

The Victoria Bustle

International Model A Ford Victoria Association

Founded 1986 - Frisco, Texas

Model A Ford Club of America - Model A Restorers Club

July, 2002

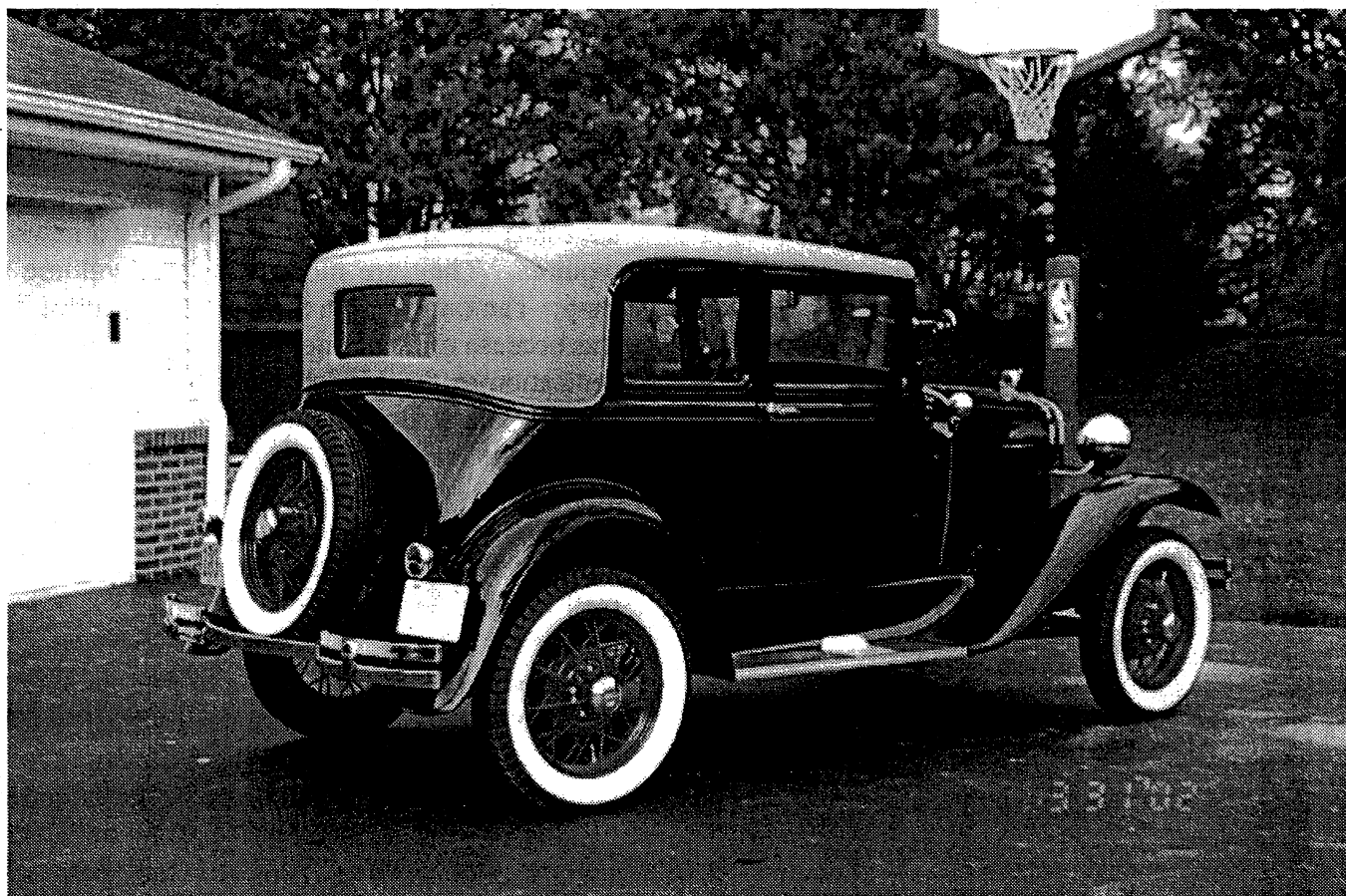
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Born Again

Two For One!

by Bill Todt

The letter:

The following is a story about a Victoria restoration that will use the body halves from two Victoria's and the rest from a Model A Coupe. The story is in the form of a letter to Charlie Viosca from association member Bill Todt. (Editor)

Yo! Charlie:

Thanks for your help with my questions about my Victoria 190A, number 30324. I obtained the front half of a Victoria from Pages Model A Garage. The back half was purchased at a swap meet in Fredricksburg, Texas. I have had both pieces for about 16 years. I plan to mount the two Victoria halves on a 1931 coupe chassis. The motor and frame number is A4230319. I purchased the interior trim window moldings and garnish moldings from Bud Hough in Wyoming.

Per out telephone conversation, I am enclosing two checks, one for the window shades, the other for wood patterns, floor sills, and interior wood. I have the upper roof patterns.

Hope yo meet you soon,
Bill Todt☺

Editor's note:

A very ambitious project. We wish him good luck. Bill Todt lives in San Antonio, Texas



The two halves.

The New Bustle!

by Tom Endy

S&S Printers:

For the seven years that I have been the editor of the Victoria Association newsletter I have had it printed at S&S Printers, a very professional printing house in Anaheim, California. The consistent excellent visual quality of the newsletter was a result of one of the owners of S&S, Bob Sitter. For many years Bob was a member of the Orange County Model A Ford Club, and his shop printed that club's newsletter. I became associated with Bob Sitter in 1994 when I became editor of the Orange County club's newsletter. Since that time Bob always took a personal interest in the quality of the newsletters he produced for us. Instead of turning the task over to an employee, Bob did the task himself, including pasting on all the labels and stamps and taking them all to the post office.

Semi-retirement:

When I had the April, 2002 newsletter printed, Bob Sitter informed me that S&S could no longer be our printer. Bob plans to semi-retire and only spend a couple days a week at the shop. S&S printers is not really set up to do the type of work a newsletter requires. They are more of a large volume print shop. The only reason S&S did our printing for us was because of Bob Sitter's personal interest and his dedication to the Model A Ford hobby. I wish to publicly thank Bob Sitter for being our printer all these years and for his personal attention to quality and detail. Bob made my job easy, and should receive the credit he deserves for printing a quality newsletter for the Victoria Association. I wish him well in his semi-retirement.

What to do?

It is now incumbent upon me to find another print shop. Nowhere will I find a quality shop like S&S. I will be faced with dealing with an employee of a business who may or may not give attention to detail. I will also find myself pasting on labels and stamps and making trips to the post office. Hopefully I will be able to accomplish this new task within the budget that has prevailed in the past. So please persevere with me and try not to heap too much abuse on me if you notice that the visual quality of the newsletter has slipped. I will be using a new printer for this newsletter. It will be a trail and error effort. ☺



Charlie Says!

by Charlie Viosca

Victoria Association book:

"A Pictorial Guide to the Mechanical Features of the Model A Ford". We printed 100 books in the first run and they were all sold very quickly. We are now in the second run and have sold 35 of them as of 5-24-02. I want to thank the Victoria Association members for purchasing the new book and supporting the Model A Ford Youth Scholarship Fund. For those of you who missed what we are talking about, the Victoria Association has produced the book with \$20. of the \$30. purchase price going to the Model A Ford Youth Scholarship Fund. The other \$10. goes to the printing and mailing of the book. The book is divided into two parts, the first half is made up of Victoria drawings by Anders Ramberg, a Victoria Association member. The second half is for all Model A's and is made up of drawings by Howard Barnes. These are exploded views with parts lists of all parts of the Model A Ford. It is an excellent book to have in the shop. It comes in a three ring binder so you can remove the drawings for shop use. We have plans to add more drawings and also articles pertaining to the drawings describing how to overhaul the various assemblies. We are working on this now.

The Riverside National:

The book will be on sale at the MAFCA National Convention for \$27.00 as there will be no shipping charges. If you have not purchased one of these books I urge you to do so as I am sure you will enjoy it.

Milestone:

You should take joy in knowing that the book has raised \$2,700. so far for the Scholarship Fund and that has pushed us over \$12,000. total collected so far, which means we will present three \$4,000. scholarships at the MAFCA National in July. Thank you so much for the support of the Victoria Association members who have made this worthy Model A Ford Youth Scholarship Fund a reality. This is only the beginning, as this is an ongoing yearly event.

Shades of the Victoria:

I just heard from the lady weaving our shades. They are done. The shades are being shipped to me (Charlie) and I expect to have them sometime before this newsletter goes to print. For those of you who have ordered shades, please send the balance due in

a check made out to the Victoria Association. If you ordered all three shades you paid a \$50. deposit and the balance due is \$70. plus \$3.50 for mailing. For those who ordered the rear shade only, the price was \$65. less the \$30. deposit, so you owe \$35. plus the \$3.50 for mailing. Please do this right away as they will not be shipped until we receive a check. We will have a few extra sets and possibly one extra rear shade. If anyone wants any of these extras, please let me know right away as they will go on a first come basis. The three shade sets are \$120. and the single rear shade is \$65. plus the \$3.50 for postage. Be reminded; the lady said she will not do any more shades for us as she and the loom are getting too old. These are the last run ever. ☺

MAFCA National!

Come join the MAFCA National for fun in the sun in beautiful downtown Riverside, California. Sunday, July 21. through Saturday, July 27. The Victoria Association will hold a meeting on Friday, July 26, at 3:00 P.M. ☺

Support the Model A Ford Youth Scholarship Fund

On The Cover!

The recently restored Victoria, owned by Phil Ierardi for 44 years, is featured on the front cover. See feature article on page 5. Phil lives in St. Louis, Missouri. ☺

The Kingfish!

by Tom Endy

The Model A era:

During the Model A Ford production era Huey Long was the Governor of Louisiana and later a U.S. Senator. Since Charlie Viosca is originally from Louisiana and Huey Long was one of his boyhood heros, I thought it appropriate to publish something about the life of Huey Long.

Excerpts from Huey Long's biography:

Huey Long (1893-1935) was Governor of Louisiana from 1928 to 1932 and was a U.S. Senator from 1932 to 1935. A nominal Democrat, Huey Long was a radical populist, of a sort we are unfamiliar with today. As Governor, he sponsored many reforms that endeared him to the rural poor. An ardent enemy of corporate interests, he championed the "little man" against the rich and privileged. A farm boy from the piney woods of North Louisiana, he was colorful, charismatic, controversial, and always skating on the edge. He gave himself the nickname "Kingfish" because, he said, "I'm a small fish in Washington, but in Louisiana I'm the Kingfish".

The Kingfish wanted the federal government to confiscate the wealth of the nation's rich and privileged. He called his program Share Our Wealth. It called upon the federal government to guarantee every family in the nation an annual income of \$5,000, so they could have the necessities of life, including a home, a job, a radio, and an automobile. He also proposed limiting private fortunes to \$50 million, legacies to \$5 million, and annual incomes to \$1 million. Everyone over age 60 would receive an old-age pension. His slogan was "Every Man A King".

Huey Long did not suffer from excessive modesty. He was a high school dropout who taught himself law and received a law degree with only one year of study. Huey Long was so confident he would become President of the United States in 1936 that he wrote a book entitled "My First Days in the White House". In the book he names President Franklin Roosevelt as Secretary of the Navy and ex-President Herbert Hoover as Secretary of Commerce.

During the years Huey Long was a U.S. Senator he was also the de-facto Governor of Louisiana and he ruled the state with an iron fist. Some of his critics called him the "despot of the delta" and "the first great native fascist". It is true that Huey Long abused his position as Governor of Louisiana. He appointed members of his family and supporters to government jobs. He rewarded political benefactors with state contracts. He used his position to live a fine life and dress well. He also initiated many state reforms in Louisiana that raised the quality of life for many of the poor. He raised taxes on natural resource industries to pay for school books for every child in the state. He built over 2,300 miles of paved roads, 111 bridges, and in 1931 Louisiana employed ten percent of the men involved in road building nationally.

The life and career of Huey Long came to an abrupt end on Sunday evening, September 8, 1935 when he was gunned down in the corridor of the state capitol building in Baton Rouge, Louisiana. His assassin was a Dr. Carl Weiss, a physician practicing in Baton Rouge, who had become disenchanted and somewhat deranged over Huey Long's policies. Some historians believe that Huey Long was actually shot to death by his own body guards when they responded to the assassination attempt with a barrage of chaotic gunfire, which also killed Dr. Weiss. When the smoke cleared Dr. Weiss lay dead with 30 bullet holes in the front of his body, 29 in his back, and 2 in his head. Huey Long had been shot once. He died the following day at a nearby hospital after an unsuccessful surgery.

Charlie Viosca, much like Huey Long, also believes that every man is a king. He also believes that every kid should have a chance to go to college, and everyone should drive a Model A Ford Victoria. ☺

I am not a



real Texan

Born Again!

by Phil Ierardi

Old Faithful:

In past issues of the Victoria Association newsletter there were two articles about my Leatherback Victoria. In summary, the first article was titled, "Will Old Faithful Ever Get Restored?" (October 1989 issue), which covers my early years with the car. The second article, titled "Old Faithful Comes Home" (January 1997 issue), tells the story of shipping the car from Boston to St. Louis.

The restoration:

Now it's hard to believe that after waiting 44 years, my 1931 Leatherback Victoria, "Old Faithful", has finally been restored to her former glory. Below is a chronology of the key milestones on the history of the car.

1958:

I purchased the car for \$250. during college with money saved in lieu of smoking. It was my first car.

1970:

Was the last time it was driven for many years. It was stored for 26 years at my parents home in Boston, while I was working in California, Georgia, and Washington D.C.

1996:

After my retirement I had the car trucked from Boston to my current home in St. Louis.

1997:

Old Faithful was the Missouri Valley Model A club's center piece at a "Start Up Party", and after sitting for 27 years, it started and was driven. What a significant day that was.

1999:

A full body-off restoration was started. I was only able to work part time on the car.

2000:

The chassis was completed and the body was mated to the chassis.

2001:

The first time it was driven on a street.

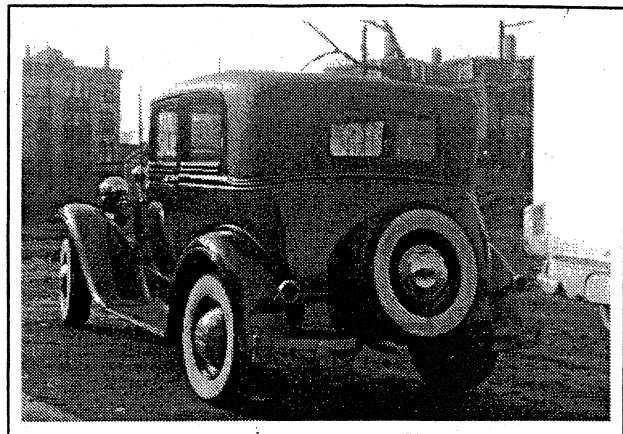
2002:

The upholstery was installed and the restoration was complete.

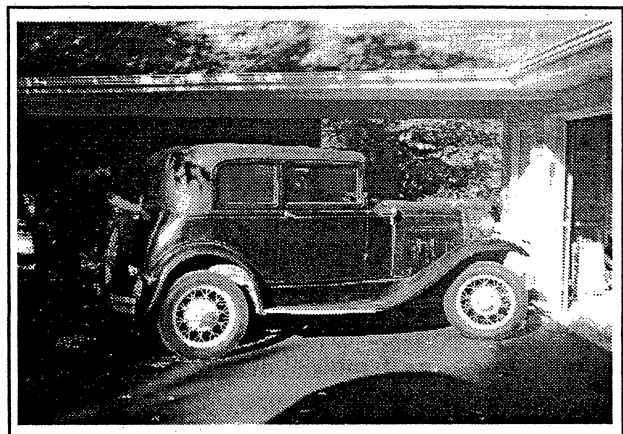
Epilogue:

Now my plans are to enjoy the car by participating in Model A Ford club activities. ☺

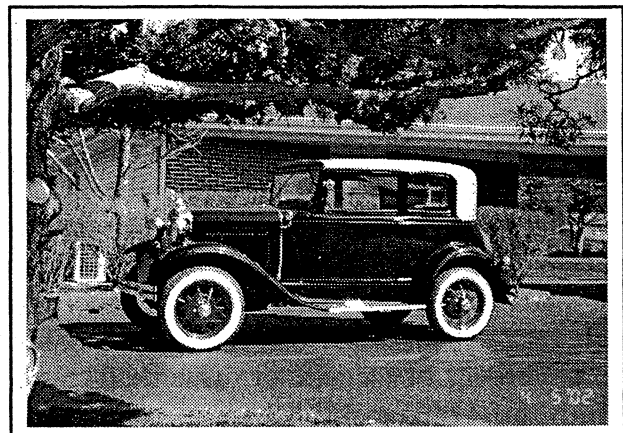
Old Faithful!



1958: The purchase.



1997: 27 years of storage ends.



2002: Restoration completed.

Seal It With A Kiss!

by Tom Endy

Drive train seals:

The Model A Ford has three seals that are associated with the rear end\ differential. All three seals are the same part number (A-4245) and they sell for about \$2.00 a piece. Two seals are located at the wheel bearing end of each of the two axle housings. The third seal is located at the front end of the torque tube. All three seals should be replaced anytime you have the differential apart. The original Henry seals used a leather seal material, the seals available today are made of rubber.

What the seals do:

The seals are called grease seals and their purpose is to hold back grease. However it is not clear if the grease referred to is the grease applied to the wheel bearings (in the case of the axle seals) or the 600W oil (sometimes called grease) that is applied to the inside of the banjo. I have seen where an axle seal has failed and a large amount of grease from the wheel bearing has spiraled half way down the axle toward the ring & pinion. I have also seen a failed axle seal that has allowed 600W oil to escape the banjo and permeate the brake linings. The seal that is in the front of the torque tube I believe is definitely there to keep the grease applied to the U-joint and front roller bearing from spiraling down the drive shaft toward the banjo. I do not believe it was intended to keep the oil in the banjo from getting up to the U-joint.

Catch 22:

All three seals can be installed in either direction. The instructions that come with the seals say to orient it such that the angle on the rubber lip of the seal faces the oil source. My observation has been that there is an angled lip on both sides of the rubber part of the seal, and which oil source are they talking about? Determining the installation orientation is therefore up to the individual. I personally don't think it matters much which way you put the seal in as long as it is properly seated and the rubber lip fits smoothly around the circumference of the axle or drive shaft.

The way Henry did it:

Over the years I have taken countless numbers of Model A Ford rear ends apart. I have paid particular attention to the orientation of the grease seals I have removed. The ones I find with Ford

script on them I believe to be the original factory installation. In every case I have found that the metal seam of the seal for the two axle housings has faced the ring gear. The metal seam on the torque tube seal has faced the front roller bearing. This is the way I install the new seals. An easy way to remember it is to place the seal on the tool with the metal seal facing the collar of the tool (toward the hammer) for each of the three installations

The installation tool:

A very simple inexpensive tool can be purchased at most Model A stores (Bratton's p/n A-4246). It consists of a 1½ inch pipe union with a washer welded on. It is best to screw it on to a three foot length of 1½ inch pipe. When installing a seal, liberally coat it with grease and slip it on the end of the tool. The grease will not only hold it in place on the tool, it will also aid in a smooth installation.

Axle housings:

To remove the old axle seals set the axle housing on the ground with the banjo flange down. Take the screw driver you cherish the least and stick it in through the wheel bearing end of the axle housing and catch the edge of the seal and drive it out with a hammer. To install new seals in the axle housings, set the axle housing on a concrete floor with the wheel bearing end down. Insert the tool with the seal on the end down into the axle housing until it is in place against the seat. The trick is to hold the end of the three foot length of pipe steady and dead center in the middle of the axle housing. Using a hefty hammer, drive the seal into place. It will take about six hammer blows. When the seal fully seats you will hear the sound of the hammer blow change to a ringing sound. You can check that the seal is fully seated by shinning a flashlight into the wheel bearing end of the axle housing.

The torque tube:

To remove the seal in the torque tube the race for the front roller bearing has to come out first. Both are removed at the same time with a very simple technique. Place a block of wood on the ground, set the threaded end of the drive shaft on the block of wood with the drive shaft vertical. Set a one and 1/16 inch, 1½ inch drive socket over the spline end of the drive shaft. Slide the torque tube over the drive shaft. Place a rag over the end of the torque tube and bounce it up and down over the drive shaft. The socket will push the seal and the bearing sleeve out the end of the torque tube. The rag will prevent them from flying across the room.

Torque tube seal installation:

The same procedure is used to install the torque tube seal. Stand the torque tube in a vertical position on a concrete floor with the front end up. You will have to stand on a ladder to use the tool with the three foot length on pipe on it. It will take about the same six hammer blows, and the sound will change to a ringing sound when the seal is seated fully. Make sure to keep the tool centered while driving it in.

Bearing sleeve installation:

Before attempting to install the bearing sleeve, make absolutely certain you have already installed the new grease seal. It will be difficult to get the sleeve back out if you forgot. The bearing sleeve is split down one side. Put the sleeve in a vice with the protruding dimple facing up and tighten until the two sides of the sleeve are almost together. Wrap a piece of safety wire around the sleeve just under the dimple (I use .040 safety wire). Twist the ends of the safety wire together and bend the end so that it faces straight up. When you remove the sleeve from the vice the split will open up slightly, but it won't be a problem. Put a chalk mark on the top edge of the sleeve right above the dimple. Put another chalk mark on the top of the torque tube right above the slot the dimple is to seat in. It is important that you place these two chalk marks accurately. Set the sleeve down inside the top of the torque tube and align the two chalk marks. Take a large socket (I use a 36 mm 1/2 inch drive socket) and attach an extension to it upside down. With the flat part of the socket against the top of the sleeve, gently tap the end of the extension with a hammer to insert the sleeve down into the torque tube. As the sleeve goes into place it will push the safety wire up and over the dimple and to the top of the sleeve. Remove the safety wire and discard it. Check to make certain that the sleeve is properly seated. There should be a visible gap where the two sides of the split come together. There should be no visible gap around the circumference of the sleeve. If there is it means that the dimple did not properly seat in the slot. You may have to tap it in more. If you were off to the side of the dimple by a large margin the dimple will not drop into the slot and there is no way you are going to rotate it. The only alternative is to start over by driving the seal and the sleeve back out.

Repos and the like:

It is best to try to use an original Henry bearing race sleeve. The repos are not very good. The bearing surface appears to be coarse, and the dimple is not formed well. It will want to hang up the safety wire and it can also allow the sleeve to slip down past the slot and go too far into the torque tube. The same applies to the roller bearing, a Henry original is preferable to a repo. The originals have spiral slots in the roller elements, the repos do not. Most original sleeves and bearings are found in good serviceable condition. Those that have failed are usually victims of lack of lubrication, or the torque tube was removed from a car and stored outside in a vertical position with it's mouth open to the heavens.

Check the round part:

While the differential is apart check the areas of the two axle shafts and the drive shaft where the seal fits around. It's a good idea to wire wheel this area to remove any build up that has formed. Check that all three areas are smooth and clean so that the seal will have something to seal around.

Overdrives:

For those folks who have home built Volvo or Borg Warner overdrives installed, bear in mind that some type of seal had to be provided by the builder inside the two sectioned parts of the torque tube on either side of the overdrive mechanism to keep the oil in the overdrive. The design and workmanship of these seal installations may sometimes be questionable. Should the front seal fail more than likely oil from the overdrive will drip from the U-joint housing. Should the rear seal fail you will never know it. The oil in the overdrive will escape past the failed seal into the back end of the sectioned torque tube, through the pinion bearings and into the banjo. The banjo will begin to overfill with oil. It will be a race between the overdrive failing for lack of lubrication and oil pushing out past the two axle seals and on to the rear brakes. If you have such an overdrive installation it would be prudent to check the oil in the banjo often to make sure it is not manufacturing oil. ☺

Bits & Pieces!

Original upholstery:

I still have the original upholstery removed from my Leatherback Victoria and if someone needs it I will let them have it for the cost of the postage to them. There are a few pieces missing, but enough to get the car done.

William Bond
1040 Squaw Pass
Evergreen, CO 80439
303-670-3283

Riverside National:

The MAFCA National will be held in Riverside, California, July 21-27, 2002. Charlie Viosca, and Tom Endy will both be there. The Victoria Association will hold a meeting on Friday, July 26, at 3:00 P.M.

Stinking badges:

Tom Endy has been making and selling era political badges (2 1/4" diameter) to raise money for the Model A Ford Youth Scholarship Fund. The badges will be on sale at the National for \$2.00 each. The badges are in color and include numerous era political slogans such as Vote for Hoover, Repeal the 18th Amendment, Remember Pearl Harbor, and many many more.

More stinking badges:

In addition to the era political badges, Tom will custom make Victoria Association membership badges with the member's name on it. The badge displays the Victoria Association logo, created by Anders Ramberg, with the person's name below. The logo is mostly green in color and is the same as is displayed on the front cover of the Victoria Association book that is being sold (also to raise money for the Model A Ford Youth Scholarship Fund). Those who would like to have a badge made should contact Tom by mail, phone, or e-mail. The cost of these badges is \$3.00 each. \$2.00 of the money goes to the scholarship fund, \$1.00 goes to cover the cost of packaging and mailing.

Tom Endy
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A Fiberglass Victoria?

If any of the members would like a fiberglass Model A Ford Victoria body check out the website www.bearfiberglass.com/31vicky.html

....The cost is only \$10,000.

Charlie Viosca

Interior Panel Patterns:

Association member Paul Cooper, needs Victoria panel patterns. Can anyone help? If someone has them and can make a copy I will keep them on hand for future use by membership.

Charlie Viosca

Model A Ford BBQ:

The Forever Four Chapter of MAFCA, members Larry McKinney and Art Moore, made three BBQ's constructed of 100% Model A parts. Two oil pans provide the base and lid. The first was raffled off at the Orange County (California) Model A Ford Club's annual pancake breakfast this past March. The total amount collected from the raffle was \$230. All of the money was donated to the Model A Ford Youth Scholarship fund. Another of the BBQ's will be raffled off at the MAFCA National in Riverside in July. The money from that raffle will also be donated to the Model A Ford Youth Scholarship Fund. We of the Victoria Association wish to thank Larr, Art, and the Forever Four Club for supporting the scholarship fund. The raffle winners at the pancake breakfast were Pete & Debbie Guarnacci of Corona, California.



Pete & Debbie Guarnacci

A Roll In The Shade!

by Charlie Viosca

Model A Ford Victoria Shades:

For those of you requiring shades rollers, here's what I suggest you do. (I did this and it works.) Go to Home Depot and purchase three rollers (or the amount of rollers you need) in the blinds department. Get the shortest ones they sell. They are cheap, less than \$2. each. They are made to be shortened. First take the plastic end off the roller and for the rear shade, cut it off to be 26 and 3/8 inches long including the end piece. You will have to drive out the metal pin in the plastic, throw it away (the pin) and drill a #1 drill hole where the pin was. This is because the end hardware for the shades as used in the Model A Ford has a pin on one end and a slot on the other. You will have to grind the blade pin on the roller to fit the slot in your end hardware. This slot is to wind the spring inside the roller. After you have reinstalled the plastic end, install it on your hardware in the car to test it out. It should work fine. For the quarter window shades, you do the same thing but the rollers should be cut off at 20 and 7/16 inches including the plastic end insert. After you are satisfied with how it works, you can install the shades. Be sure you install them with the curtain going over the top of the roller and down the window towards the outside of the window. One nice thing I did was to cover the plastic end part with a small piece of aluminum tape. Cut and stick the tape over the plastic so when the shade is installed it looks like metal and not plastic. To glue the curtain to the shade roller you can use a bit of white glue like Elmer's in a straight line on the roller end and carefully place the curtain over the glue. **Be sure it is straight!** If it is crooked the curtain will tend to wind up uneven. You can use a piece of masking tape to hold the curtain to the roller while the glue is drying. Do not try to wind the shade until the glue is completely dry. When all of the above is complete you can wind up the curtain on the roller and install it in your car. If anyone has questions, let me know. ☺

The Alternator!

by Tom Endy

The modern trend:

In the past few years many Model A Ford owners have been installing alternators on their cars in place of the original 6 volt, positive ground generator. There are three types of alternator available. A 6 volt, with a positive ground, a 6 volt with a negative ground, and a 12 volt with a negative ground. The housings for these alternators have come from modern 12 volt alternators of various brands. There are numerous enterprises around supplying to the Model A Ford hobby.

The benefit:

An alternator will give you electrical power even at idle, does not require the traditional Model A generator cut out relay, and has it's own internal regulator that is very kind to your battery as it will keep it fully charged without overcharging it. I personally like, and use, the 6 volt alternator with a positive ground. This requires no modification or wiring changes to the car. It simply bolts onto the car in place of the original generator, and can easily be switched back to a generator if you want your car judged.

The alternator mounting bracket:

An intermediate mounting bracket is required to attach the alternator to the generator mounting tunnel on the side of the engine. The bracket is usually supplied with the alternator and is an "H" shape looking thing of various design. It has no fore and aft adjustment to it that will allow alignment of the alternator pulley to the water pump pulley and the engine crank pulley. Like most non-Henry things we modify our cars with, the pulley on the end of the alternator may or may not line up. If the alternator pulley does not line up the result will be a badly worn fan belt in a short period of time, and a possible chirping sound coming from the miss-aligned belt. I have experienced both phenomena.

What to do:

The "H" shape bracket has to be re-designed to allow for a fore and aft adjustment to enable the alternator to be shifted fore and aft so as to line up the alternator pulley with the other two pulleys. Such a bracket is presently in the design planning stages. ☺

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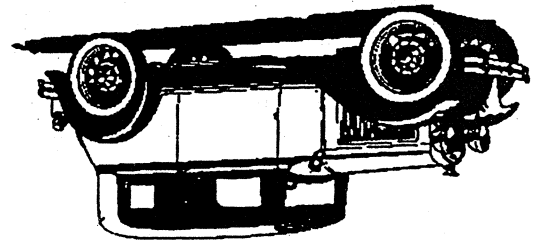
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