

International Model A Ford Victoria Association

Model A Ford Club of America - Model A Restorers Club
Founded 1986 - Frisco, Texas

October, 1996
Volume 11, Issue 3

Editor: Tom Endy
Publishers: Bob & Karyn Sitter



Little Harry!

Model A Ford Victoria Association

Membership Roster, October 1996

U.S. Residents:

Anderson, Robert, Christi	942 32nd St. S.W.	Wyoming,	MI	49509	616-532-2003
Anderson, Jerome,	3722 Peninsula Dr.	Muskegon,	MI	49444	616-739-7903
Antognoli, Ted,	1722 S. Claremont	Fresno,	CA	93727	209-251-4330
Arroyo, Mike,	9176 Tangerine St.	San Ramon,	CA	94583	510-828-4573
Augustine, Richard, Cheryl	924 Wolverine	Monroe,	MI	48161	313-242-4534
Baker, Dr. Charles, Char	7370 Routt St.	Arvada,	CO	80005	303-424-4441
Barrett, Richard,	21 Hallmont Circle	Penfield,	NY	14526	713-377-4379
Bauman, Carlton, Edie	1337 Cavanagh St. SE	Kentwood,	MI	49508	616-455-9326
Behm, Ronald, Dawn	14250 152nd Ave.	Grand Haven,	MI	49417	616-842-2264
Bengel, Jerry, Marlys	2596 Warrego Way	Sacramento,	CA	95826	916-362-3183
Bergstrom, Gerald, Clare	3923 N. 31st. St.	Tacoma,	WA	98407	206-756-0349
Berry, Gordon, Glennys	120 N. Quidnessett Rd.	N. Kingstown,	RI	02852	401-885-1653
Bewley, Thomas, Donna	16557 21st N.E.	Shoreline,	WA	98115	206-365-4956
Bidonde, Robert, Kathryn	65 Tompkins St.	East Northport,	NY	11731	516-757-1920
Bond, William, Katherine	1040 Old Squaw Pass	Evergreen,	CO	80439	303-670-3283
Bradsher, Floyd, Shirley	740 Charlie Monk Rd.	Hurdle Mills,	NC	27541	919-364-2655
Brennan, Myron, Eunice	59 Cromwell Dr.	Yarmouth Port,	MA	02675	508-362-4946
Brutcher, John,	8507 Oswego Rd.	Baldwinsville,	NY	13027	315-652-7455
Bryson, Maj. Steven, Deette	CMR 412, Box 604 Unit #20105, HHC 16th, C5G APO, AE			09165	
Buice, Maron, Jo Ann	5877 Hill Side Farm Rd.	Buford,	GA	30518	404-945-9261
Bullion, George, Donna	1139 Autumn Hills	Gardnerville,	NV	89410	702-782-4418
Burgess, Lee,	10136 NE 116 Pl.	Kirkland,	WA	98033	206-821-9233
Cannon, Steve, Classic Wood Mfg	1006 N. Raleigh St.	Greensboro,	NC	27405	919-691-1344
Caporelli, Ralph,	17 Stoneham Rd.	Worcester,	MA	01604	508-752-4243
Carey, Ray, Virginia	133 Boulder Dr.	Lincolnton,	NC	28092	704-732-1849
Carrion, Al, Lenore	11240 Graton Rd.	Sebastopol,	CA	95472	707-823-2657
Cassin, Fred,	15 Park Circle Dr.	Fairport,	NY	14450	716-223-1641
Chaney, Michael, Linda	1228 Ranch Rd.	McPherson,	KS	67460	316-241-5982
Cilker, Bill, Liz	1657 Milpitas-Alviso Rd.	San Jose,	CA	95134	408-263-0692
Clarke, Albert, Sheila	Ernst Rd.	Wilton,	NY	12866	518-587-0092
Cognato, Frank, Ann	P.O. Box 1195	Ross,	CA	94957	415-461-5133
Coleman, B. N., Dottis	11318 Brandy Ln.	Houston,	TX	77044	713-456-9248
Coleman, Robert, Yvonne	1675 Wappoo Rd.	Charleston,	SC	29407	
Cross, Norman, Dorothy	17690 Ravenna Ave.	Burton,	OH	44021	216-834-8514
Crum, Christopher, Karen	2406 Sandringham Rd.	Sacramento,	CA	95825	916-481-4881
Crum, Don, Bonnie	567 Vinewood Ave.	Talmadge,	OH	44278	330-633-0280
Deemer, Ralph,	712 Bowling Green Ct.	Virginia Beach,	VA	23452	
Dinius, George, Sally	811 59th St. NW	Bradenton,	FL	34209	813-794-0502
Dresser, Robert, Peg	4932 Geraldine Ave.	Richmond Hts,	OH	44143	216-381-6918
DeCarli, Richard, Rosemarie	P.O. Box 377	Petaluma,	CA	94953	707-765-1932
Eason, Harold, Diann	680 Poppy Way	Broomfield,	CO	80020	303-465-1478
Endy, Tom,	5881 Iroquois Rd.	Westminster,	CA	92683	714-897-5861
Frazee, John, Dianne	2410 Appian Rd.	Carlsbad,	CA	92008	619-729-4865
Gadwa, Gary, Laurii	Box 50	Stanley,	ID	83278	208-774-3321
Gajewski, Don, Laverne	2017 Inverness Dr.	Carrollton,	TX	75007	214-242-4093
Garrison, Wayne, Bessie	431 Terrace Rd.	Lincoln,	NE	68505	402-489-1705
Gill, Roger, Judy	3301 E. 231st St.	Chicago Hts,	IL	60411	
Gosa, Dale, Lois	4146 Habana Ave.	Jacksonville,	FL	32217	904-731-0367
Greenhalgh, Jack, Delia	140 Andrew Ln.	Reno,	NV	89511	702-894-0365
Griffith, Roger,	1430 Cypress	Tracy,	CA	95376	209-836-2432
Hamada, Yuke, Yonki	15270 E. Mountain View	Kingsbury,	CA	93631	
Hammermeister, Leonard, Shirley	3116 Connecticut	Burton,	MI	48519	810-742-0719
Harris, Charles, Marjorie	P.O. Box 562	Winnsboro,	LA	71295	318-435-5150

Harry, Bill, Millie	8175 W. Evans Dr.	Rogue River,	OR	97537	541-582-8903
Hazard, P.R.,	2577 Rock Springs Pl.	Ontario,	CA	91761	909-947-2682
Heitzenrader, Albert, Roma	P.O. Box 417	Western,	NE	68464	402-433-4101
Higgs, Dale,	8 Walnut St.	Forestville,	NY	14062	716-965-4332
Hildwein, Ed, Joan	214 Hearthstone Dr.	Boise,	ID	83702	208-342-3418
Hitchcock, Robert, Marilyn	17118 E. Strack	Spring,	TX	77379	
Icenhower, James, Della	1 Circle Park Ct.	Mansfield,	TX	76063	817-477-2249
Icenhower, John, Jana	1613 Ryan Rd.	Sulphur Springs,	TX	75482	903-885-6748
Ierardi, Philip,	12 Roclare Ln.	St. Louis,	MO	63131	314-692-2123
Ingwersen, Doc, Darlene	7626 Fostoria St.	Downey,	CA	90241	310-928-4132
Jackson, Archie, Alice	Rt 20 East	Galena,	IL	61036	815-777-2117
Johnson, Arthur, Laura	Rt 1 Box 693	Roland,	OK	74954	918-427-6619
Jurgensen, Gary, Mary Ann	W. 4220 Sutherland Pl.	Spokane,	WA	99208	509-327-8422
Kelley, Ronald, Beverly	1301 Blackland Rd.	Royce City,	TX	75189	214-771-1911
Kissel, William, Doreen	524 Eldoro	Arlington,	TX	76006	817-274-7206
Korkoski, Lee,	P.O. Box 368	Apache,	OK	73006	405-588-2338
Kraus, Fred, Laurel	P.O. Box 7647	Round Lake Bch,	IL	60073	
Kunz, Alan,	1669 Country Side Dr.	N. Mankato,	MN	56003	507-388-6552
Lee, John, Kay	222 Elgin	Washington,	IL	61571	309-444-9840
Lepene, Rich, Cathy	3 Meadowood Dr.	Franklin,	NH	03235	603-934-6556
Lewis, Marshall,	P.O. Box 146	Empire,	CA	95319	209-523-4576
Mandere, Eugene, Carol	1662 Nora Way	San Jose,	CA	95124	408-267-3915
Manninen, Ken, Nancy	903 Elm St.	Hancock,	MI	49930	906-482-6527
Manns, Charles, Dolores	2224 McChesney Ct.	Vienna,	VA	22181	703-938-8956
Maurantonio, Vito,	450 Meadowridge Rd.	Watsonville,	CA	95076	408-724-9488
McAdams, Don, Nancy	2527 Broussard St.	Baton Rouge,	LA	70808	504-383-7510
McCart, Victor, Charlotte	P.O. Box 198	Garden City,	KS	67846	316-275-9110
McDonald, Billy,	910 Villa Siete	Mesquite,	TX	75181	214-222-2615
McElroy, Bill,	2649 Stewart Dr.	Rittman,	OH	44270	216-336-3443
McGeary, Jim,	25726 Oceanwood Dr.	Dana Point,	CA	92629	714-496-8561
McIntosh, Ron, Carolyn	936 Main St.	Morro Bay,	CA	93442	209-739-8000
Miller, Ken, Irma	40 Oakmont Ln.	Greenville,	TN	37743	423-638-4383
Miller, Roger,	4511 Waveland Ct.	Des Moines,	IA	50312	515-279-1874
Miller, Paul, Mary Martha	50 Level Rd.	Collegeville,	PA	19426	215-489-2083
Mills, Robert, Carolyn	130 E. Sub Station Rd.	Temperance,	MI	48182	313-847-1884
Morley, Lloyd, Marjaret	4429 Francis Yonge Way	Hollywood,	SC	29449	803-556-0952
Nanney, Jack, Reba	60 Sherry Lane	Ashville,	NC	28806	704-683-0424
Norman, Frederick,	6355 Ward Rd. Suite 200	Arvada,	CO	80004	303-424-8354
Northcraft, Martin, Zola	1340 N.E. Seavy Ave.	Corvallis,	OR	97330	503-752-1927
Novak, Gene, Patricia	12695 W.Portage Rvr S.Rd.	Oak Harbor,	OH	43449	
Olson, Kent,	2406 Evergreen	Pampa,	TX	79065	806-665-4698
O'Leary, Gregory, Kathy	1912 H St.	Eureka,	CA	95501	707-442-3213
Palmore, Bill, Willie Lee	630 Windsor	Tyler,	TX	75701	
Pape, Marshall, Susie	790 Turner Rd.	Williamson,	GA	30292	404-228-7677
Parker, Alfred,	7521 Walnut	Hammond,	IN	46324	219-844-2293
Peace, Wm, Bernadine	P.O. Box 55	Comfort,	TX	78013	512-995-2477
Peloquin, Donald, Joan	805 Alpine Dr.	Southbridge,	MA	01550	
Penty, Thomas, Grace	7484 Katesbridge Court	Dublin,	OH	43017	614-889-9768
Peters, Walter, Doris	9995 Sunnyview N.E.	Salem,	OR	97301	503-399-7931
Petithomme, Bob, Celia	5403 Columbia Dr. N.	Fresno,	CA	93727	209-251-3562
Piggott, Stanley, Eva	7450 Meadowbrook	Benton Harbor,	MI	49022	616-944-1000
Plaggenborg, Joop, Marlies	30 Riverview Dr.	Ashland,	MA	01721	508-881-8751
Quaranta, Vito, Ethylnn	8570 S.E. 72nd	Mercer Island,	WA	98040	206-232-3000
Ramberg, Anders, Melissa	8960 168th Ave. NW	Ramsey,	MN	55303	612-441-9065
Ramsey, Walter, Donna	745 Hilltop Ave.	Kent,	WA	98031	206-852-3228
Reger, Dr. Roy,	11684 East Bayand Dr.	Aurora,	CO	80012	303-343-3331
Repnik, Kerry, Karen	Box 376	Yukon,	PA	15698	412-722-3504
Rios, John,	2303 Royal Acres Dr.	Denton,	TX	76201	817-387-1155
Robbins, David, Maureen	32 Overlook Dr.	Westfield,	MA	01085	
Roberts, Elmer, Betty	313 Hemlock Park Ln.	Aberdeen,	WA	98520	360-532-9300
Rogers, M. Jerry, Emily	2036 Clarksdale	Dallas,	TX	75228	214-321-5698
Rohde, Sherwin, Juanita	528 Sandler Dr. NE	Albuquerque,	NM	87123	505-299-0077
Ross, Don, Irene	544 East Ave. J-1	Lancaster,	CA	93535	805-942-6924

Rothery, Fred, Delight	495 Mountain Rd.	Wilbraham,	MA	01095	413-596-6007
Russell, Ray, Rudell	10201 FM 1467E	Blanket,	TX	76432	817-842-5591
Ryan, Steven, Sue	4950 Briarwood Dr.	Macungie,	PA	18062	215-398-8423
Sapp, Walter, Carol	19840 Coshocton Rd.	Mt. Vernon,	OH	43050	614-397-9791
Scaggs, Phil,	352 Columbine	Marble Falls,	TX	78654	210-693-5140
Schoelen, James, Elizabeth	2014 Beech St.	Fernandina Bch,	FL	32034	904-261-0854
Schwartz, Thomas, Joyce	1726 Beckley Dr.	New Cumberland,	PA	17070	717-774-4565
Scott, Michael, Elaine	9908 Drury Ln.	Westchestor,	IL	60154	708-343-6425
Seay, Speedy, Jill	2431 Millwood Rd.	Virginia Beach,	VA	23454	804-481-6394
Secker, Fred, Betty	6628 Velasco	Dallas,	TX	75214	214-827-2132
Severson, Dale, Doris	P.O. Box 44	Dallas,	WI	54733	715-837-1268
Simmons, Jack, Joyce	7321 Nada St.	Downey,	CA	90242	213-928-7422
Slack, Glenn, Shirley	1853 S.E. Anspach St.	Milwaukie,	OR	97267	503-654-8044
Smith, Douglas, Ellen	RR 124 NW 72nd Pl.	Ankeny,	IA	50021	
Smith, Walter, Juanita	5785 S. County Rd. A	Superior,	WI	54880	715-399-8440
Smittle, William,	2905 Foxdale Dr.	Jefferson City,	MO	65109	
Sperr, Jack, Carol	4074 Ibex NE	Salem,	OR	97305	503-393-7185
Steed, Paul, Diane	18081 Hallsworth Circle	Villa Park,	CA	92667	714-289-0931
Sunstrom, Alan,	1546 Pitney Lane	Upper Lake,	CA	95485	707-275-2298
Swacina, D.C., Henrietta	1109 Henryetta St.	Springdale,	AR	72762	501-756-3576
Swanson, Del, Betty	2009 McDaniel Ave.	San Jose,	CA	95128	408-246-1915
Taylor, Gene, Mazelle	26561 Martin Branch Rd.	Madison,	AL	35758	205-232-9000
Taylor, Winfred,	5204 Simmons Rd.	Lumberton,	NC	28358	910-739-7350
Viosca, Charlie, Felicia	11084 Windjammer	Frisco,	TX	75034	972-625-2922
Wagner, Dr. William, Anne	408 W. Goodwin Ave.	Victoria,	TX	77901	512-572-0924
Young, Frank, Joan	962 S. Bundy Dr.	Los Angeles,	CA	90049	213-207-0653
Young, Tim,	962 Bundy Dr.	Los Angeles,	CA	90049	213-207-0653
Zigler, David,	310 Jamboree	Manchester,	MO	63021	314-394-7131

Foreign Residents:

Gough, Sid, Audrey	Box 25	Irricana, Alberta,	Canada	TOM-1B0	403-935-4216
Hessels, Everett, Cheryl	P.O. Box 181	Blyth, Ontario,	Canada	NOM-1HO	519-523-4337
Midlane, Bruce, Margaret	10311 Shell Rd.	Richmond, BC.	Canada	V7A 3W5	604-271-5991
O'Gorman, Sean,	1 Monread Lawns Naas,	Co. Kildare,	Ireland		045-874-286
Robinson, Warren, Helen	1717 Evergreen Hill S.W.	Calgary,	Alberta	T2Y 3B6	
Thomason, Derek, Judy	R.D.I., Richmond	Nelson,	New Zealand	0544	03-544-7826

A 1930 Victoria!

With a Briggs body yet!

From what I have been able to learn about the Victoria body style, actual body production began in late 1930, yet every Victoria I have ever seen had a 1931 radiator shell installed. There is also no record in the Victoria Association ownership data of a Briggs Victoria body. If there is a knowledgeable person among the membership who would be willing to write an article concerning both aspects, I would be pleased to publish it in the newsletter. The first question is, were there any Victorias produced in 1930 that look like a 1930 from the

front? On page 7 of this publication Orest Lazarowich describes his Model A Ford Victoria that he wants to sell as body number 343 (Canadian Built) and he says it has the 1931 radiator shell (has anyone ever thought of restoring a Victoria using a 1930 radiator shell?). The second question is, did the Briggs Company actually build any Victoria bodies, and if so why haven't we seen any? If there is an expert on this subject, your article could provide some interesting facts for the membership. ☺

Editor



Charlie Says!

by Charlie Viosca

1997 Dues are due!

Dues are due by the first of the year. Since this is the last newsletter of 1996, this is the only chance to remind and encourage the membership to pay their dues. Dues are **ten dollars! (\$10.00)**. Please send your check payable to the **Victoria Association** in care of **Charlie Viosca 11084 Windjammer Dr. Frisco, Texas 75034**. Please don't forget. In the past I have had to send reminder post cards out for those that have not paid by January 1st, it cost the association money. This year I don't plan to do that. Those who have not paid by January 1st will be dropped from the roster.

MAFCA Victoria Roster!

Bob Bullion reminded me that there is a list of Victoria 190-A owners in the back of the MAFCA membership roster. This list was not supplied to MAFCA by the Victoria Association. MAFCA must have gleaned it from the forms filled out by the members and sent in with their yearly MAFCA dues. My name is not in this roster. I do not know why. Probably because I did not fill out a form. When you send in your Victoria Association dues this year, please let me know if you belong to MAFCA so I can add your name to the list I am going to send to them.

A New Military Member!

We have a new member who is in the U.S. Military and is stationed in Germany. The Victoria Association is pleased to welcome Maj. Steven Bryson and his wife Deette. Their Victoria is in California at present, but the Bryson's look forward to the day when they will be home again and once more can enjoy driving it. As far as I know, this is the first time we have had a member who is on active duty.

MAFCA National Meet - Toronto!

John & Kay Lee represented the Victoria Association at the National Meet in Toronto this past July. I certainly appreciate what they did for me and the Victoria Association.

Treasurer's Report!

If there are any Association members who desire to receive a copy of our financial report, they are available and may be obtained by writing to our treasurer John Icenhower, 1613 Ryan Rd. Sulphur Springs, Texas 75482. A copy is also on file at the Victoria Association Headquarters.

License Plate Restoration!

I would like the membership to know that I restore antique license plates. If you have some plates that need restoration, send them to me along with a description of the correct colors for the background and numbers. I can restore them even if they are in pretty bad shape, bent, rusted, bullet holes (Texas plates!), and missing pieces. I remove all the rust with a bead blaster, repair them, prime them with K-200, paint the base coat with PPG (Ditzler) Acrylic Enamel with hardener, then I use One-Shot sign paint to hand paint the numbers and letters. I have done many seminars on the restoration process, including the MAFCA Nationals in 1990 and 1992. My normal charge is \$125. per pair, but in cases of extremely bad condition, I will charge more, but you will be advised before I do the work.

Editor's Note: I attended Charlie's seminar at the 1992 MAFCA National and was amazed at the magic he can work.

Hydraulic Brakes!

For those of you who want to install hydraulic brakes on your Model A Ford Victoria (Heaven and Henry forbid!), you can get a power booster for it from: C.H. Popping, 520 W. Ester, Long Beach, CA 90813 310-432-0901. Cost is about \$80.

Telephone Area Code!

For those of you who wish to call me, please be advised that the phone company has changed the area code where I live. The new area code is;

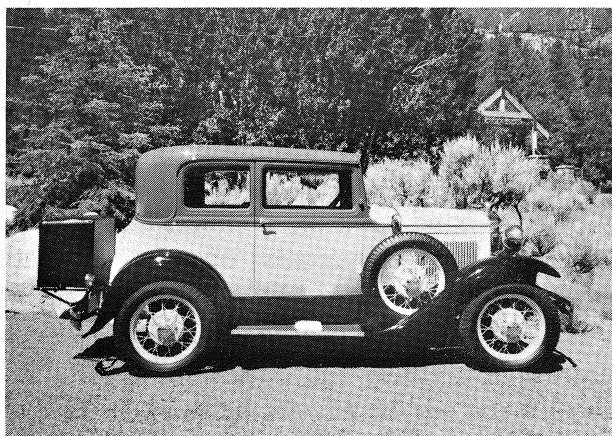
972!

My complete phone number is **972-625-2922**
Charlie Viosca! ☺

A Nevada Victoria!

Owners Bob & Donna Bullion!

The Bullion's Steelback Model A Ford Victoria sports a high compression head with a Stromberg 97 carburetor and a downdraft manifold. A "B" grind cam and a '39 transmission with an overdrive are in the future plans. The car has a very nice paint job and there are plans to add some pinstriping. Bob added the spare tire carrier on the right front fender and a luggage rack with a vintage trunk to the rear. Bob has prudently stored away all the original parts he removed from the car for the day when he becomes a purest. The Bullion's live in Gardnerville, NV ☺



Editor's Note!

For those of you who may be color blind, the Victoria is painted Chicle and Copra with straw wheels and it has blackwall tires. ☺

What's in a Name?

Victoria!

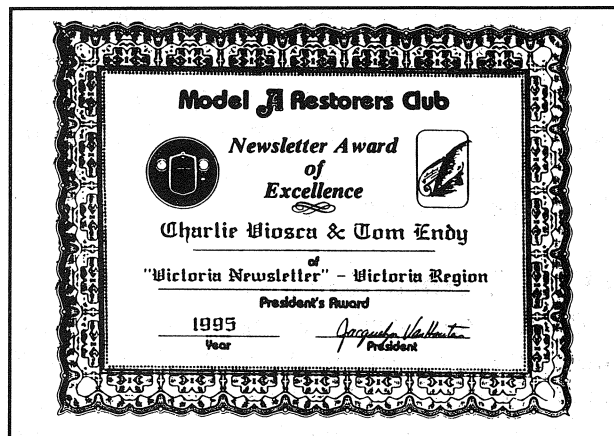
by Tom Endy

I have noticed that most Victoria owners do not refer to their Model A Ford Victoria as a Vickie. It must be kind of like the folks who live in San Bernadino, California who do not like to hear their town referred to as "San Berdoo". And it's probably the same for the folks who live in San Francisco who hate to hear the word "Frisco" applied to their city. Unless of course you live in Frisco, Texas. What ever the case, if anyone doesn't mind I'm going to continue to refer to my Model A Ford Victoria as "Miss Vickie". ☺

We Got an Award!

The Victoria Association!

The Model A Restorers Club (MARC) presented the Victoria Association with a Newsletter Award of Excellence (for 1995). The award was presented at the MARC Membership Meet held in Baltimore, MD, and hosted by the Greater Baltimore Region. Notification was made to the Victoria Association this past April and was published in the May-June issue of the Model A News. ☺



Editor's Note!

Most of the credit for the award goes to Charlie Viosca who compiles and provides me with the majority of the information that goes into the paper. I have the easy part, I put it in some semblance of order and have it printed and mailed out. ☺

On the Cover!

Proud owner Myron R. Brennan of Yarmouth Port, MA tells us that his Model A Ford Victoria 190-A, body number 21622, arrived home safely from the top installation place, Hyannis Restorations. The restored Victoria is called "Little Harry" after his new grandson Harrison A. Brennan, who is sometimes known as "Dirty Harry". Myron is seen at the right, standing at parade rest with his white-hat on upside down during the home coming ceremonies on January 25th, 1996. ☺

Editor's Note!

Where's the rest of the car, Myron? ☺

MAFCA National Report!

by John & Kay Lee

Toronto, July 1996!

The first MAFCA International was held this past July in Toronto. There were 375 registered guests and a lot of Canadian cars that had not been seen before. There was good food, excellent tours and of course conversation and friendship. Just great fun!

The Victoria Association Meeting!

Twenty people attended the meeting, including some new prospective members. MAFCA scheduled all the body style meetings at the same time. This precluded anyone from attending more than one body style meeting. MAFCA may want to consider this factor for the next National. The meeting was chaired by John & Kay Lee since Charlie Viosca did not attend the National.

What did we do?

Each participant was asked to introduce themselves and tell a little bit about their Model A Victoria and describe any modifications they may have made. We also had a question and answer series. It was a great conversation and a very good meeting. ☺

We Get Letters!

Hard To Find Parts!

Dear Charlie:

I finally found a left hand door window regulator for my Victoria. After numerous phone calls to various Model A Ford parts sources I was put in touch with a fellow in Virginia who has a treasure chest full of unique Model A Ford parts. His name is Buddy Frazier and he was very prompt, his price was fair, the regulator was correct and in the good shape he said it was. It was a pleasure doing business with him. If you get calls from the membership looking for hard to find parts, he may have them. He has more window regulators.

Tom Endy ☺

**Buddy Frazier
1601 Quaker Rd.
Quinton, VA 23141
804-932-3330**

A Victoria for sale!

Dear Charlie:

It has been over five years since we corresponded and five years since I have done anymore on my Victoria. I have decided that the time has come to sell it and let someone else enjoy one of the neatest Fords ever built. I would appreciate it if you would let your membership know about this car. It is a Canadian Leatherback, probably early 1931, with body number 343. It has the mismatched splash aprons, but does have the 1931 radiator shell. The body metal is in very good shape. The fenders, splash aprons and running boards are fair to good. The left fender well has a spare tire mount and a trunk is mounted on the back. It has four new tires and tubes with good rims. The chassis is in fair shape with a running motor. I would like to price it at \$5,000. Canadian. The entire car can loaded on a half ton truck or a trailer for easy transport. Thank you for your help with this project.

Orest Lazarowich 4321 51st St.

Vegreville, AB T9C 1V1 (1-403-632-3495). ☺

Battery, Gas and Oil!

Dear Charlie:

The original Model A Ford Victoria invoice shown on page 1 of the January 1996 newsletter had a notation **BG&O**, which raised some questions from the membership. I'll bet that BG&O stands for "Battery, Gas and Oil", rather than for the name of a railroad. I think that the explanation that follows makes sense. Back in the Model A Ford era a lot of vehicles were shipped "dry" from the factories (dry, meaning without fluids). The dealers were expected to put in batteries, gas, oil and water. The smart dealers would provide this as a service to their customers without charge.

Aldie E. Johnson Jr. ☺

Upholstery and Stuff!

Dear Charlie:

Do you know where I can get upholstery patterns for a Model A Ford Victoria? A LeBarron-Bonney kit has been recommended, but the cost is high. I am also looking for the metal piece that goes on the front post of both front doors (the piece that the inner window channel screws into). I also need an interior dome light lens. **Fred Cassin,
15 Park Circle Dr. Fairport, NY 14450
716-223-1641 ☺**

Bad News For Car Buffs!

New Jersey Senate Bill!

The following is information concerning the New Jersey State Senate Bill about old cars. At the last meeting of the Dallas Model A Ford Club it was announced that the Governor of New Jersey did include a provision exempting antique cars.

State Senate Bill #SCS-1700!

According to a document published by a group calling themselves "Your Car Club Council", the following is reported to be the contents of the New Jersey State Senate Bill.

1. All motor vehicles over four years old will be required to report and be tested in the new "enhanced" emission inspection lab operated by the State.
2. If your vehicle fails the test it must be removed from the road.
3. Only 3% of the vehicles will be granted a waiver and only after the owner has spent a minimum of \$450. for repairs, and it is only good for two years.
4. You have no appeal and no other options.

Other facts and implications of this law include;

1. The test cost is \$24. It will be conducted by operators that put your car through a dynamometer road test. The state is not responsible for any damage to the vehicle resulting from the test.
2. The test is designed to fail 60% of all vehicles. It is expected that almost all cars over 10 years old will fail the test
3. 97% of vehicles failing the test will have their registration denied. Those vehicles cannot be sold and essentially will be forfeited to the state for pollution credits that are sold to industry.
4. License plate must be surrendered within 45 days. Under New Jersey law, no unregistered vehicles may be kept on private property. Local police can seize them at will.

5. Repairs to these vehicles can only be done by a State-certified facility. Individuals may not do any emissions related repair work.

6. Road blocks will be established to randomly test a percentage of all vehicles on the highways. Automatic sensing devices will be established along highways to monitor emissions. Vehicles violating the emission standards will be photographed and a summons will be sent to the owners.

7. Fines and jail sentences have been attached to all violations with State kickbacks to local police for aid in seizing vehicles.

Results and implications of this law;

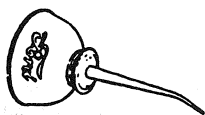
1. To produce one-car families and encourage the use of public transportation.
2. An end to Hot-Rod and collector car hobbies.
3. Get people out of their cars.
4. It will harm the car and truck repair, parts and re-sale business.

Many other states are watching this action and are moving in the same direction. The State of Washington has the same law except it hasn't fully enforced it yet. We must support fact-finding groups of hobbyists who are our only defense to these governmental regulations. If we don't, the museums will be the last sight of collector cars. ☺

Editor's Note!

The sky is certainly falling in New Jersey. I'm glad to hear that they only canceled the Bill of Rights to the U.S. Constitution and they aren't dragging offenders out of their cars and summarily beating them. ☺

**Model A Fords
hate speed bumps!**



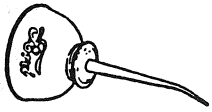
Properly Oiled!

by Ben Hadd

Clutch & Flywheel:

There are a number of things that should be considered when it comes time to do some work on the clutch and flywheel. Whenever you replace the clutch pressure plate and clutch disk, it's a good idea to remove the flywheel and have the surface that mates with the clutch disk machined smooth. Be sure to have the surface where the pressure plate bolts on machined as well. It is important to maintain the dimension between the clutch disk surface and the clutch pressure plate mounting surface. Old Henry established it back at the factory way back when. Many years of clutch face resurfacing may have lost the dimension, and now is the time to restore it. **The dimension is 1.123"**. There is much controversy concerning the subject of reducing the weight of the flywheel from its original Henry weight of 65 Lbs. to something less. The something less is where the big argument comes in. The recommendation is anywhere from 12 Lbs. less, down to the size of a P-coat button. My personal opinion is that 12-15 Lbs. is about right. Anything more and it introduces problems for a smooth running engine. The reason given for the weight reduction is that it eases the pressure on the center main bearing and it gives you a little faster acceleration. And if you are running a Borge-Warner overdrive it reduces the length of time it takes for it to drop into overdrive. It is also a good idea to have the flywheel balanced while you have it out of the car. It has to be re-balanced if you have it lightened. The best bet is to take your flywheel and a new pressure plate to a machine shop and have them both balanced after you have the flywheel machined. Anytime you remove a flywheel and pressure plate from an engine, and you plan to put them back without balancing either, make some reference marks with a center punch on the crank flange, flywheel and pressure plate so you can re-install them exactly as they came off the engine. This way you won't upset the balancing someone may have previously established. It's also a good idea to put reference marks on them when you re-install after any balancing you have done. If the starter gear around the circumference of the flywheel is worn you need to install a new one. Be sure to mount the new one so that the tapered edge

of the teeth face toward the transmission. When you go to reinstall the flywheel it is extremely important that you use the correct size bolts and the correct flywheel dowel retainer. The length of the bolts and the use of the retainer are critical for proper installation. Too long of bolts, or lack of the retainer will allow the ends of the bolts to contact the rear main bearing. **The bolts are p\n A6376. 7/16-20 (13/16" long)**. Four are required and they get safety wired. **The dowel retainer is p\n A7609** and it goes on the flywheel under the bolt heads. You'll probably notice that the engine and flywheel will want to turn as you try to tighten the bolts. Make a simple tool with a piece of strap iron about 20" long. Drill a hole in one end and one or more toward the center that will line up with the bolt pattern where the pressure plate bolts on. Bolt the strap iron onto the flywheel and use it as a handle to hold the engine from turning while you tighten the mounting bolts. Pay particular attention to the installation orientation of the clutch disk. It can be mounted two ways, right and wrong. Most are marked on the disk the direction they are supposed to face. All six fingers of the clutch pressure plate should be the same height. Do not attempt to make any adjustments to the pressure plate mechanism. Replace it if in doubt. You will need a spline alignment tool to install the clutch disk and pressure plate. **An old transmission drive gear, p\n A7017 works best**. When mounting the pressure plate, tighten the bolts in a cross pattern with very little torque each time until all are tight. One last thing to consider is the alignment of the transmission drive gear with the engine crank shaft. This is established by the alignment of the clutch housing that bolts on to the rear of the engine. There are two very important **U-shaped brass shims, p\n A6400** that go between the block and the housing at the top two bolts. The shims are .010 thick and you may need more than two. To check for proper alignment, make a simple tool that can be attached to the flywheel mounting bolts that has a finger protruding to the circumference of the flywheel housing. Check with a feeler gauge that the housing is sitting perpendicular to the engine drive train. Shim the upper two housing mounting bolts until correct. It is possible to have a distorted flywheel housing, in which case you should replace it. For more information on this subject refer to *How to Restore Your Model A*, Vol. 4, pg. 10. © Reprinted from the *Orange County Model A Ford Club Newsletter*, the *Distributor*. ©



Properly Oiled!

by Ben Hadd

The Distributor!

On any long club tour sooner or later one of the Model A's will pull over to the side of the road and up will come the hood. The first component to be attacked is the distributor. And it is probably the most likely source of the problem. For this reason it makes sense to carry a spare distributor with you that has been rebuilt with the points already set, and most important, **tested on a running car**. It's a lot easier to swap out the distributor than to fool around trying to determine what's wrong with it and to attempt to change out a bunch of parts. The three most likely things that tend to go wrong with a distributor are the condenser failing, the lower plate wire breaking or shorting, or the point gap closing up. The point gap can be easily set without changing the distributor. Points tend to close up as the rubbing block wears. This is especially true on a new set of points. The points will close up considerably during the first 100 miles, until a glaze is worn into the rubbing block. So if you just installed new points before starting out on the big tour, be prepared to have to reset them sometime soon. After that you only need to reset that at about 1,000 mile intervals. Points are set at .018 to .022, so be sure to carry a set of feeler gauges with you. The wire that connects the upper and lower distributor plates together is also prone to break and/or short out. The arrangement wasn't one of Henry's best ideas. The wire is supposed to be a very flexible 80 strand wire to be able to better withstand the constant movement imposed by the driver's use of the spark advance lever. Most distributors by now do not have the proper wire installed, and even with the proper wire, they will still eventually break due to the constant flexing. The best bet, and one I highly recommend, is to install the wireless type lower plate that is available from most suppliers. It goes under the part number A12148-WL and sells for about \$16. Instead of a flexing wire, a brass ring attached to the lower plate is spring loaded against a brass contactor on the bottom of the upper plate. As the spark advance lever is manipulated, the contactor rides on the ring maintaining the required electrical contact. This new type lower plate has proven to be highly reliable.

The condenser is susceptible to failure due to heat and inherent poor quality. It is located in close proximity to the exhaust manifold where it is extremely hot under normal conditions. If your engine becomes over heated due to high ambient temperatures and/or running out of water, you could do damage to the condenser. The poor quality of many condensers on the market is the bigger problem though. Look at the end of the condenser where the strap is attached. If it is soldered on, don't use it. Temperatures can get high enough to melt the solder. Look for a condenser that has the strap stake welded on. These are the better quality condensers. Bratton's Antique Auto stocks them. To make it easier to replace a distributor out on the road (or anywhere else), you might want to consider installing an extra long head stud bolt where the ignition pop-out cable clamp is attached. This will allow room to double nut the clamp. You can then remove the clamp by taking only the top nut off, leaving the lower nut in place to maintain the 50 lb torque it was set at. Loosening a head bolt can allow water to run past the head gasket into the oil and it may contribute to a warped head and a blown head gasket. Fooling around with this head bolt out on the road can only compound your problems. A couple of other items that are a must besides the spare distributor is a cam wrench, part number A12210-W. They sell for about a buck, and you can't have too many of them. The other item is a small inspection mirror, like a dentist uses. After you think you have located the timing mark, check with your mirror to see if the hole in the timing gear is really on the mark. One last consideration is the type of distributor shaft installed. There are two types, a long shaft and a short shaft. My recommendation is to install only the short shaft when rebuilding a distributor. The short shaft requires that another shaft of similar length be installed down in the engine block. The second shaft is easy to install, it just drops down the hole in the engine block. The two shaft arrangement provides some amount of U-joint action which is easier on the distributor shaft bushings. It's also a good idea to carry an extra short engine shaft with you (part number A12249). This is in case a fellow club member breaks down, he needs to borrow your spare distributor, and the one in his car has the long distributor shaft. ☺

Reprinted from the Orange County Model A Ford Club Newsletter, the *Distributor*. ☺



Classified Ad's!

FOR SALE:

Victoria body parts. Dropped floor pan, very good condition \$250. Leatherback body, some original paint but with some rust pitting, not through the metal, very restorable \$600.\OBO All plus shipping costs. I can arrange for shipping by truck.
Anders Ramberg 8960 168th Ave. N.W.
Ramsey, MN 55303 612-441-9065

WANTED:

Victoria parts. Fulton wind wing brackets. Any condition. Looking for spare parts to fix the ones I have. Oval dome light bezel and glass. Dome light switch bezel and switch (all original, restorable condition).

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TRADE OR BUY:

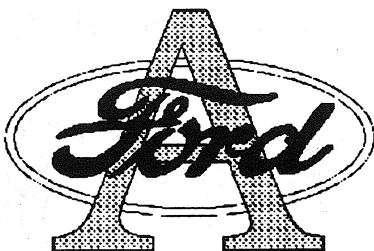
Inner spare tire brace for Leatherback Victoria. I have a Steelback brace and I would prefer not to cut it up. I need the one for a Leatherback and would like to trade or buy the one I need.
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FOR SALE:

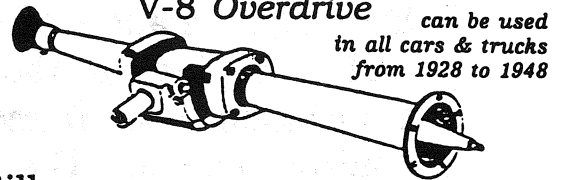
Victoria windshield frame with glass.
G. Berry 401-885-1653

FOR SALE:

Model A Ford Victoria, Canadian built. See article on page 7. \$5,000. Canadian.
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The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America and a region of the Model A Restorers Club. The association was founded in 1986 at Frisco, Texas by Charlie Viosca. The purpose of the association is to aid the membership in the authentic restoration of the Model A Ford A-190 Victoria body style. To achieve the purpose this periodic newsletter is published for the association membership. The intent is to furnish accurate and complete information concerning the Model A Ford Victoria body style. Permission to reprint or quote from this publication is expressly given provided acknowledgement and credit is given to the author and to the publication.

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