response is almost instantaneous.

Communication:

Whenever a member sends me an e-mail or a posted letter and you do not hear from me, you should know that something went wrong, either I did not get it or you did not get my answer. Ever since I founded the Victoria Association in 1986, I pride myself on having answered every question put to me and I will continue to do so. Therefore please let me know if you ask a question and receive no reply. Recently I had a member tell me I did not answer his question, and fortunately I found my e-mail reply to him and I was able to send him a copy.

When the Bustle doesn't show up:

The Victoria Association newsletter is published four times a year, January, April, July, and October. It is usually mailed out by the second week of the month. If you do not receive your copy by the end of the month, contact John Icenhower, our treasurer. John has extra copies and he will mail you one.

MAFCA National:

The MAFCA National Convention will be held July 21-26 in Riverside, California. I would like to inform the membership that the Victoria Association has been given a time slot for a meeting scheduled for Friday, July 26 from 3:00 P.M. to 4:30 P.M. For those of you planning to attend the convention, please let me know as it would be nice to know how many will attend our meeting.

Shades of the Victoria:

I remind all of you who need shades for your Victoria to send in your name to get on the list. So far we have 20 sets of shades on order. Remember, if you do not like the price when we are quoted it, you do not have to take the shades. The lady doing the weaving will weave the cloth exactly like the originals. The last two orders we placed were excellent. You cannot tell them from and original. If all Model A repo parts were like these shades, we would be in Hog Heaven.

We got patches:

Victoria Association jacket patches are once again available. The cost is \$3. each. Contact the keeper of the patches, John Icenhower. ☺

On the cover!

Jack Rasmussen's Victoria is shown undergoing restoration. See feature article on page 9. ☺

Woodgraining!

by David Ziegler

It can be a do-it-yourself project:

Over the past few Victoria "Bustle" newsletters I have noticed interest in where and who has had woodgraining done on their window frames and garnish moldings. I thought I would pull out some notes I have on the subject and describe how I did my own.

Preparation & base coat:

To prepare the metal parts it is necessary to remove the old paint and rust. Sandblasting, glass beading, or old fashion hand sanding can accomplish this. Before starting the removal of paint and rust check the back side of the parts for any clue that may show the original base color for matching. After all the rust and paint have been removed clean the parts with a quality metal prep. Prime all the parts with red oxide acrylic lacquer. (see note 1 below). Sand all parts smooth with #400 wet-dry sandpaper and water. Reprime and sand any parts that may have sanded through to the metal. **Note 1: If you use a different paint other than lacquer, you must use a primer compatible with that paint.**

Selecting a base color for the woodgraining should be done with acrylic lacquer (See note 1 above) that matches any original paint color that may have been found. If no color was found or matched, use a base coat color as follows.

<u>Type of Woodgraining</u>	<u>Base Coat Color</u>
<u>mahogany</u>	medium reddish brown
<u>walnut</u>	medium brown
<u>cherry</u>	orange tinted tan

Any medium brown or bronze solid color paint with a reddish tint to a yellowish tan will do for a base color, depending on the type of wood you wish to duplicate. I used a 1969 Ford Thunderbird color "Indian Fire" to match the old Ford base color for my Victoria. After painting the parts and allowing to dry, a light wet sanding with #400 sandpaper or finer should be done before applying the graining paint. When selecting a graining paint always select a color that is darker than the base. Premixed graining paints are available through hardware stores such as Lowe's and Home Depot. Old Masters brand should be available.

Woodgraining

mahogany

walnut

cherry

Grain Paint

very dark brown (almost black)

very dark brown

reddish brown

When I did my 1931 Victoria I used Old Masters #7 (I believe it's new number is #118, Dark Mahogany) over the Indian Fire Thunderbird color. (I have not seen this paint available for a while.) It is always advisable to practice on scrap metal until you are satisfied with your work before proceeding to woodgrain your car parts.

Graining Techniques:

The graining paint can be applied by using woodgraining tools that can be purchased from local hardware stores or with common implements found around the home. Graining combs, stiff feathers, wadded up newspaper, cheesecloth, sponges, and the list goes on, will all work. Use your own imagination. We will now cover the different techniques to provide woodgraining patterns.

Note 3: Mahogany is a fine grained wood; do not make very prominent grains.

Sponge method:

A common sponge is only one of the techniques that can be used and will produce a beautiful woodgrain (Use a #20 "M brand sponge pad sold at most parts stores.) Cut the sponge into pieces approximately 1½" X 2¼". Make all cuts straight and even as possible. You can slightly rough one edge with sandpaper or pick particles to make different patterns of wood grains.

Dip the roughed end of the sponge into the graining paint, and starting at one end of the part apply paint liberally, but keep your working area small. With your fore finger over the center of the sponge and held at approximately 45 degrees to the surface with the roughed sponge edge down and under slight pressure. Pull or drag the sponge from one end to the other. While dragging the sponge a slight jig back and forth will add a different grain pattern.

For a spiral type grain, gradually rotate the sponge while dragging it diagonally across the part. Always overlap your next application slightly over the one you just completed.

Using the sponge edge of face can create a knothole. Place the graining edge to the surface using a corner as a radius point, turn the sponge under slight pressure in a circle. To vary the knot hole size move the sponge slightly while rotating. Add smaller knotholes by using a smaller sponge.

Using the sponge method is much like finger painting that you did back in grade school. Drawing rough edges through the paint, leaving portions of the base paint to show through. Each stroke is adding a different grain pattern.

Brush method:

A flat Fitch brush (available at local hardware stores or at art supply stores) can be used to make woodgraining patterns. A high quality brush is recommended. The woodgraining paint is brushed on, and while doing so, the brush is turned and pressure is varied during the application. Differing the pressure develops dark and light areas. Different turning of the brush will change the grain lines. Rotating the brush in one spot will make knotholes.

Other methods:

The "Saran Wrap" method is simple but does make a unique wood grain pattern. Woodgraining paint is applied to the part over the base paint and then wrap with saran wrap applied smoothly. Remove the saran wrap quickly to create a different wood grain pattern. There are other methods to make wood grain patterns. Using wadded newspaper, tissue paper, cheesecloth, etc. There are also special woodgraining tools manufactured; brushes, roller grainers, rocker grainers, and graining combs.

Clear finish:

After you have completed the task of woodgraining and have allowed your parts to dry completely, your woodgraining will then need to have a smooth, flawless, clear finish. "Flecto Varathane #90 (Crystal Clear) is available in spray cans, which can also be purchased at your local hardware store. Note: Do not use Varathane satin finish for the clear coat finish. The finish will turn out frosted. Varathane can be used entirely as the finishing agent or as a buffer between the woodgraining paint and the clear coats. Always allow the grain paint to dry at least 24 hours before applying the clear coat.

When applying the first few coats of clear, the wood grain will stand out possibly producing an uneven surface. To achieve a smooth final finish it

will be necessary to spray coat several coats of clear with sufficient drying time and sand between each coat. Be sure to allow your coats of clear to dry 6 hours or as per recommendations of the paint supplier, or better yet overnight. Use #600 or better wet-dry sandpaper with water between coats. The finer the sandpaper used will minimize possible wrinkling and sand scratches from appearing. Use of a sanding squeegee or block is recommended to achieve the best finish. Sand carefully to avoid removing any of the woodgraining paint. Be extra careful near and around the edges, openings, and curves (all the places we usually sand through). Do not worry about trying to sand out to an even finish on the first few coats of clear. The surface will gradually smooth out after several coats, as the clear coat will be used as a filler to build up the low areas. If a coat wrinkles, allow longer drying periods between additional coats. For additional gloss and protection, clear acrylic (Krylon) can be sprayed over the sanded Varathane. Several light coats should be applied with light sanding between coats. After a final coat of Krylon is applied and thoroughly dried, a very light sanding with a very fine grade of #600 sandpaper and water can be done.

To complete the job a very fine grade of rubbing compound may be applied. Finally, polish the part with a clean soft rag and Turtle Wax. (Care should be taken, as some brands of wax are abrasive and can dull or scratch the finish.)

Note 4: for a really professional job, check with an automotive paint store and obtain a very good clear coat, as Krylon is not the best finish.

Supplies, tools, & other information:

For stain paints you can contact: Old Masters, 1900 Albany Place SE, and P.O. box 286, Orange City, IA 51041. 1-800-747-3436 or www.oldmasters.com
For tools you can contact: Johnson Paint Co. 355 Newbury Street, Boston, Massachusetts, 02115. 1-800-404-8114 or www.johnsonpaint.com

Symphony Faux Finishing Tools, Information 1-866-666-1935 or www.o-geepaint.com

Another article on woodgraining is in a back issue of Fall 1998/Summer 1999 of the Model A Trader (The Saturday Mechanic, Woodgraining Your Dash). ☺

Editor's Note:

David Ziegler lives in Manchester, MO

Transmission Prudence!

by Tom Endy

Experience:

For a number of years I have been overhauling Model A Ford transmissions for an auto repair shop. Most of the time the customer request is to "go through it". In most cases it is a functioning transmission, not a failed one. I usually ask the questions, "has it been jumping out of gear, and or has it been noisy"? Since there is not a defined description of what "go through it" means, I had to establish one. I considered the financial aspect, the use that a Model A Ford is generally put to, and most important, the development of a policy that is broad enough to satisfy everyone.

Cost and quality:

Cost is probably the most important consideration. You can easily spend around \$600. in new parts alone if you replaced everything in the housing. Not only is this not the prudent thing to do from a cost stand point, there is also the quality of reproduction parts to consider. My own opinion is that good serviceable used original gears are preferable to new reproduction gears.

The minimum new parts list (MNPL):

Early on I established a minimum new parts list. It is difficult sometimes to tell if a bearing is serviceable. For this reason I believe it is essential to replace all five bearings 100% of the time. I obtain all of my new parts from Bratton's Antique Auto. I order the lower cost foreign made roller and ball bearings. They are good quality and I have never had a problem with them. I also order the two ball bearings with oil seals and remove the seal from each inboard side to allow lubrication to reach the bearing. Bratton's also stocks a cluster and idler shaft that have been machined with a groove for an O-ring installation at the back end of each shaft. This modification will prevent oil from leaking out around the shafts. Another part I replace is the front ball bearing shaft retainer. This is the "C" shaped holding device Henry came up with, which was not his best idea. I replace it with a sleeve and snap ring Bratton's also stocks. I also replace the key ring looking spacer that goes on the front end of the later main shaft. It's purpose is to hold the front input shaft roller bearing in place. Usually you will find the front end of the spacer worn flat where it was in contact with the roller bearing. You can turn it around if it is not worn too much,

but they are cheap, so I replace them. The MNPL runs about \$64.00 plus shipping. Listed below is the complete parts list from Bratton's 2001 catalog.

MNPL

A7025-LS	Front ball bearing\with seal	\$13.00
A7065-LS	Rear ball bearing\with seal	\$12.50
A7118-A	Roller bearing\short (2 req.)	\$ 9.60
A7121-A	Roller bearing\long (1 req.)	\$ 4.80
A7140	Rev. idler shaft\with O-ring	\$ 7.45
A7111	Cluster shaft\with O-ring	\$ 8.65
A7045-B	Front spacer & snap ring	\$ 2.75
A7063	Main shaft front spacer	\$.60
A7153	Gasket set	\$ 2.30

The inspection:

The first thing I look at when I take a transmission apart is the bearing surface on the front end of the main shaft (A7060) and the bearing surface inside the back end of the input shaft (A7017-B). If the finish of either one of these bearing surfaces are pitted, galled, or damaged even slightly, it is reason for rejection of either part. These are bearing surfaces that the front roller bearing rides on and they must be in good condition. The next thing I look at is the condition of the teeth on the individual gears. Often you will find the teeth pitted where some of the finish on the teeth has fallen away. Here is where the question, "was the transmission noisy" is important. If the answer was no, and the pitting is not severe you can get away with re-using it. The owner is probably not going to put 100,000 miles on it. If any gear has teeth that are severely worn, chipped, or broken, I would replace the gear. It is important to note that when the transmission is operating in high gear it is a straight through drive. There is no "gearing" going on. The gears that are in mesh on the cluster gear are just going along for the ride with no load on them. Noise in high gear is usually caused by a faulty bearing.

A flat nose:

Another thing to look at closely is the front end of the input shaft. This portion of the shaft fits inside the pilot bearing that is installed in the center of the flywheel. In reality it should have no wear on it since it is supposed to turn with the bearing. However, when the bearing starts to fail the shaft will slip inside the bearing and cause the shaft end to become worn and grooved. It is best to have a new pilot bearing handy to use to check the fit.

The shaft can be repaired by machining it down and pressing a sleeve on and machining it to fit. It is also a good idea to replace the pilot bearing in the flywheel anytime you have the transmission out of the car. Surprisingly I have found a number of shafts with the end mushroomed, instead of worn, such that they would not fit into a new bearing. When this is the case you will have difficulty installing the transmission in the car if you replaced the pilot bearing. The remedy is to machine the end of the shaft slightly. It is not clear to me what causes the mushrooming. I suspect it has something to do with the rear end being loose and slamming forward against the U-joint and transferring the force to the end of the pilot shaft.

Mix and match:

I have had no problem with mixing and matching used gears in a transmission. If I am replacing either of the two slider gears I try several on the main shaft and select the ones that appear to fit the tightest. This is because of Henry's service bulletin that talks about hand selecting these parts so they won't jump out of gear. I don't fully subscribed to that service bulletin, I think it was released on a day when Henry wasn't there. However, it doesn't hurt to try to get a good tight fit if possible.

Accuracy in the work place:

It is very important that the transmission be assembled correctly. There are only a few parts that can be installed backwards or incorrectly, however, I find them that way all the time. Bratton's catalog has an excellent exploded view parts diagram that even the most inexperienced mechanic should be able to follow.

Keep it oiled:

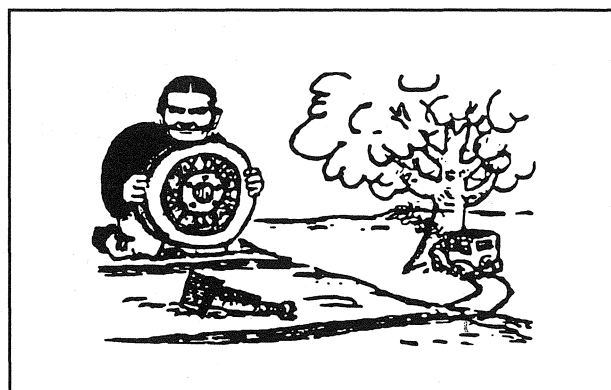
I have come to believe that the kind of oil put in a transmission will affect the performance. Henry designed the transmission to use what he called 600W oil. I don't think anyone today knows for sure just what that was. Each Model A store seems to sell something different, even though they call it 600W oil. The oil I use I get from Bratton's. I don't know where they get it, Walt may be brewing it up in his own laboratory. It is a very heavy, stringy oil, much to the consistency of STP. It clings well to the gears, and more important to the slider on the main shaft, which I believe aids in preventing jumping out of gear. ☺

A Model A Ford Junker!

by Charlie Viosca

A good thing to do:

For sometime now I have been wanting to ask the membership if anyone out there has an old restorable Model A junker they would be willing to donate to a kid. What we would do is have some kind of requirement for kids to comply with so we can choose a winner to donate the car to, to restore. This would be in conjunction with the MAFCA Youth Restoration Grant we now have in progress (not to be confused with the Model A Ford Youth Scholarship Fund). The next Restoration Award will be made at the 2002 MAFCA National Convention in Riverside, California. Besides the three \$500. checks from the Dallas Model A Club, the Victoria A's of Victoria, Texas, and the Capitol City A's of Austin, Texas, we have a number of vendors involved and they have donated parts, cash, and gift certificates totaling \$1,500. to date. At the Kansas City MAFCA National last year I was asked by the sister of one of our Restoration Award winners if we could try to get a Model A (or A's) donated to the youngsters to restore. A donation would be good as the kids do not have the money to purchase a restorable Model A. I would like the members to pass this on at your club meeting. If we ask enough people we might be lucky enough to get some A or A's to donate. ☺



Yo! Charlie! A perfect donation.

Bits & Pieces!

Windwings:

Garland and Jill Sullins would like to mount windwings on their Victoria. As most of you know the originals are no longer made. The originals clamped on. The repos are a screw on type and I have no experience with this type. There is some concern about the clamp on type blowing off in a strong wind. Mine have been installed for 19 years and have never come off. The secret is checking them about once a year. I had to tighten them once. The originals are only available at swap meets as far as I know. If anyone knows of a repo supplier, please let me know. Charlie Viosca. ☺

Door hinges:

I am searching for door hinges for my Victoria. The cowl side of the hinge is still there, but the door side is missing. Will hinges from a slant window Fordor work? I have been told that the hinges on the Fordors were the same and that the hinges from opposite corners were the same. Any truth in that? Does anyone have a set of hinges. I also need the vertical molding that covers the inside of the windshield. I appreciate the help.

Joel Sheldon, Boeler, TX 806-273-7931

e-mail: sheldon@netjava.com ☺

Shade rollers:

I am in need of Victoria shade rollers and mounting hardware. I am also looking for a metal spare tire cover (part number A-1395-E). If I cannot find that one, I would like to find the standard one (part number A-1395-C). I am also looking for the chrome spreader bar that is installed between the two rear bumpers. I don't know the part number for that item. Larry Pope, Burien, WA 253-229-2940

e-mail: lpope60989@aol.com ☺

Seat back frame:

I am in need of an early 1931 Victoria passenger seat back frame, all of the parts that bolt to the wood bottom. Jerry Jordon, P.O. Box 50134, Parks, AZ 86018. 928-635-9167.

Engine stand:

A Model A Ford owner is looking for an engine stand. He would like to by a Ford Model A engine stand both to work and display; one that looks the period. E-mail contact is

billahern@mindspring.com. ☺

Seat Belts:

Our member, Roger Gill, was in an accident over this past weekend (October 24, 2001). A young girl ran a stop sign and broad sided them in the passenger door of their Model A Ford. The Victoria was totaled by the insurance company. Roger was unhurt, but his wife suffered two broken ribs. The driver of the other car was injured and is in the hospital. Roger had installed seat belts and thankfully both he and his wife were held in the car by the belts. Roger said he will do a write up and send some pictures of the wreck for the Bustle. He may be looking for another Victoria, but he is looking for one that is ready to go. If any of you know where he can find a good Victoria, let me know and I'll pass it on to him. Roger does not have e-mail (that I know of). thought you might like to read just how tough these Ford Victoria's are. Charlie Viosca. ☺ **Editor's note:** Roger & Judy Gill live in Chicago Heights, IL

Last minute Victoria shades:

For those of you who have shades on order, and for those who would like to order shades, the price has been quoted at \$120. per set of three, and \$65. for a single rear shade. This is a savings of \$60 over the last order because of the volume we are ordering. The shades will be available in April and May, and they will all be shipped to me. I will then mail them out to you.

What you will receive is the shades only. What you have to furnish is the stick at the bottom and the shade pull. You will also have to supply the rollers and associated hardware. If you do not have the originals, reproductions can be obtained from LeBaron Bonney. You will have to shorten the rollers, which is a simple task. I will provide instructions when the shades become available.

Please send me a deposit for each set ordered, and \$30. for each single shade ordered. Make the check out to me Charlie Viosca and I will deposit them and write a single check to the manufacturer for all the deposits. The sooner we get the deposits to her, the sooner the lady will begin manufacturing the shades. Please don't drag your feet on this. Get those checks to me ASAP. This is how we did the shade orders the last two times and it worked out fine. ☺

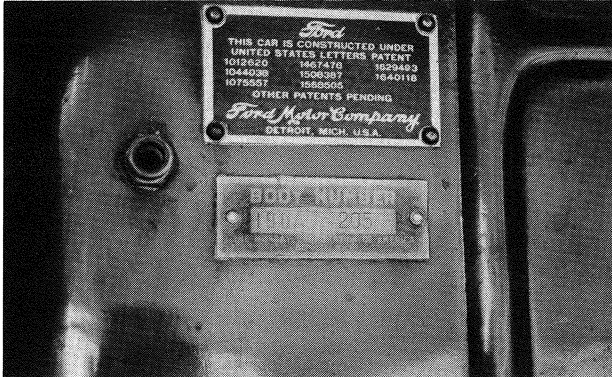
Charlie Viosca
11084 Windjammer
Frisco, TX 75034

Victoria #205

by Jack Rasmussen

An original:

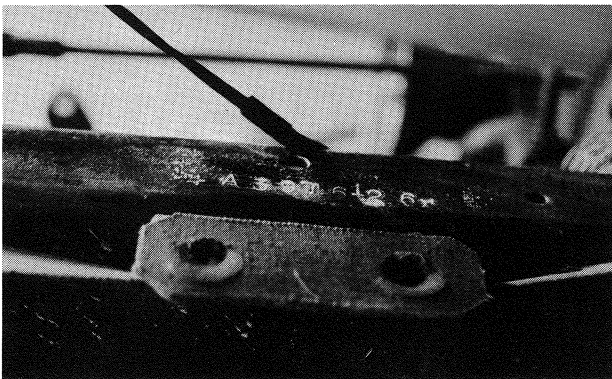
I purchased my Victoria a few years ago down in Southern California. As far as I know, that is where it started out new. The body number is 205 (Murray). The car is in great shape, it was first restored in 1960. It has all the original wood and had the original paint under the one coat that was applied in 1960. I am now in the process of providing a second restoration to Victoria #205.



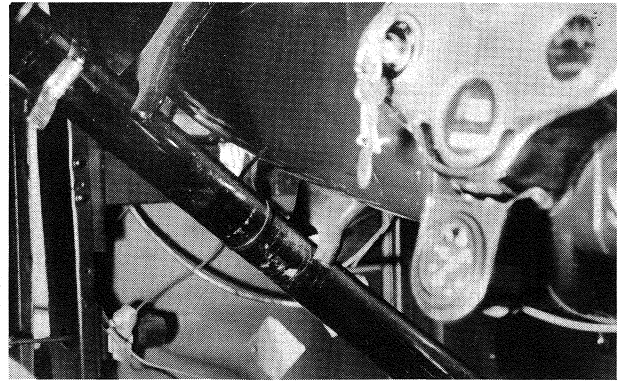
Body Number 205

Made in 1930:

This is a 1930 Victoria as can be seen from the frame number (*A3976126*) and the early body number. It has no 1930 parts installed except for the gas tank, which has the steering column bracket attached to the tank. I have added a 1931 style bracket to take the strain off of the tank. Both front seats are of the three point adjustment type.



Frame Number *A3976126*



1930 gas tank

The engine:

The original engine was removed and replaced in 1960 with a "good" one. This good engine now has a Brumfield head, GMC and Chevy valves, a "B" cam, aluminum timing gear, counter balanced crank shaft, full pressure lubrication (rods, mains, and cam), and a full-flow oil filter.



Original paint was covered over in 1960

Completion:

I hope to have the car finished and back on the road for the next touring season. I enjoy reading the Victoria Bustle and hope some of this information and pictures will help solve the controversy that surrounds those Victoria's built in 1930. ☺

Editor's Note! Jack Rasmussen lives in Greenbank, Washington. ☺

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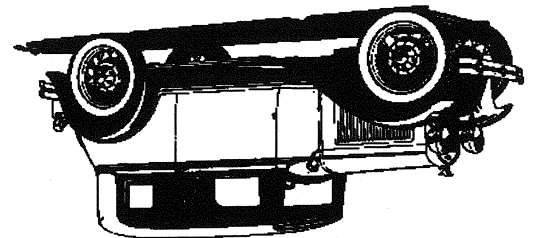
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