



*International
Model A Ford Victoria Association*



Vol.3 No. 3

VICTORIA NEWSLETTER

August 1988

NATIONAL

1

Let's talk about the 1988 National meet held in Sturbridge, Massachusetts. This MAFCA sponsored event was a very well run event. It will be hard for the Queen Mary Chapter of California to top that, however, I know they will. So, mark your calendar for San Diego, July 8-13, 1990. I am already looking forward to going to it even though it is two years away. Before you know it, it'll be upon us. I should also remind you that they have an early bird program that you can sign up for and receive the advance information as was done at the Wisconsin-World Meet in 1986. Watch for it in the Restorer.

There were 70 cars for fine point judging in Sturbridge. A Dallas Club member friend of mine, Bobby Booher, won Best of Show with his 1929 Roadster. I am proud to say that my wife and I won eight trophies. We both won a fashion award of Achievement in original class. In car games I won a first and a second and a second overall. With the Steelback Victoria, I won a first place and a MAFCA award of Excellence. Finally, we won the coveted MAFCA Jack Payton Participation Award. I am proud to have won all of the trophies but most of all the First place and award of Excellence, not just for me but for the Entire Victoria Association. I feel that this award gives the organization more prestige.

Roger Van Houten [one of our members] was in Sturbridge with his A-400 and he won a first place and MAFCA Award of Excellence. After Sturbridge, Roger took his Roadster to the AACA Grand Nationals in Midland, Mi., and won a first there. Congratulations, Roger, I know you build fine cars.

Paul Sund of Pacific Grove, Ca., entered his Victoria in the Monterey Concourse de Elegance and was awarded First Place in the class of 1928-1931 Fords. He was very pleased because of the status of the Concourse and the level of competition.

If any of you won trophies, please let me know. I do not want to leave anyone out, however, these are the only ones I know of.

I did not attend the MARC national meet in St Louis. I know Roger van Houten was there with his A-400. and won a first in the MARC National meet.

Victoria meeting

We had a Victoria meeting at Sturbridge and 26 people showed up. We continue to have good attendance at these meetings. I would have to say that the main topic of the meeting turned out to be DUES for next year. As you know the dues has been \$10 per year. We feel that this is hurting the recruitment of new members that come in late in the year. So starting with 1989, the dues will be \$12 per year based on a dollar a month. That way new members will only pay for the months they have left in the year when they join. For instance, someone joining in October of 1989 would only have to pay 3 dollars dues. However, if he wanted the back issues of the newsletter, he would have to pay the entire \$12. Also, we haven't been able to build up any surplus in order for us to do such things as purchase drawings from the Archives etc. Therefore, [this is important that you understand] all new members will be required to pay an initiation fee beginning with 1989. This initiation fee will be \$5.00. Remember, all of the present members will not be required to pay this fee, just new members. There is a catch, you will have to renew your dues by the end of February 1989 because if you wait until March, you will be required to pay the \$5.00.

Another topic we talked about are the door sills. It appears that none of the sills on the market today are exact reproductions and have some differences from the originals. I would like to ask if any of you that might have an excellent original that we could borrow, to let me know if we can borrow it. We will try to locate someone that will duplicate it. It looks as though that will be the only way to obtain a perfect reproduction. Another subject that was brought up was whether the Steelback and Leatherback Victoria Sills are the same? If any of you out there are familiar with this or if you have one of each, will you please let me know so I can pass it on.

QUESTIONS

One gentleman wrote to ask if there was welting on top of the splash aprons under the body. The answer is no. The Victoria was different in that it had no body blocks. The welting goes between the frame and splash aprons. There were rubber pads between the body and splash aprons where the body bolts came through.

Several people want to know about the Victoria color for paint, upper, lower striping and wheels. Here it is:

Lower body and reveals	Upper body, belt and moulding	Stripe and wheels
Brewster Green Medium	Black	Apple Green
Ford Maroon	Black	Vermillion
Black	Black	Apple Green
Kewanee Green	Elkpoint Green	Apple Green
Chickle Drab	Copra Drab	Straw

Remember that Ford painted all wheels black. You are never wrong with black wheels. He did allow the dealers to paint the wheels the same as the stripe.

Clair Morrison of Wray, Co., asks what color to paint the top moulding on the Steelback Victoria. He made many calls around the country to find out and had a 50/50 answer. Some say all black and others say body color. It is obvious that the all black Victoria used black as well as the Ford Maroon/Black (top) color scheme. The same with the Brewster Green and Black with Apple Green stripe. The only two color schemes that are questionable are the Kewanee Green with Elkpoint Green Top, and Chickle Drab with Copra Drab top. I personally think it would look funny to have the moulding painted black with these two colors and would [GUESS] that they would be painted the top color as Elkpoint Green and Copra Drab as the case may be. I am asking you fellows out there with ORIGINAL PAINT JOBS to check this out and let me know so that I can pass on the correct information. This is an important point and hopefully, we can get it straight.

VICTORIA ASSOCIATION NEWSLETTER

The International Model A Ford Victoria Association newsletter is a Body Style Chapter of the Model A Ford Club of America and a Region of the Model A Restorers Club. The purpose is to aid its members in the authentic restoration of this (Victoria) particular body style. To achieve this purpose the newsletter is published by the Editor on a completely volunteer basis. It is written, edited, typed printed and mailed from 68 Windjammer, Frisco, Tx. 75034. It is our intent to furnish you with as accurate information as possible. Reprint or quotes from this newsletter is granted, provided due credit is given.

Survey

With regard to the survey on the Victoria top moulding. It does appear that the early Steelbacks used moulding #1, for the front of the header, as shown in the last newsletter on page two. There was a changeover date to type two. As soon as the definite date is decided upon for the changeover from type 1 moulding to type 2 moulding for the Steelbacks, I'll print it in the newsletter.

All of the Steelbacks used moulding #3, on page two, for the roof between the soft top and the metal roof.

It appears that the Leatherbacks, from the survey, used both #2 and letter C on page two. This is for the front across the header.

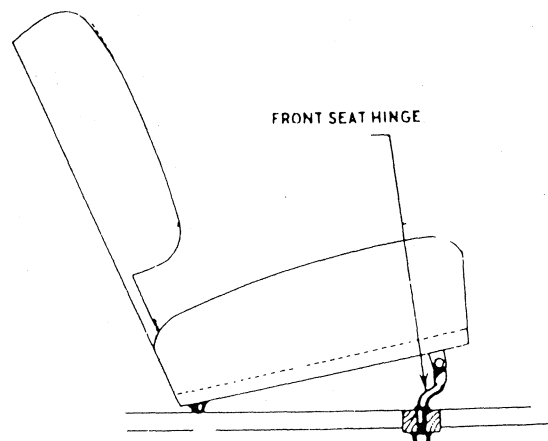
INTERESTING

Mr. John Sportun of Western Ontario, Canada wrote and sent pictures of his Canadian built Victoria. It is body # 1. This is what he has to say: As far as I can deduct, Body #1 was sent as a kit to Tilbury Ontario. The body has slot screws. This body was kept at the factory, as a pattern, he thinks, until Feb/Mar 1931 - as the engine CAP-7321 is that vintage! From Tilbury it was shipped to Windsor, approximately 70 miles away and there at the Ford plant, received the frame, etc. to complete the car using Robertson Head Fasteners as per Canadian production. I will include this photo in that section of the newsletter. I thank Mr. Sportun for taking the time to send this very fascinating information to us. [See photos].

I am running a photo from a gentleman in Argentina. The car was made in Canada. I want you to note the outside visor. I wonder where that came from. It looks like it was made for the car. The gentleman is looking for anyone that would like to correspond with him. I wrote to him but as yet, I haven't received an answer. His address is: Juan Manuel Mariani, Alberdi 842, 5800 - Rio Cuarto (Cordoba), Republica Argentina.

Newood Products of Monett, Mo. has a diagram out of the Victoria wood that they sell. This diagram is a listing showing the various parts complete with parts number for each piece. I want to let you know that the diagram says "Briggs" but it is for the Leatherback only. This wood in the rear area will not fit a Steelback. Do not let this confuse you, remember, so far we have not turned up anything on Briggs making any Victorias.

The seat drawing at right is taken from the July/August 1988 Restorer magazine. I have seen several Victorias with the front seats using the bracket [or hinge] shown here. You should know that this is not for the Victoria. If you have these and want your car authentic, you will have to change to the one or three hole Victoria bracket on the passenger and driver side unless you have a late Victoria in which case you should change to the slide seat bracket for the driver only. Passenger seat has a different bracket.



While at Sturbridge, I attended a seminar on Newsletters. I found it fascinating and of course, I learned a few things. You will see one of the new items in this newsletter by looking at the two pages of photographs. Most of what I have learned about newsletters came from Tim Johnstone [one of our members] and the founder of the Woody Wagons club and newsletter. Tim told how he had to "shoot" the photos then they would print well. I talked to the printer and as you can see we have good photos. I wish I had known this from the beginning as we could have had good photos from newsletter #1. I would now encourage all of you to send in your photos so I can put them in the newsletters. I plan to go back and review some of the past photos and re-produce them, particularly the photos that will show Victoria details that you might need in the future.

Please remember to send in questions and items for me to put in the newsletter. The more information I get the more newsletters I can send out. It's pretty tough trying to sit here and think up things that you might be interested in. Please help me and thereby help all of the members.

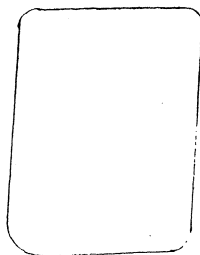
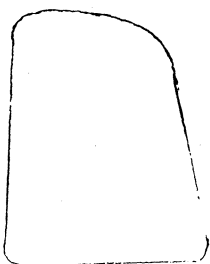
You will notice one of my flyers enclosed in this newsletter. I am running for re-election to the MAFCA board of directors. I need the votes from each and every one of you. It is sad to say that out of 13,500 members which is 27,000 votes, that only eight percent vote. Naturally, I would like for you to vote for me but it is most important that you vote. You will be receiving your ballots, in the mail, from MAFCA and yes, it is correct for you to receive two. One for you and one for your spouse. If you do not have a spouse, fill out both of them and be sure to mail them in. There will be three of us up for re-election. Myself, Patti Jones [Patti and her husband Dave are members of the Victoria Association. Patti is presently Vice President of MAFCA] and Aldie Johnson. Aldie does the Postal A's newsletter. Aldie is presently the TREASURER of MAFCA. I want to ask that you vote for all three of us. I know Patti and Aldie will appreciate your vote as much as I will. There will be two more for you to vote for. At this time, I do not know who or how many are running so you will have to choose two more in addition of the three of us. Remember, VOTE - VOTE - VOTE, thanks.

I will send an updated roster to any and all of you that want one. There are 115 members at this writing. If you feel that you have a need for this roster, just drop me a post card and I will send a copy of the roster to you. On my trip to and from Sturbridge, I called many of the members that I passed near. I enjoyed talking to them and I met one that lived near to Bird in Hand, Pa. He is from the most beautiful little town of Strasburg, Pa. Donald Powell and I had a short visit as we had to catch a bus tour through the Amish country. This was an enjoyable part of our trip.

LATE FOR SALE ITEM

Wanted - The two chanel's that go on the bottom of the door window glass for the riser mechanism to attach to so the window can be raised or lowered. Also need the sliding seat mechanism and hinges for the passenger seat that goes with the sliding seat. I need the garnish moldings and a dome light. Roy Bice, 384 Brentwood Dr., Marion, Ohio 43302 - (614) 383-3250, after four.

I now have two patterns for the Victoria wing windows. While they are very similar, they mainly differ in one has sharper rounded corners while the other has more sweeping curves and the top outer corner is very rounded. If any of you need these patterns, please let me know and I'll send them to you.



Marco Tahtaras has sent copies of service letters pertaining to the Victoria. Below, you will find the parts of the service letters and the dates they were printed. I hope you will find these as interesting as I did.

SERVICE LETTER
MARCH 13, 1937

VICTORIA COUPE

The following items which have been used in the Victoria Coupe bodies will no longer be incorporated in new Victoria Coupes:

- (1) - Inside Sun Visor R H
- (2) - Set-in Door Pockets removed from RH and LH door trim and a "Patch-pocket" put into LH door only.
- (3) - Carpet on door bottom and rear quarter bottoms.
- (4) - Rear floor & sill carpet will be a one-piece design, instead of separate sill carpets.
- (5) - Strips on cowl tank finish panel.
- (6) - Ends over sill on heel carpet.
- (7) - Seaming lace along roof head lining edge.
- (8) - Seaming lace at top of rear seat back.

Also the following additional changes will be incorporated in Victoria Coupe bodies assembled shortly:

- (1) - Front seat exposed metal parts now painted Maroon will be Black finish.
 - (2) - Quarter curtains will be omitted.
 - (3) - Tassel on rear window curtain will be replaced with tab.
- Please call this to the attention of all concerned.

SERVICE LETTER # 2713

VISOR PANEL ASSEMBLY - VICTORIA COUPE

In a recent general letter we advised you that the right hand visor panel assembly for the passenger side on Models 160-B, C and 190-A had been obsolete. However, we now desire to advise that they have been reinstated for production and will be supplied on all Town Sedan Models 160-B, Deluxe Fordor Model 160-C and Victoria Coupe Model 190-A.

SERVICE LETTER
5/26/37

POCKETS FOR MODELS 160-B-C and 190-A

The pocket in the Cowl Cardboard Assembly, also Pocket in back of the Front Seat Assembly on Town Sedan, Model 160-B and Deluxe Fordor Sedan, Model 160-C, are being removed and are being replaced by "pockets" to be included in each of the Door Trim Assemblies. An additional pocket is being added to the Door Trim Assembly left side for Victoria Model 190-A.

That is all until next time.

Charlie Krooska

*** Wood kits for Victorias. See you at Hershey Space WB-291. STEVE CANNON, 1418 N.C. 150 W., Summerfield, NC. 27358 [919] 643-7373.

*** Complete interior kit from Le Baron Bonney. Brown Mohair with matching carpet for front and rear. Assist straps, arm rests and sun visors included. This interior is for a Victoria with non adjustable seats. \$1200. Barry S. Dagestino, 11209 Morrison St. "C" - North Hollywood, Ca. 91601 - Day, [213] 481-4054, Evenings [818] 985-2126.

*** For those of you that do not have the top moulding for the Steelback Victoria, you can purchase reproduction mouldings from Le Baron Bonney, 6 Chestnut St., Amesbury, Ma. 01913. Ordering toll free - 1-800-221-5408. Information and inquiries call [617] 388-3811. The moulding number is AL-31 [you need two 6 ft. lengths] and the rubber insert is TPB-7050920. Remember, this is as close as the original as I have seen. It is aluminum whereas the original was steel. If you use this, be sure you treat the aluminum properly before you paint it or it will peel.

*** There is a good un-restored Victoria for sale. If interested, please write for information: Classic Investments, Fred Robinson, Rt.5, Box 630, Wichita Falls, Tx. 76301. The asking price is \$5500.

*** Mr. Paul N. Sund, 56 Country Club Gate, Pacific Grove, CA. 93950 is making two trunks for the Victoria. He will keep one and sell the other. I will enclose a photo of the beautiful trunk as installed on his beautiful Victoria. If any of you are interested, please write to him. [Beautiful correct in both places].

*** Mr. Wm. Bond, 1040 Old Squaw Pass, Evergreen, Co. 80439, [303] 670-3283, is now producing and selling the steering wheel floor board covers for the Victoria, A-400 and two door Phaeton. He sells these for \$11 dollars postage included. I have a set in my Victoria and they are excellent. If you need this item you should contact Mr. Bond. [He will be making the female dove tails later in the year, we'll let you know when he has them for sale].

*** I have received information of three Victorias for sale. There are no prices or information. If interested, please contact the person directly.

Ralph Stromquist
2132 Sand Hill Rd.
Oregon, Wi. 53575
[608] 835-7151

Michael Chaney
1228 Ranch Rd.
Mc Pherson, Ks. 67460
[316] 241-5982

Art Shaffer
855 Shaffer Dr.
New Cumberland, Pa. 17070
[717] 774-0441

late Victoria cowl and tank, \$150; 157" w/b AA script stake body, \$150; appointments suggested. Page's Model A Garage, Haverhill, NH 03765, PH: 603-989-5562.

A-400 TOP hardware parts, \$300; Vicky door jamb faces, \$110; Vicky rear tire mount, \$65; Vicky door window frames, \$150; early 30 parts, steering column, NOS, \$60; headlight bar, \$40; rear bumper brace, \$40; spark rods, \$20; 1930 brass dash. Ryder, 415-846-3273 after 6 pm, CA.

pickup box with bump with eyebrows, AR parts, Victoria parts, approx 100 fenders, motors with titles for roadsters, coupes, Tudors; 23 year collection of parts, Waukesha Ricardo T-head, other T parts and V8, all at auction, August 13th, this is kind of an estate sale, if I don't sell this stuff my wife will have an estate sale very soon without me! Contact: Chuck Kirk, 802 South Jeffers, North Platte, NE 69101, PH: 308-532-6770, 534-7158.

carb; 30-1 headlamp bar, \$45; 30-31 Victoria windshield pillar trim, \$40 pr; 30-31 windshield pivots, \$30; 31 gas tank, clean, \$50; 31 NOS late rear bumper cross bar; 31 round speedometer, \$50; 31 Victoria armrest, \$60; 31 Victoria floor pan, very nice, \$400; 31 Victoria tire carrier, rear mount, \$75; SASE: Mike Dennis, 1845 S 48th, Lincoln, NE 68506, PH: 402-489-6345.

1931 FORD Victoria frame, complete with all brackets. Original Parts Company, 303-284-6981, CO.

1931 MODEL A Victoria cowl. Original Parts Company, 303-284-6981, CO.

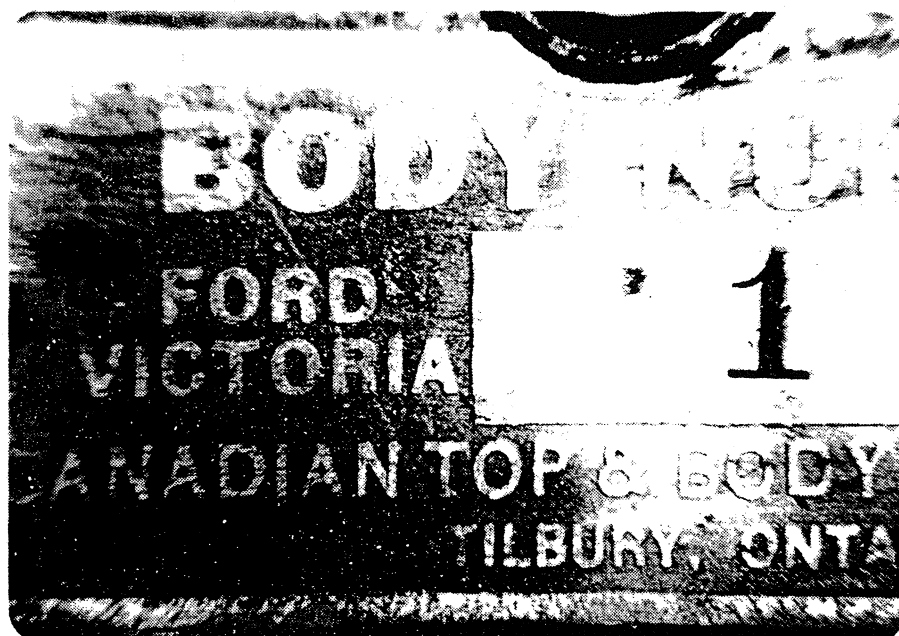
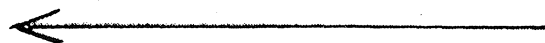
1931 MODEL A Victoria right rear quarter section. Original Parts Company, 303-284-6981, CO.

1931 A-400 VICKY, mint set of inside door handles. \$40. Bill Jones, 617-393-6881, MA.

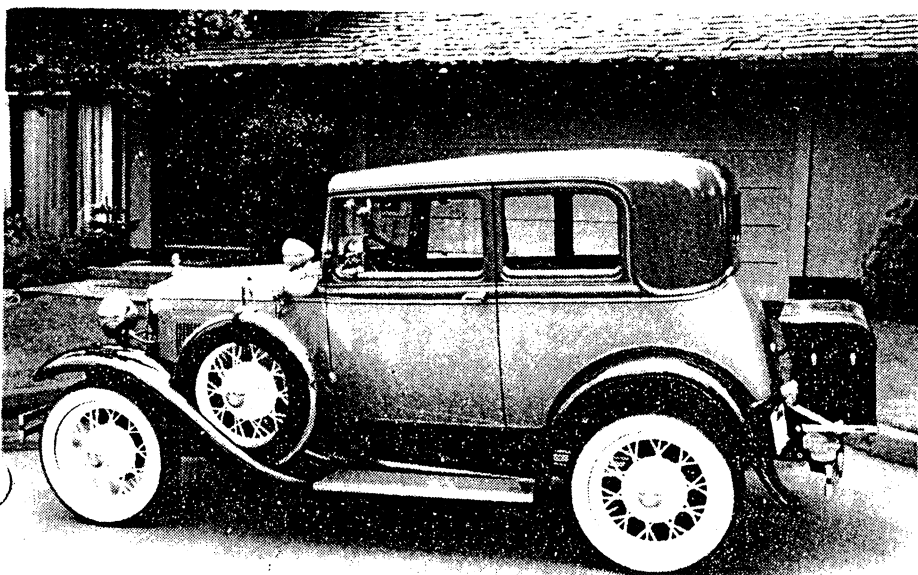
PHOTOS



There were seven Victorias at the NCRG [Northern Calif. Regional Group] held in Santa Clara, Calif. this summer. Bill Cilken of San Jose sent this photo to me. There were three Leatherbacks and four Steelbacks. They sure looked nice all lined up.

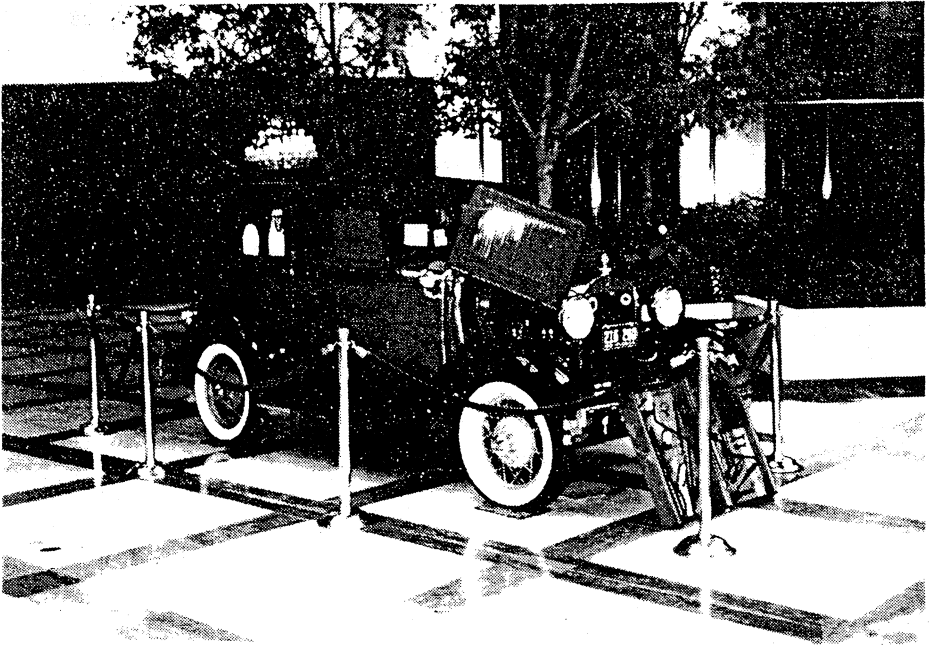


The body number 1 belongs to John & Helen Spontun of Western Ontario, Canada. See text for the details. This tag is located under the pass. seat next to the body bolt.

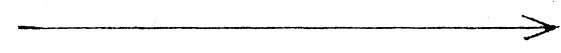
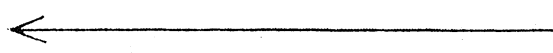


This Victoria belongs to Paul & Lorraine Sund of Pacific Grove, Ca. It is Copra [upper] and Chickie [lower]. Notice the trunk that he made. Write to him if you are interested in a trunk for your Victoria.

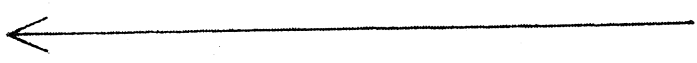
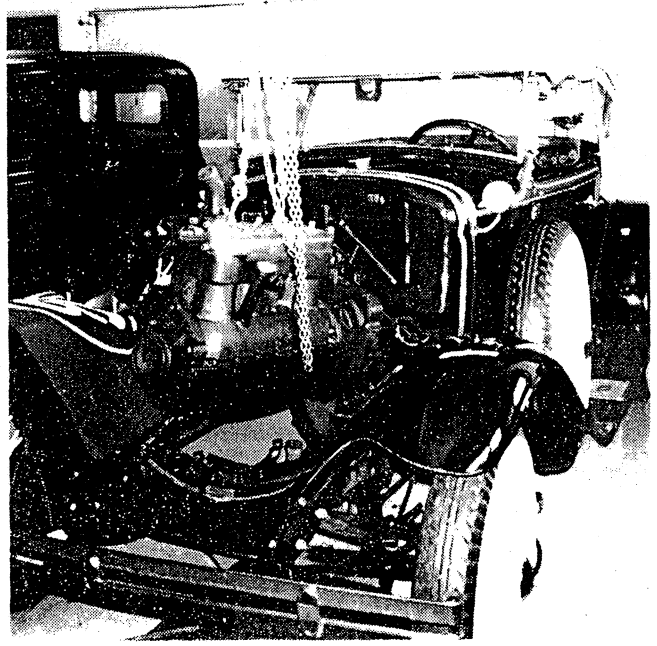
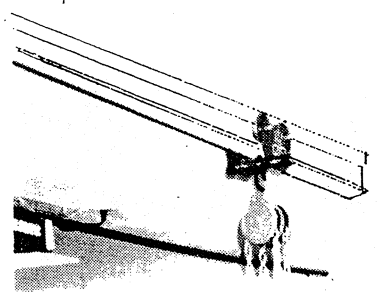
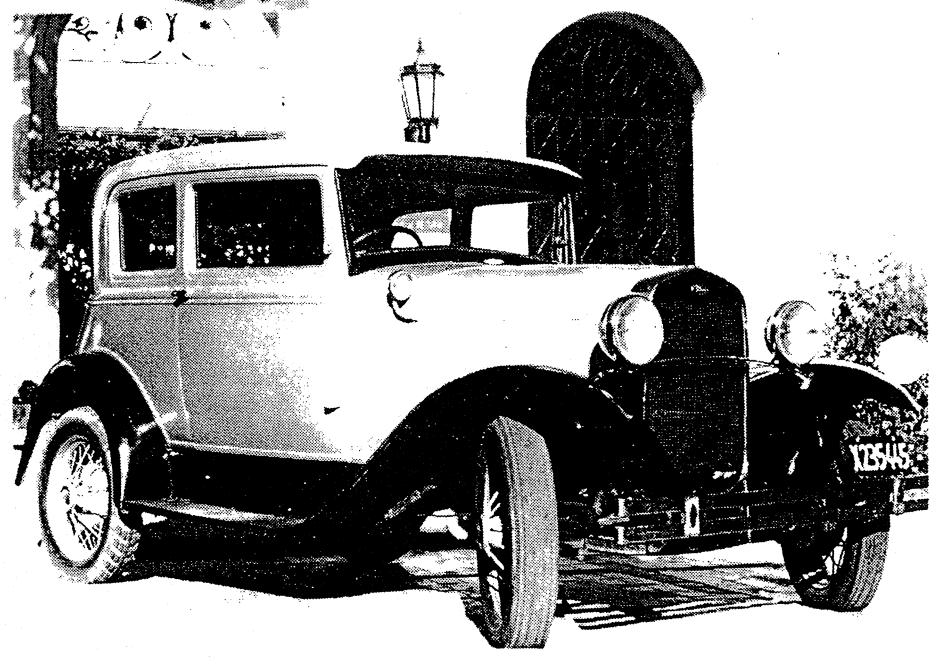




Sandy & June Pedersen of Maitland, Florida sent this shot of their Elkpoint and Kewanee painted Victoria. It is really a pretty car and here it is shown at the grand opening of the Stouffer Hotel at Sea World in Orlando, Florida.



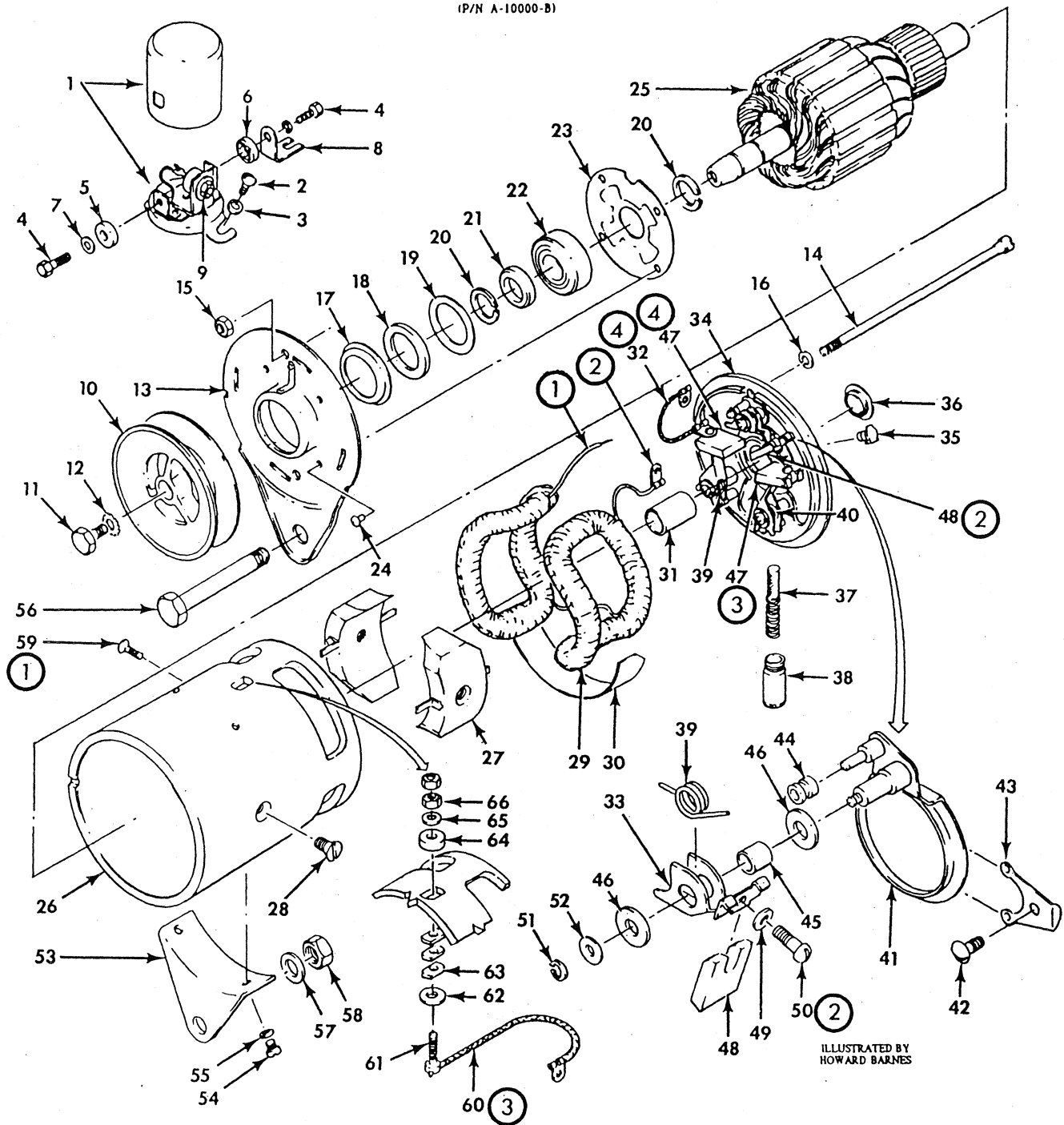
This is a Victoria from Argentina and is a silver on grey color. I ran it to show the outside visor. This car was made in Canada. I do not know where the visor came from.



This photo shows my 1931 Roadster [I sold it and bought an A-400] with my victoria in the background of my work shop. I wanted you to see the "I" beam on the ceiling for pulling engines. It works great. If you intend to build a new home, I think you should consider this nice item. Charlie Viorca

MODEL A FORD GENERATOR ASSEMBLY

(P/N A-10000-B)



MODEL A FORD GENERATOR ASSEMBLY

(P/N A-10000-B 1930-1931)

<u>INDEX NO.</u>	<u>PART NO.</u>	<u>NOMENCLATURE</u>
1	A-10505-B	Generator Cutout Assembly
2	A-20717-S2	Round Head Bolt - No. 10-32x $\frac{5}{16}$ (2 Req'd)
3	A-22450	Washer- No. 10x $\frac{3}{16}$ Shakeproof (2 Req'd)
4	A-10564	Terminal Bolt - No. 10-32x $\frac{1}{2}$ Hex Head (2Req'd)
5	A-10563	Insulator
6	A-10562	Insulator
7	A-22112	Lockwasher - $\frac{3}{16}$ ($\frac{3}{64}$ x $\frac{5}{16}$) Tangleproof (2 Req'd)
8	A-10550	Connector (Cutout to Generator)
9	A-10505D	Diode
10	A-10130-B	Pulley
11	A-20532-R	Screw, Special - $\frac{1}{4}$ - 28x $\frac{7}{16}$ Hex
12	A-22271	Lockwasher - $\frac{3}{8}$ Steel
13	A-10137	Front End Plate
14	A-20623	Bolt - $\frac{1}{4}$ -20x6 Fillister Head (2 Req'd)
15	A-21663-S2	Nut - $\frac{1}{4}$ -20 ($\frac{3}{16}$ x $\frac{1}{2}$) Hex (2 Req'd)
16	A-22151	Lockwasher - $\frac{1}{4}$ ($\frac{1}{16}$ x $\frac{32}{64}$) (2 Req'd)
17	A-10113	Bearing Felt Retainer (Drive End)
18	A-22453	Bearing Felt - ($\frac{5}{32}$ x1 $\frac{3}{8}$) Felt Washer
19	A-10114	Bearing Corrugated Washer
20	A-10099	Bearing Retainer Ring (2 Req'd)
21	A-10097	Bearing Spacer
22	A-10094	Shaft Bearing (Drive End)
23	A-10098	Bearing Retainer Plate
24	A-23101-S4	Rivet - $\frac{3}{16}$ x $\frac{3}{16}$ Oval Tubular (4 Req'd) (Optional - Screw Rivets Stainless)
25	A-10005-C	Armature (Bearing-Bushing Style)
26	(No Number)	Generator Case (Not Available)
27	(No Number)	Field Coil Mounting Shoes (Not Available) (2 Req'd)
28	A-10176	Field Coil Mounting Shoe Screw - Special (2 Req'd)
29	A-10175	Generator Field Coil Assembly
30	(No Number)	Field Coil Insulator Strip
31	A-10128	Bushing - Rear End Plate
32	A-10108	Generator Bush to Ground Lead Assembly
33	A-10051	Bush Holder (3 Req'd)
34	A-10129-D	Rear End Plate Assembly
35	A-10141	Oil Cap
36	A-10149	End Bushing Plug
37	A-10145	End Plate Wick and Spring Assembly
38	A-10146	End Plate Oiler
39	A-10057	Generator Third and Grounded Brush Spring (2 Req'd)
40	A-10068-B	Generator Insulated Main Brush Spring (1 Req'd)
41	A-10072	Third Bush Plate Assembly

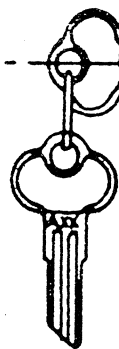
<u>INDEX NO.</u>	<u>PART NO.</u>	<u>NOMENCLATURE</u>
42	A-20106-S7	Brush Retainer Screw - No. 8-32x ¹ / ₄ Roundhead (2 Req'd)
43	A-10075	Third Brush Plate Retainer Spring (2 Req'd)
44	A-10049	Brush Holder Stop Pin Insulator (3 Req'd)
45	A-10048	Busher Holder Insulating Bushing (2 Req'd)
46	22177	Brush Holder Insulator Washer - Not Used On Ground Brush Holder (4 Req'd)
47	A-10069-C	Generator Main Brush - Chamfered Edge Towards Brush Holder (2 Req'd)
48	A-10070-C	Generator Third Brush (1 Req'd)
49	A-22056	Brush Lockwasher - No. 8 (³ / ₆₄ x ³ / ₁₆) (3 Req'd)
50	A-20121-S8	Brush Screw - No. 8 - 32x ¹ / ₂ Fillister (3 Req'd)
51	A-10076	Brush Holder Stud Clip (3 Req'd)
52	A-22074	Washer - No. 8 (¹ / ₃₂ x ³ / ₈) Plain (3 Req'd)
53	A-10151-C	Generator Support
54	A-20622	Screw - ¹ / ₄ - 28x ⁷ / ₁₆ Fillister (2 Req'd)
55	A-22164	Lockwasher - ¹ / ₄ (¹ / ₃₂ x ¹⁷ / ₆₄) (2 Req'd)
56	A-21241	Bolt - ¹ / ₂ - 20x 2 ³ / ₄ Hex
57	A-22330	Lockwasher - ¹ / ₂ (¹ / ₈ x ⁷ / ₈)
58	A-21845	Nut - ¹ / ₂ -20 (⁷ / ₁₆ x ³ / ₄) Hex
59		Screw and Nut - For Grounding Field Coil (1) Wire Inside Case - Other Generators Are Grounded at Terminal Bushing.
60	A-10100-D	Generator Terminal and Lead Assembly
61	A-20201-C	Terminal Bolt - No. 10-32x ³¹ / ₃₂
62	A-10106	Fiber Washer (with square hole)
63	A-10104-D	Generator Terminal Bushing (3 Req'd)
64	A-22135-B	Fiber Washer ³ / ₁₆ Hard
65	A-22450	Lockwasher - No. 10 (¹ / ₃₂ x ¹⁷ / ₃₂)
66	A-21570	Nut - No. 10-32 (2 Req'd)
(Not Shown)	A-10142	Cover Band
(Not Shown)	A-20310	Screw - No. 10-32x1 ¹ / ₄ Round Head
(Not Shown)	A-21572	Nut - No. 10-32 (¹ / ₈ x ³ / ₈) Square

Legend

Hook-up Description

- (1) Field Coil Wire Attaches to Ground Screw (Index No. 59) or Under Terminal Bolt (Index No. 61).
- (2) Field Coil Wire Attaches Under the Third Brush Screw (Index No. 50).
- (3) Terminal and Lead Assembly Wire Attaches Under Insulated Main Brush Screw (Index No. 47).
- (4) Brush to Ground Lead Assembly (Index No. 32) Attaches to Generator Main Brush (Index No. 47) and to Third Brush Plate Retainer Spring Screw (Index No. 42), Opposite Side.

BEZEL

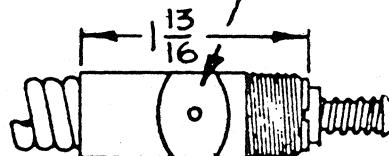


NICKLE
PLATED
BRASS
KEYS

DIE CAST SWITCH BODY HAS A STAMPED AND CADMIUM PLATED STEEL BACK COVER ; THE COVER MAY HAVE THE MANUFACTURERS TRADE MARK OR PATENT DATA STAMPED IN IT ; SEVERAL COMPANIES WERE LICENSED TO MAKE THIS SWITCH, AND THE LOCK CYLINDERS ARE NOT INTERCHANGEABLE BETWEEN MANUFACTURERS; REFER TO THE FORD SERVICE BULLETIN FOR DECEMBER 1930, PAGE 516 FOR ADDITIONAL LOCK INFORMATION.

BLACK RUBBER TERMINAL
BOX GROMMET~ SAME AS
BATTERY CABLE SUPPORT
GROMMET

MAY HAVE PATENT
DATA TAG



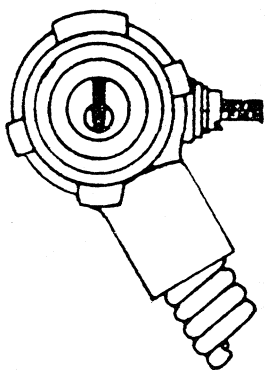
ARMORED CABLE

FINISH: POPOUT
BEZEL IS CHROME
PLATED; ARMORED
CABLE & CLIP ARE
PAINTED BLACK;
DISTRIBUTOR END
IS CADMIUM PLATED.

THE STAMPED STEEL CABLE CLIP AND 3 1/16 LONG
CYLINDER HEAD STUD INTRODUCED IN 1929 WAS
CONTINUED THROUGH THE END OF MODEL 'A'
PRODUCTION.

ELECTROLOCK IGNITION SWITCH MID 1930 & 1931

FOR MODEL 'A' FORDS WITH THE RIBBED
DESIGN INSTRUMENT PANEL



30 1/2 TO 31

ARMORED
CABLE

CLIP

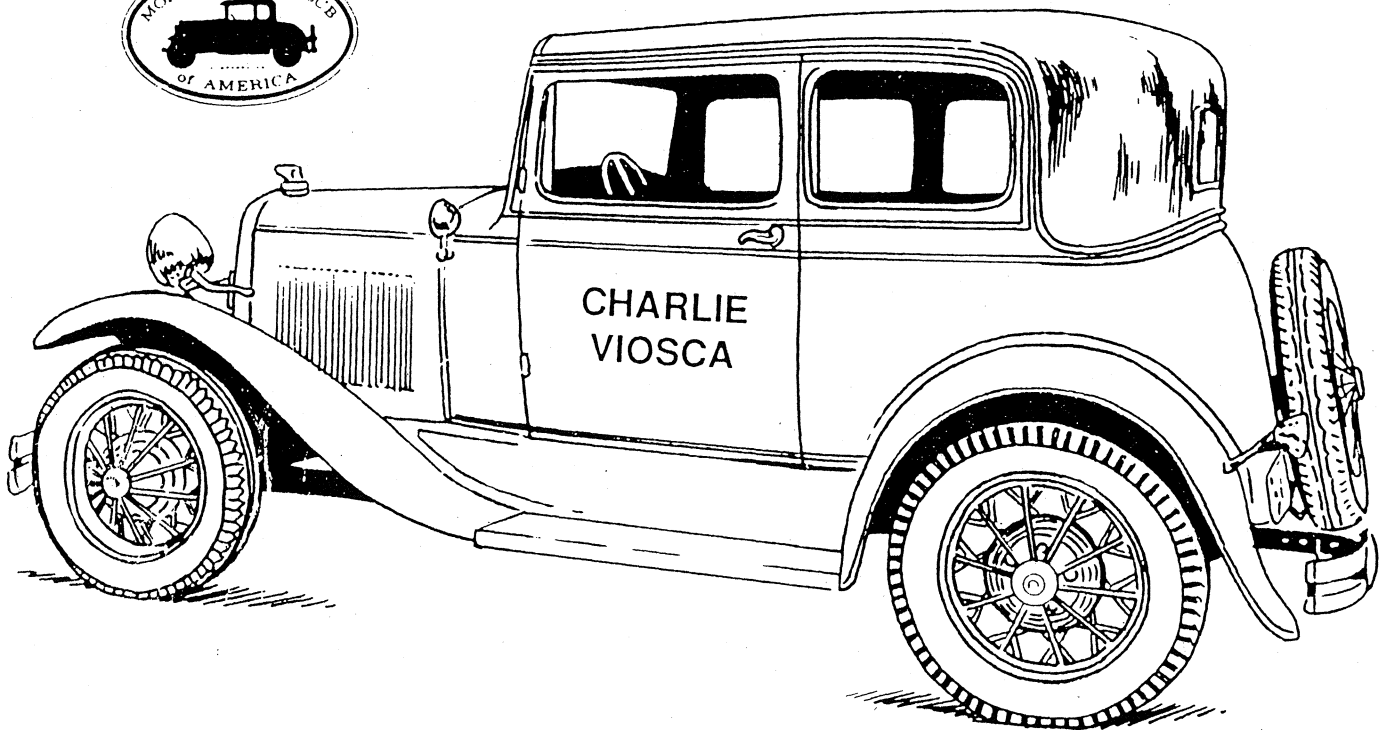
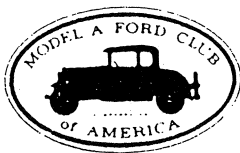
1 13/16

BOB BIDONDE

RE-ELECT CHARLIE VIOSCA FOR MAFCA DIRECTOR



- Active member of the Dallas Model A Ford Club, member Fort Worth Model A Ford Club, and member Texas A's.
- Responsible for getting original antique license plates made legal in Texas.
- Founder of International Model A Ford Victoria Association and editor of the newsletter.
- Dedicated to the restoration and preservation of the Model A Ford.
- Presently MAFCA Director of Publications and public relations.
- Working for all of the MAFCA membership.
- Active family participation in fashions, tours & judging.
- Recipient of the Jack Payton Award for overall participation at the '88 National Meet.
- Actively involved in era fashions; winner of several first place awards and wife, Felicia, won Best of Show in fashions at '88 Texas Tour.
- '31 Victoria won 1st place and MAFCA Award of Excellence at '88 National Meet.



LATE ARRIVING INFORMATION

I have been told that Don Hayden a Victoria member is running for the MAFCA board. If you see his name on the ballot, please vote for him also.

Also, RAY BARTH of the Piney Woods A"S is running. Ray is their president and I ask that you vote for him also. With these two and the three of us previously mentioned, will make up your five votes.

International
Model A Ford  *Victoria Association*

68 WINDJAMMER
FRISCO, TEXAS 75034