

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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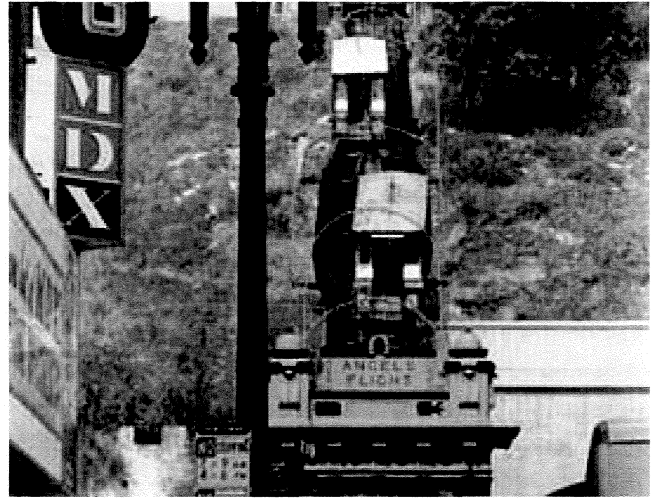
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On The Cover!

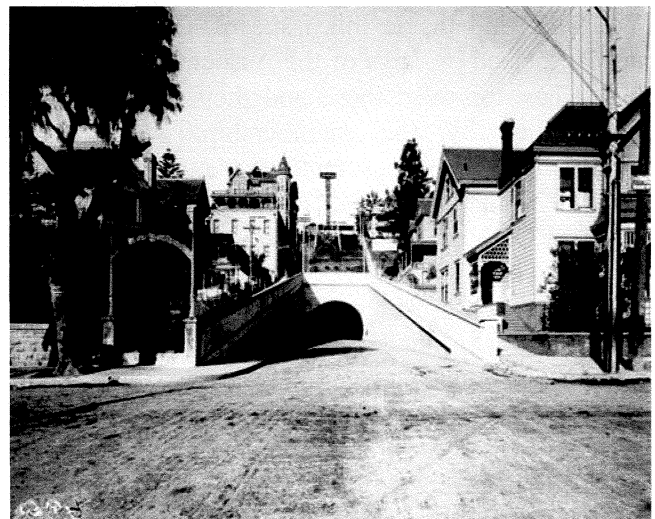
Angels Flight was an inclined railway built in 1901 at 3rd and Hill Streets in downtown Los Angeles. It can be seen just to the left of the 3rd Street tunnel. The photo appears to have been taken in the 1920's. Its very useful purpose was to transport people from the city below to the top of Bunker Hill where many of the city's fashionable Victorian mansions were located. Originally the cost was 1¢ for a one-way, one-minute ride. In 1914 it was raised to 5¢.

By 1969 most of Bunker Hill had become derelict and the city fathers initiated a redevelopment plan for the area. The Victorian mansions were torn down and Angels Flight was dismantled and placed in storage with a promise from the city council that one day it would be restored to service. Twenty-seven years later in 1996, after much prompting from the citizenry, Angels Flight was resurrected, but located further down Hill Street near 4th Street.

The reconstructed Angels Flight had no real purpose and became little more than a curious tourist attraction that could hardly support itself at 25¢ for a one-way ride. Much of its historical significance was lost since it was no longer in the original location. After a few years of service the first-ever fatal accident occurred on the ride and the city council shut it down. Today it sits inactive near 4th and Hill Streets as an insignificant relic of the past. ☺



Angels Flight cars passing each other



Angels Flight 1901



Angels Flight in 1905



Angels Flight in 1969 before it was dismantled

John's Jabber! (January 2007)

by John Icenhower

I hope that every one had a wonderful holiday season, a Merry Christmas and a Safe New year.

The Victoria Association is well underway with all the changes to the officers and Charlie is relaxing and enjoying new found freedom from all the Association duties. But he is not lying around doing nothing. He is hard at work continuing his other endeavors, the Model A Youth Restoration Award and advising the Model A Youth Scholarship.

You will find inside this issue of The Bustle, the newly revised by-laws of the Association. The VA board has approved these and they are now ready for voting by the membership, which is a requirement of our association. Actual voting will be done with the renewal card, which will be sent out next October. There will be a "yes" and a "no" block. This will allow everyone to vote without additional expense of another card or tearing out a form in the newsletter. We will remind you at that time to cast your vote.

Membership dues are due and if you have not returned your renewal card, dues and hopefully a contribution to the Scholarship fund, please do so as soon as you can. We need to finalize the roster for 2007. Renewal stragglers may miss out on an issue or two of the Bustle newsletter.

As we have posted before, we now have a full complement of officers who are listed on the front page. If you have any issues with the Victoria Association please don't hesitate to contact one of the officers, Vern Schwebke on membership/dues, back issues or lost issues of the Bustle, Bill Barlow for Technical questions or me for anything else that comes to mind. We will work it out.

Speaking of back issues, I know that Vern not only has full sets of back issues but lots of single issues and many of these have valuable information on unique features and characteristics of the Victoria. So contact Vern and take some of that paper off his hands. There is also an Index available both in hard

copy and a searchable MS Word file for those with a computer who would like that version.

We have an opportunity for someone who is in the midst of a restoration. Vern has a set of 2 seat springs for the passenger side, early style both the same width (both passenger side width), which he is willing to sell and the proceeds will go to the Youth Scholarship. The cost is \$96 for the set of 2. Send Jill Sullins the check and you could just make it out for \$100 and make it a nice donation to the Fund. What a deal that is. Let Vern know and he will make the final arrangements. So take the opportunity to latch onto these springs and have some nice seats.

So that's it for this time. I hope all of you will have a prosperous, safe and enjoyable 2007. Take care and drive your Model A at every opportunity. ☺

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MARC-MAFCA Meet
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Did They Get It Wrong?

by Tom Endy

The clutch release shaft:

During the early production years of the Model A Ford, the clutch release shaft (p/n A7510-B) in the bell housing of the single disk clutch had two woodruff key slots machined into it, one to accommodate the clutch release arm (p/n A7511-B) and the other to accommodate the clutch release fork (p/n A7515-B). The arm and the fork each had a mating slot to lock it to the woodruff key. Each part was then held in place by a 3/16" diameter locking pin through a corresponding hole in the shaft.

In the later production years, as the depression deepened, Ford looked for ways to take cost out of the manufacturing process. Engineers looked at all aspects of the car to determine what parts could be made cheaper without affecting the integrity of the part. When they reviewed the clutch release assembly it was decided that the two woodruff keys in the shaft, and the slots in the arm and the fork could be eliminated. This would eliminate a considerable amount of machining. To compensate for the lack of the woodruff key the locking pins and corresponding holes in the shaft were increased in size from 3/16" to 5/16". New part numbers were created; the new shaft became A7510-C, the new arm A7511-C, and the new fork A-7515-C.

The service bulletin:

A service bulletin was released in June 1929 (page 351) to accommodate repairs to cars with the earlier part numbers. This is where I think they may have gotten it wrong. The service bulletin is quoted in full here.

"When replacing an old design clutch release shaft with a new one it will be necessary to increase the size of the hole in the old design arm to accommodate the new pin. It will also be necessary to install a new fork as there is not sufficient stock at that point to permit increasing the diameter of the pin hole in the old fork."

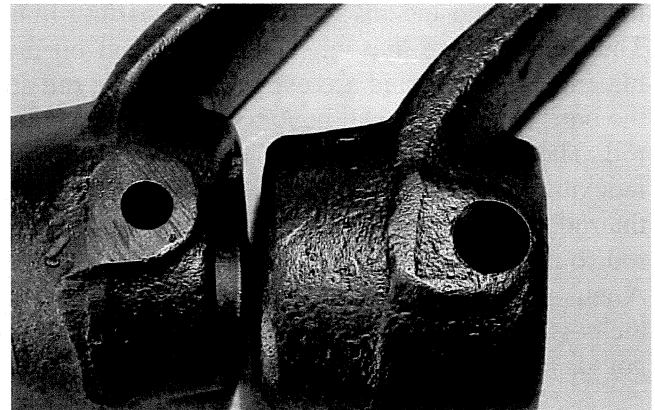
If you examine the old fork you will notice that there is ample material to accommodate a larger hole to allow use of the larger diameter pin.

However, there is not ample material to allow the arm to be drilled out to accommodate the larger pin.

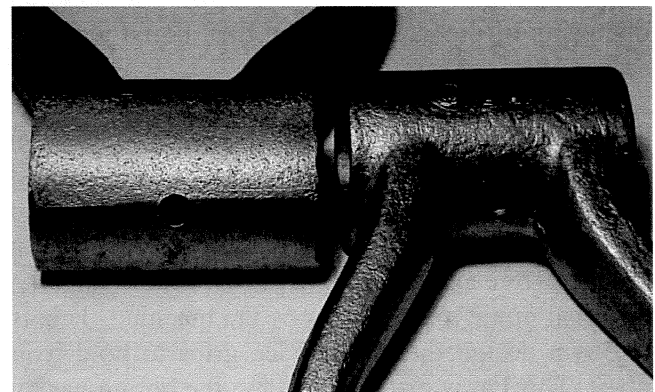
If the pin hole in the arm is enlarged the outer circumference of the new hole is almost to the edge of the arm and would certainly be prone to a crack at that point.

Perhaps the engineer writing the service bulletin got the two parts confused and reversed the instructions for the two parts. I would think after 70 plus years someone would have caught it by now. Maybe this is the reason why you hear about clutch release arms breaking occasionally.

I certainly would never drill out an old A7511-B release arm to accommodate a 5/16" locking pin, as it would be an invitation to failure of the arm. ☹



The above photo shows two A7511-B arms. The arm on the left has the original 3/16" hole. The arm on the right has been drilled out to 5/16". Note how close to the edge the new hole is.



The above photo shows two A7515-B forks with the original 3/16" holes. Note there is ample material to drill the holes out to 5/16".

Machining Model A Rods

by Bill Barlow

This is the third part of a three-part series. The final phase of babbitting rods is the process of machining the new babbit to fit the crankshaft rod journal with all the necessary cuts to provide lubrication of the bearing while in operation

Most of the machining steps can be accomplished on the Tobin-Arp machine pictured in **photo #1**. From the left side of the photo we can see the rod secured to the machine and the angled guides held in place by the two vice grips. The drive pulley under the guard and the hydraulic feed mechanism is seen on the right. The rod is held in place by clamping the wrist pin in V-blocks on each side of the small end of the rod. The big end of the rod is held by the rod indents just above the parting line. These indents are the only thing consistent on the big end of the rod and are used to center the rod so the bore will leave equal babbit on each side of the rod. The top to bottom centering is done with the indexing in the V-blocks at the top (small) end of the rod. The Tobin-Arp can be used for any length rod so it can be used on rods other than for a Model A and it can be adjusted using the mechanism on the post. The scale is on the back of the post and is not visible in the photo.

The rod is bored by placing a cutter in the bar running horizontally through the machine. The power is turned on using the switch on top of the pulley guard and turning the pointed brass handle on the feed unit on the left. All rod bearing diameters of the same size are then bored with the same cutter.

The next step is to cut the thrust surfaces equal to an original rod bearing width (1.615"). The thrust cutter will also radius the inside edge of the rod babbit. The oil groove is then cut in an X pattern in both the rod and the cap. This is done using the diagonal guide in the center of the machine. This is my own design; hence the vice grips to hold it in place. This cut is made by turning the boring bar by hand with the power disconnected. A guide pin is used to pull the bar front to back as it is turned and this guides the cutter through half of the X in the rod and cap bearing. The pin is then reversed in the

bar and the cutter will cut the remaining half of the X in both the rod and the cap.

The rod is then taken to a drill press and the dipper hole is drilled, as well as the oil squirt holes in the top of the bearing. The dipper hole is 1/4 inch and the top holes are 3/16 inch. The next step is to secure the rod so the slot connecting the dipper hole and the X groove can be cut. Without this connecting slot the oil cannot get from the dipper to the oil grooves to lubricate the rod bearing. I have seen many worn out rods that did not get this vital step.

The rod cap is now removed from the rod and with the shim stacks out of the way the oil reservoir is cut on both the rod and the cap at the parting line. I use an arbor press with a cutter extending from the side of the press bar to slice the cut from side to side. This allows some oil to escape to the thrust surfaces and is then slung around to lubricate the cylinder walls and other things such as the camshaft lobes.

The rods can now be reassembled and checked for twist, bend, and offset on the Storm Vulcan aligning equipment. On a large run of rods each size is then weighed for establishing balanced sets of four. The big end, or babbitted end is the critical match-up weight wise. A machinist balancing an engine can balance total weight by adding or removing material from the small end of the rod.

The Storm Vulcan aligning machine (**photo #2**) holds the rod by a piston wrist pin in two V-blocks. A rod with pivot bars goes through the babbitted end of the rod and the rod is held tight into the V-blocks with one hand while the pivot bars are held to the Babbitt end of the rod. The scale on the base of the machine will show the bend outage if any. The pivot bar is then held against the side of the bearing just above the parting line and it will show the twist if any. If both are correct the indicator on the scale and the base will show in the silver area of the scale. The offset is checked by pushing the top end of the rod to the V-block on the left and then checking the tip of the drill bit at the rod bearing thrust surface. Hours can be spent getting the bend and twist perfect only to find you have put an offset in the rod and you have to start all over. ☺

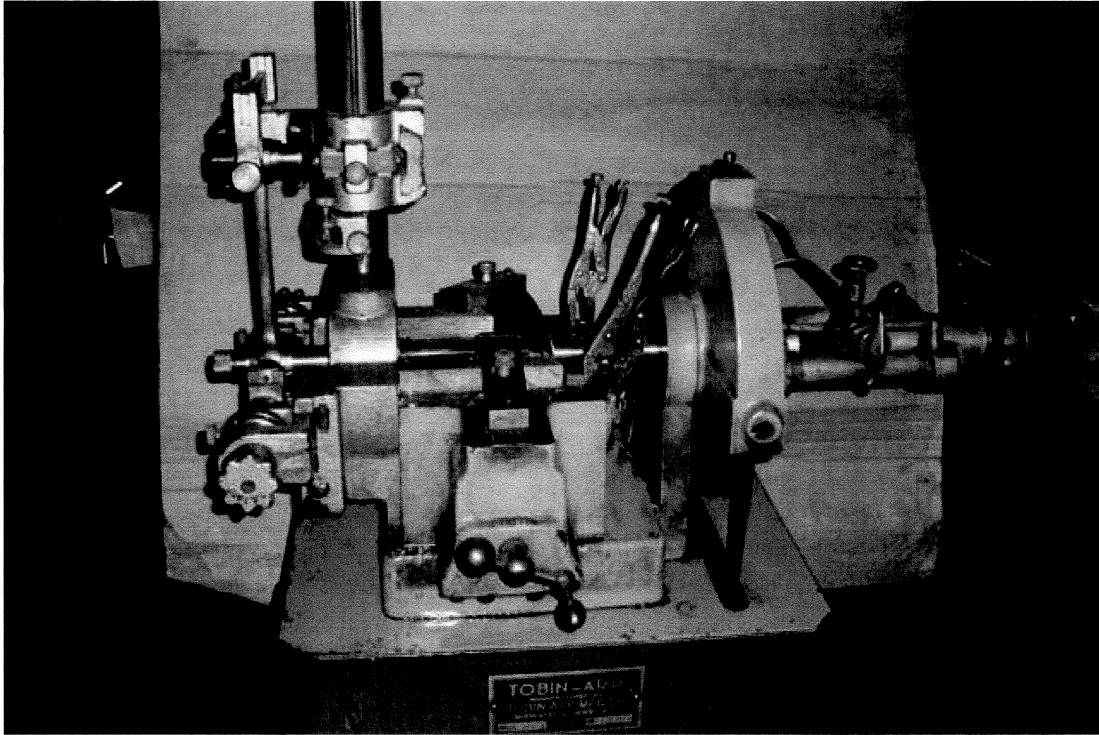


Photo #1 The Tobin Arp Machine

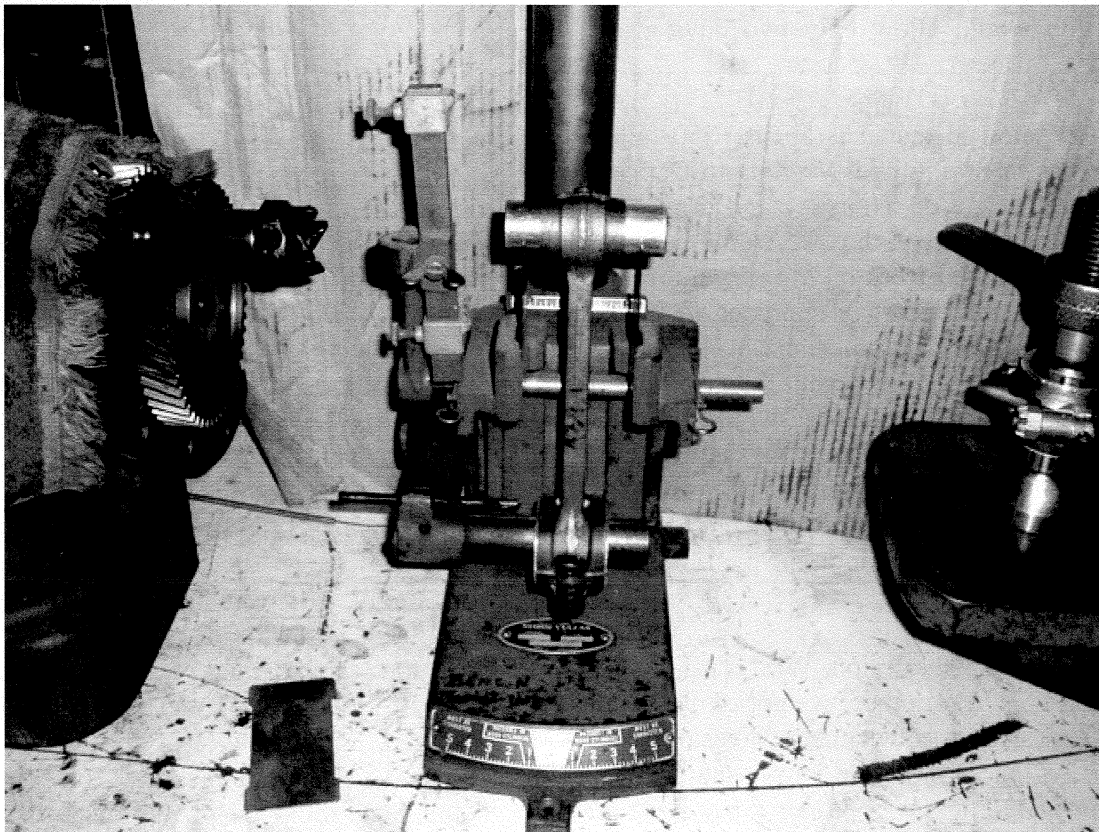


Photo #2 The Storm Vulcan Machine

Victoria, you are so far away and I have so little time

by Stan Johnson

My friend here in Virginia, Tom Quigley, saw a 1931 Model A Ford Victoria, located in Denver, for sale on the web. After making several technical inquiries, he made a bid, not thinking he would win. Nevertheless, win he did, and soon he could think of nothing else but to get his hands on the car to bring it back to life. Reports from the current owner indicated that the car had been stored in a Kansas barn for as much as five decades.

This is not the first Victoria car acquisition involving Tom and me. Earlier this year, the two of us had driven to Massachusetts to retrieve the Victoria I bought during the 2006 MAFCA meet in Mansfield. Up one day, back the next. No problem - except for northeast traffic. So, we had experience in swiftly moving a Victoria from point to point. Before long, we were making plans to get Tom's Victoria from Denver. The problem was - Tom's demanding job would allow only two days away from work.

A map review showed that it is about 1750 miles from our homes in Springfield, Virginia to Denver. Our plan was to leave on Thursday and drive 875 miles per day for four days; thus we would be back in time for Tom to be at work on Monday morning. Uhhh-huhh. With that positive approach in mind, Tom borrowed a light car trailer and at 4 AM on Thursday, November 2 we began the trip. We figured that to make 875 miles we would have to average 50 mph for 17.5 hours, and do that for four consecutive days, somehow absorbing time to load, eat and sleep. In actuality, it borders on the impossible. There was no room in the plan for error or unexpected delays.

We chose to drive to Charleston, West Virginia on I-70, I-68, and I-79. From there we got on I-64 and I-70, which took us across the amber waves of grain into Denver, within sight of the purple mountain's majesty. Our midpoint was Scott Air Force Base in western Illinois. As retired military men, we arranged for transient lodging there for the first and third nights.

Of course, it rained heavily the first day as we traveled westward, anxious about the borrowed trailer hooked to the back of Tom's pickup. However, things settled down quickly. We gained an hour entering the Central Time Zone, pulled into Scott AFB at 8 PM about on schedule, and got a good night's rest. Friday morning we were again up at 4AM and we "only" had to drive across Missouri, Kansas and half of Colorado to reach our goal.

After threading our way through St Louis we sped across Missouri and somehow managed to get through Kansas City by accidentally taking an interstate bypass not on our map. Onward through Kansas, the *biggest* state in the union (the claims made by Alaskans and Texans notwithstanding). Enduring 417 Kansan miles through farmland, when you are already tired, and eager to see the Victoria that night, makes for a long stretch of driving.



The Victoria pauses at the exit to Victoria,

We stopped in Russell, KS for lunch (and to pay homage to Bob Dole). To our surprise we found that Arlen Specter, the Pennsylvania Senator also claims the small Kansas town as his boyhood home. Nearby is Hays, home to a state university. Surprisingly, it is near the town of *Victoria* and its magnificent Cathedral of the Plains. We speculated on the idea of an annual meet of Model A Victorias similar to the big Harley-Davidson meet each year in Sturgis, South Dakota (minus some of the biker activities). Victoria is not too far from the geographical midpoint of the lower 48, with things to do and see -- it just might work.

When we reached the Colorado border, it initially felt as though we were almost there. But no, there

were still 180 miles to go. Hey, this country is BIG. We arrived in Denver at about 7 PM, benefiting again by another time zone change. As we drove in search of our motel Tom remarked that we must be near an oil refinery, based on the smell. I sniffed and said it almost smelled like a full baby diaper. We found the motel and when we got out I sniffed the Rocky Mountain air. I looked at Tom and said "stockyards". We figured we could live with that, just as a huge freight train passed by blowing its horn (whawww-waw-wawww). We decided we could live with that too (we were so tired we could sleep through anything). We went next door to a "Mexican restaurant" but it was a strip joint in disguise so we decided to dine elsewhere. One thing we could not live with would be a police raid and a night locked up in Denver's finest public accommodations. After all, we had a schedule to keep.

At 8 AM we met the veritable junkyard dog responsibly guarding the Victoria. After the dog made a suitable amount of barking and posturing, the seller showed up, put the dog away and opened the gates. Of course, what we wanted to do was spend time looking at the Victoria, a nearby 1932 five window coupe and other interesting cars. No time for that. We had hoped to use the owner's tools, hoists, power equipment and the like but they were not available, so we had to load the car by hand-pushing it up the ramps of the trailer. Poor Tom, behind the Victoria's wheel for the first time, was endangering his costly purchase as all available hands pushed it rapidly towards the trailer, gaining momentum to carry it up the ramp. Tom gingerly steered his new investment up onto the unfamiliar trailer. He aimed it perfectly and it rolled into position. Whew.

As we tied down the car, we could see enough of the car to conclude that underneath the pea green house paint there was a solid car. However, the engine number indicated that the Victoria was the engine's second home; it had a KAN at the end of the stamped number, perhaps it once powered a piece of state machinery. The Murray body tag showed #38,401, indicating the car was probably assembled in May 1931. It is a steel back, with lever seat adjustment and three window shades, all consistent with that time of production. Because of time consumed in loading the car we were not able

to depart until about 9 AM, long after our normal daily 4 AM schedule-mandated departures.

The return trip was hard. If we thought Colorado, Kansas and Missouri were long on the way out; we were surprised to find they had become longer during our short stay in Denver. Somewhere west of Hays, the wind caught in one of the holes in the old cloth top and blew it off in a snowstorm of cotton. We stopped to pick up the pieces and look for any collateral damage. There was none, but we soon realized we would not arrive at Scott AFB until about 2 AM. We cell-phoned ahead to arrange for a very late arrival. We just kept plugging along, slower than before, and losing an hour at the time zone boundary line. We arrived at 2:30 AM and were nearly zombies as we fell into bed, with visions of junkyard dogs, tie-downs and miles of thumping interstate concrete joints running through our brains.

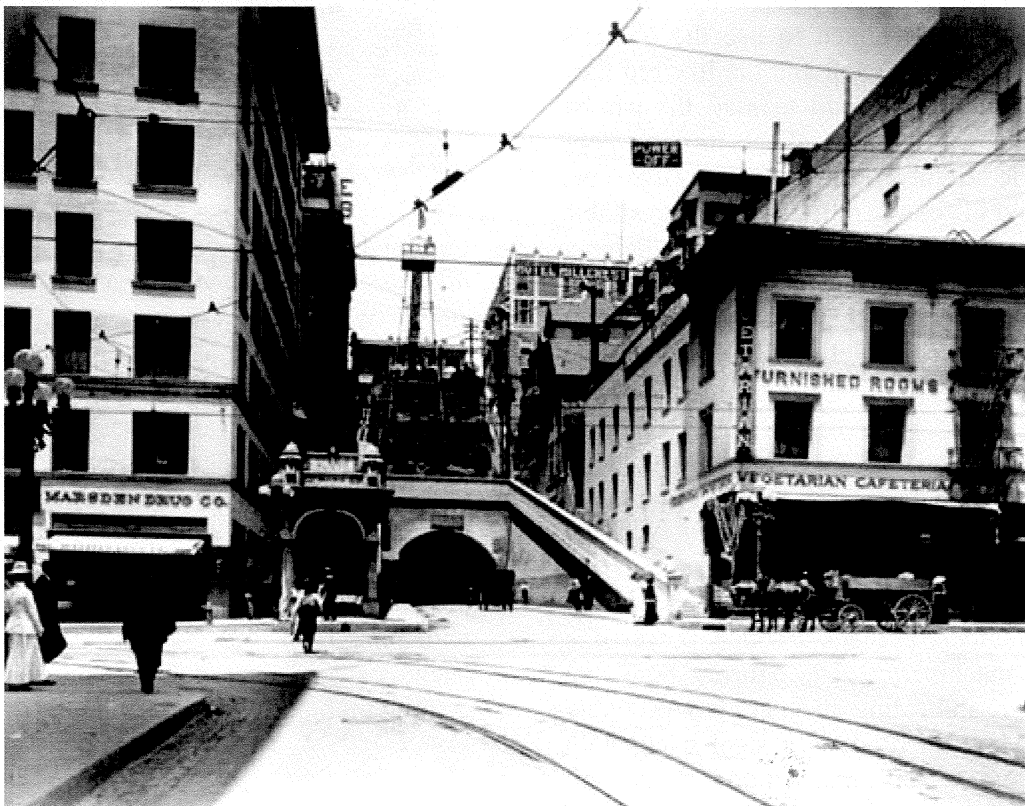


Entering Kansas with the roof

On Sunday morning, we got up for the final day of driving. We departed at 7 AM after four hours of sleep. We doggedly drove across Illinois, Indiana, and Kentucky. At a gas stop in West Virginia a local walked up with a lighted cigarette as Tom pumped gas, and wanted to know if the Victoria was going to be made into a hot rod. The fellow didn't know his life was in danger for two different reasons. Luckily neither the gasoline nor Tom exploded. We finally arrived back home in Virginia at midnight, totally exhausted, sleep deprived, filled with junk food, but glad to be home with Tom's "new" car and the subject of his spare time in the coming months. ☺



Hill and 3rd Streets in the 1890's, before construction of Angels Flight and the tunnel



Hill & 3rd Streets in the early 1900's after construction of Angels Flight and the tunnel



Hill & 3rd Streets in the 1970's after demolition was complete



Hill and 3rd Streets in the 1980's, the 3rd Street tunnel is now under a building.

INTERNATIONAL MODEL A FORD VICTORIA ASSOCIATION BYLAWS

ARTICLE I

Name

The name of this corporation shall be the International Model A Ford Victoria Association ("Association"), and its principal office shall be in, Hopkins County, Texas.

ARTICLE II

Purpose

The purpose of this corporation shall be:

SECTION 1. The purpose for which the Victoria Association is organized is to share ideas and knowledge regarding the Model A Ford Victoria automobile and to enhance and promote the restoration of the Model A Ford Victoria automobile.

SECTION 2. The corporation is a non-profit corporation and shall be non-commercial, non-sectarian, non-partisan, and non-political.

ARTICLE III

Membership

SECTION 1. The Association shall consist of members who pay yearly dues as set by the Victoria Association. Yearly dues shall cover a husband, wife, and any children under the age of 21. Members may participate in all Association events. All members of driving age have voting privileges.

SECTION 2. The primary requirement for membership is an interest in the purposes and activities of the Association. Ownership of a Model A Ford Victoria is not necessary. Membership becomes active as soon as dues are paid in full. The Board of Directors has the authority to reject an applicant's membership.

SECTION 3. The Board of Directors may suspend or terminate a membership for cause.

SECTION 4. Dues are not refundable.

SECTION 5. Procedures for resignation and reinstatement.

- A. Any member may resign by notifying the Secretary in writing; however, any dues, assessments or other charges accrued prior to resigning are still payable. No refunds of paid dues will be made.
- B. A former member may request reinstatement by writing to the Secretary. The Board of Directors may reinstate the membership by a 2/3 majority vote under such terms as it deems appropriate.

SECTION 6. Membership in this Association cannot be transferred or assigned.

SECTION 7. Procedures for Dues.

- A. The Board of Directors shall determine the annual dues. Any changes Must be approved by a 2/3 majority vote of the Board of Directors.
- B. Dues are payable before January 1 each year.
- C. If a member has not paid the year's dues by February 28, the membership is automatically terminated.

ARTICLE IV

Meetings of Board of Directors

SECTION 1. MEETINGS OF BOARD OF DIRECTORS

Meetings of the Board of Directors shall be by E-mail, telephone, or in person.

SECTION 2: ANNUAL MEETING. An annual meeting of the Board of Directors shall be held in January of each year.

SECTION 3. SPECIAL MEETINGS. Any board member may call a special meeting at any time he/she determines there is business to discuss.

SECTION 4. NATIONAL CONVENTION MEETINGS. At every National Convention of MAFCA held every even year, and National Convention of MARC, held in odd years, there shall be a meeting of the Board of Directors present.

SECTION 5. QUORUM. A majority of the Board of Directors present shall constitute a quorum for the transaction of business at any meeting of the Board. If a quorum is not present, a majority of the Board of Directors present may adjourn the meeting without notice.

SECTION 6. MANNER OF ACTING. The act of a majority of the Directors present at the meeting at which a quorum is present shall be the act of the

Board of Directors, except where otherwise provided by law or these By-laws. In the case of a tie vote, the President shall cast the deciding vote.

ARTICLE IV Board of Directors

SECTION 1. BOARD COMPOSITION. The Board of Directors shall be composed of the officers and directors elected pursuant to these By-laws.

SECTION 2. ELIGIBILITY. To be eligible to serve as a member of the Board of Directors, the volunteer must be a member of The International Model A Ford Victoria Association (known as the Victoria Association).

SECTION 3. ELECTION. Election of the Victoria Association Board of Directors. The standing Board of Directors of the Victoria Association will elect the Board of Directors. Elections will be held in the month of January of each year at the annual meeting.

SECTION 4. TERM OF OFFICE. The term of office of the Board of Directors shall be for a two year term and run from January 1 of the year they are elected to December 31 of the second year of election, except, however, Charles Viosca, the Founding President of the Corporation, at his discretion, shall be a director for his lifetime, with all rights and obligations attendant thereto.

SECTION 6. RE-ELECTION OF OFFICERS AND DIRECTORS. After their terms expire, Members serving on the Board of Directors can serve for additional two-year terms if they are re-elected, except, however, Charles Viosca, the Founding President of the Corporation, at his discretion, shall be a director for his lifetime, with all rights and obligations attendant thereto.

SECTION 7. VACANCIES. The Board of Directors of the Victoria Association shall fill any vacancies occurring in the number of Board of Directors. The President will solicit volunteers from the membership to fill a specific vacancy. A member of the Board of Directors elected to fill a vacancy shall be elected for the unexpired term of his/her predecessor in office.

SECTION 8. COMPENSATION. Members of the Board of Directors shall not receive any compensation for their services.

SECTION 10. REMOVAL. Any member of the Board of Directors may be removed from office by vote of the Board of Directors pursuant to

Article III, Section 6 of these By-laws, if said board member indicates a noticeable disinterest in the welfare of the Association.

ARTICLE V. Officers

SECTION 1. OFFICERS. The officers of the International Model A Ford Victoria Association shall be President, Vice-President, Treasurer, and Secretary, and such other officers as may be elected in the accordance with the provisions of this article. The same person may hold any two or more offices, except that the same person may not hold the offices of President and Secretary.

SECTION 2. PRESIDENT. The President shall be the principal executive officer of the International Model A Victoria Association and in general supervise control of all of the business and affairs of the corporation. He/she shall preside at all meetings of the members of the Board of Directors. He/she may sign with the secretary or any other proper officer of the corporation authorized by the Board of Directors any contracts or other instruments which the Board of Directors have authorized to be executed.

SECTION 3. VICE-PRESIDENT. In the absence of the President or in the event of his/her inability or refusal to act, the Vice-President shall perform the duties of the President, and when so acting, shall have all powers of and be subject to all the restrictions upon the President. The Vice-President shall perform such other duties as from time to time may be assigned to him/her by the President or by the Board of Directors.

SECTION 4. TREASURER. If required by the Board of Directors, the Treasurer shall give bond for the faithful discharge of his/her duties in such sum and with such surety or sureties, as the Board of Directors shall determine. He/she shall have charge and custody of and be responsible for all funds and securities of the corporation; receive and give receipts for moneys due and payable to the corporation from any source whatsoever, and deposit all such moneys in the name of the corporation in such banks, trust companies or other depositories as shall be selected in accordance with the provisions set forth by the Board of Directors. He/she shall be responsible for the preparation of necessary financial statements at the end of each month, and tax returns at the end of each year; and in general perform all the duties incident to the office of Treasurer and such other duties as from time to time may be assigned to him/her by the President or by the Board of Directors.

SECTION 5. SECRETARY. The secretary shall keep minutes of the meetings of the members of the Board of Directors. This may be by copies of the E-mail meetings. The secretary must be the custodian of the corporate records and of the seal of the corporation and see that the seal of the corporation is affixed to all documents, the execution of which on behalf of the corporation under its seal is duly

authorized in accordance with provisions of these By-laws; keep a register of the post office address of each member which shall be furnished to the secretary by such member; and in general perform all duties incident to the office of Secretary and such other duties as from time to time may be assigned to him/her by the Board of Directors.

ARTICLE VI Directors

SECTION 1. DIRECTORS. In addition to the officers described in Paragraph V, the Board of Directors shall have a minimum of five (5) directors. Notwithstanding any provision herein to the contrary, Charles Viosca, the Founding President of the Corporation, at his discretion, shall be a director for his lifetime, with all rights and obligations attendant thereto.

ARTICLE VII Checks, Deposits, Funds, and Mail

SECTION 1. CHECKS, DRAFTS, ETC. All checks, drafts, or other orders for the payment of money, notes or other evidences of indebtedness issued in the name of the corporation, shall be signed by such officer or officers, agent or agents of the corporation and in such manner as shall be from time to time be determined by resolution of the Board of Directors, In the absence of such determination by the Board of Directors, such instruments shall be signed by the Treasurer and countersigned by the President or a Vice-President of the corporation.

SECTION 2. DEPOSITS. All funds of the corporation shall be deposited from time to time to the credit of the corporation in such banks, trust companies, or other depositories as the Board of Directors may select.

SECTION 3. GIFTS. The Board of Directors may accept on behalf of the corporation, any gift, bequest or devise for the general purpose of any special purpose of the corporation.

SECTION 4. MAIL. The Board of Directors shall designate the mailing address of the Corporation each year. It shall be the responsibility of the corporate Secretary to handle all incoming and outgoing mail and see that it is properly processed and distributed.

ARTICLE VIII Books and Records

The corporation shall keep correct and complete books and records of account and shall keep copies of all E-mail minutes of the proceedings of its Board of Directors, and shall keep at the registered or principal office a record giving the names and addresses of the Board of Directors entitled to vote. Any member of the Victoria

Association or his agent or attorney may inspect all books and records of the corporation for any purpose at any time.

ARTICLE IX Sponsor of the MAF Youth Scholarship Fund

The originator and sponsor of the MAF Youth Scholarship Fund, Inc. is the International Model A Ford Victoria Association. The Victoria Association is responsible for all costs to manage the fund. 100% of the fund money will go to the winners of the Scholarship Awards.

ARTICLE X Records and Property

All Historical records and Association property shall be the responsibility of the Board of Directors or their designees.

ARTICLE XI Fiscal Year

The fiscal year of the corporation shall begin on the first day of January and end on the thirteenth day of December of the same year.

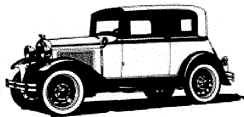
ARTICLE XII Amendments to By-Laws

These By-Laws may be amended by a 2/3 vote of the general membership. Proposed amendments to the By-Laws may be presented in writing to the Board of Directors by any member. The Board will publish the proposed amendment(s) in the Association newsletter within a reasonable time (not to exceed 60 days) before being discussed and voted on by the membership. A new By-Law becomes effective 45 days following adoption.

ARTICLE IX Disbanding of Association

The Association shall be disbanded if a majority of the members vote to do so. All assets and liabilities shall be evenly divided among the then existing members who have been dues paying member for more than six months.

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



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Victoria Association**

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