

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986

Model A Ford Club of America – Model A Restorers Club

January 2025

Volume 41, Issue 1

President:	Bill Cilker Jr.	wcilkerjr@comcast.net
Treasurer:	John Hooper	j_c_hooper@yahoo.com
Membership:	Ed Greany	crest25@verizon.net
Secretary:	Your name could be here!	
Technical Director:	Chuck Christensen	chuckret95@gmail.com
Editor:	Dean Larson	bumppo72@comcast.net
Founder & Past President:	Charlie Viosca	



Why do most old images of Leatherbacks show them with a black top? I heard that the black top material was easier to find and it was used for replacements back in the day. This Leatherback looks like it is in need of another top!

Victoria Association Presidents message, January 2025

Welcome to 2025. Can you believe it, we are ¼ of the way through the 21st century. I can remember when we were extremely concerned about our computers when the year changed from 1999 to 2000, because many had not been programed to accept the number 2 in the thousands location. I hope that the New Year will bring you many hours of enjoyment with your Victoria.

The New Year brought good news to the Victoria Association. For many years, the Association was not in compliance with the IRS and we lost our non-profit status. The board just received a letter from the IRS, stating that the VA is been reinstated as a non-profit. I want to give a BIG THANK YOU to Brad Ziegler (VA webmaster) for getting this issue resolved.

New Members: In 2024 the Victoria Association welcomed 24 new members. They have Victorias in all conditions and I hope that the Victoria Association can live up to their expectations. I encourage all Victoria Association members to tell other Victoria owners about our group and ask them to join.

The Victoria Association is more than a group of Model A Ford Victoria owners, it is also a resource for people restoring Model A Victorias. How it was built, how were the many parts made, painted or plated. If any member has any original drawings, pictures, plans, interior material or information about the Victoria body, please send me an email (wcilkerjr@comcast.net). The Victoria Association has drawings of all the glass, and some of the roof ribs. I would love to add any information you might have to the VA collection for future Victoria restorers to access.

The VA received two important recognitions this past quarter. Member Vern Schwebke received the MAFCA Service Award for his many years as an active member of the Model A Ford hobby and his service to others in the club. Vern writes the following:

To the Victoria Association board of directors and members, I am truly honored to receive this MAFCA service award. I hadn't thought that I have been involved for over 20 years until Bill Cilker sent this. It's been fun, at times, I've made some good friends through the Association and will remain a member, even though I no longer own a Victoria. Thank you all for your kind recognition. Regards, Vern Schwebke

We also received an award from MFCA for the Bustle Newsletter! Thanks go out to everyone who contributes to our newsletter.

Thanks and Happy New Year!

Bill

Bustle Editor, Dean Larson

Renewals for 2025 have been coming in and it is encouraging that a number of new and returning members are opting for the electronic version of the Bustle. For those of you still requesting paper copies, I will be sure to get these in the mail to you as quickly as I can. I personally still receive a daily newspaper delivered to my door and I appreciate having the paper to hold and read so I know why some of us prefer the hard copy.



I have received a number of emails about how members came to own their Victorias and some articles on technical issues as well. Thanks for the information! I will do my best to include these interesting pieces.

Membership Chairman Ed Greany's Message,

We have had 24 new members join which is great news. This is just one of the new Victoria Association members cars.

This is Victor Varardy's leatherback. Great color!

As always, let us know if you have a change of address or email address. This will help the Editor get your newsletter to you without delay.

Both the Model A Restorers Club and the Model A Ford Club of America asked the Victoria Association to encourage their members to have membership in either or both of the national clubs. The national clubs need the membership and they have benefits that the members can use. So, if you are not a member of one of the national clubs, please join. Also, I encourage Victoria Association members to join their local Model A Clubs.

How I found my Model A Ford Victoria

Jay Jackson sent this story along to us.

I received this car from a family friend. He and my dad have been best friends for I bet 70 years. I have the original title from 1940 when he bought it. My Dad's friend sold it in 1940 and he bought it back in 1942. So, he's had it ever since. Me being 56 today, I have lots of memories riding around in this Victoria in parades or to car shows. We have T's so we would both drive them to the shows.

Since then, health has taken its toll on our family friend and he's has had the Victoria sitting on the driveway for more than 25 years. The pictures attached are from the day I picked it up. The interior is all removed. I have put a battery in it and the engine spins over nicely. I will (after I hear the engine run) remove the cab and get down to the frame and start restoring it over again. It's all there so it just needs some TLC. I have to learn how to drive it but should not be too hard.

I'm looking forward to your newsletter and the help from others that have a Victoria.



This second story comes to us from a new member Mike Bocchino of Minnesota

My name is Mike Bocchino (mike.bocchino@gmail.com) and I just joined the Victoria Association! I want to share a little about me and my family, and about our Victoria!

I'm the proud owner of a 1931 Ford Model A Victoria. I recently inherited her when my grandfather, Will Howes, passed away on December 7th, 2022. I got her home from Massachusetts to Eagan, Minnesota in August 2023. My grandfather bought the Victoria in 1982, and completely restored her...stripped her all the way down to the frame and completely rebuilt the car! I remember being small (7-8 years old) and working with him on the car in his garage as he built it back up, then got her to a "show-" level of restoration. I was the oldest grandson, and spent time with him during the rebuild of the Victoria and learning what I could, and that's part of the reason why he left the Model A to me.

He took his Victoria to car shows in and around Western Mass (he lived in West Springfield, MA) and won half a dozen trophies (which came with the car!). He was a retired Navy Senior Chief Engineman, so he knew the ins and outs of everything mechanical...so every inch of restoration that was done was done by his own hands. That means a lot to me, and I strive to keep the Victoria as true to his standards as I can!

When I had her shipped from MA to MN, she needed some TLC to get back to running condition. After a new battery, a complete removal, blasting/sealing, and reinstallation of the gas tank, and overall tune-up of the engine, I was able to drive her home from the shop in September and enjoyed the Victoria for several weeks of driving before winter set in!

It was fun to learn how to drive and maintain her, and I've been reading lots on doing some more restoration. She tops out at 30-35 mph right now, so I typically just drive around the neighborhood and side streets near home...no main road driving for me yet, but would love to get the engine running a little smoother and getting a little more speed so I'm more comfortable going on main roads.

I currently live in Eagan, MN with my beautiful wife, Jen, and our 3 busy kids, Lucas (12), Madison (9), and Julia (4). We're learning the car together, and the kids love to go for rides because the back windows go down all the way and the rear seat is "just their size." In addition to the Victoria Association, I am also a member of the Model A Force Club of America and the Twin Cities Model A Ford Club. I am looking forward to getting into parades and shows this summer, and learning more about our car! Like my grandfather, I am also in the Navy and am currently serving as the commanding officer of a SUBGRU 2 Unit in Groton, CT. I have been in the navy and the naval reserve for 20 years as of May 2024. Being a "nuke" submarine officer and not as knowledgeable as my grandfather was with engines! I realize that I have a lot to learn about this treasure. I look forward to meeting other Victoria owners, and learning more about our treasure!



Pictures when my grandfather bought the car in 1982 prior to restoration, and when I got her home in 2023 and my beautiful family below enjoying a ride in the Victoria



Dean Larson's story starts with a conversation with a student on the first night of an adult education course. Dean recounts:

As students started to come into class and find seats on the first session of a 12 week course I taught, a student asked aloud, "Who owns the Willys CJ3A parked out front?" It was my 1949 Willys that I used as a second car. I responded that it was mine and while pointing a finger at me, the student said he wanted to see me at the break! He didn't realize I was the teacher and at the break apologized for his assertive tone. Over the next few weeks Ben and I talked more about old cars and I said I thought I would like to own a Model T Ford. He said no you don't want a T, A Model A Ford was much better and had brakes on all four wheels.

I attended many car flea markets with him and on one outing we spotted a car on a trailer at the back of the flea market field. It was a Leatherback Victoria that had been in a storage shed for 30 years! All the important parts were there according to Ben. The owner was not budging off his seemingly high price but I eventually bit the bullet and acquired the car. That was in 1985 and I am still driving it. The picture below was taken when picking the car up in New Hampshire in 1985. That's me on the right 40 years ago.

The only caveat was I had to complete all of my wife's "Honey Do list" before trailering it home!



(Note the black top!)

Technical Talk with Chuck Christensen

Victoria facts – The exposed front seat metal parts were painted with a semi-gloss unpolished lacquer. They were Maroon from the beginning of production to the end of March 1931. Starting in April they were painted black and

when the front seats with the sliding drivers' seat were introduced in June, the seat frame metal was painted brown until the end of production.

We received this tech tip from Don Graves about the front seat belt installation on his A-400 and Victoria.

My wife and I enjoy our Model As the most when we go on tours, whether it be short jaunts nearby or longer tours out of town for several days. One thing that is a "must have" these days is seat belts in our Model As.

When we purchased our A-400 in May 2016 and our Victoria in 2020, there were no seat belts and I immediately started planning how the installation would be done. The drop floor behind the front seats complicated the job. I wasn't a fan of a piece of angle iron across the top of the dropped floor for the belts to be anchored. I wanted the finished project to look like it was maybe a factory option if one wanted seat belts.

My solution was a piece of strap iron 1 ½" wide and 3/16" thick. Its length is 34 inches. I bent a hump in the middle of the iron so it would fit snugly into the floor hump for drive shaft clearance. I drilled a hole in each side of the edge of the car frame to fasten each end of the strap. When the bolts holding this strap are tight, the strap fits snugly against the bottom side of the floor pan and also up and around the floor hump. The two inner seat belt ends are then anchored to the strap by drilling two holes through the floor pan and the strap. I didn't use hex-headed bolts because I wanted a smooth looking head. When using a carriage bolt, I cut a slot in the bolt head for a large screw driver to hold it while tightening the nut and lock washer below.

The opposite ends of each bolt are anchored to the floor using the body bolts just inside the door opening. I added large washers to the floor recess making the hole flush with the rest of the floor. Then, the seat belt was anchored once again using a carriage bolt with a slot in the top.

The pictures show the strap iron with the hump in the middle before being installed. The next picture shows the strap mounted under the floor. The third picture shows the finished job with a clean-looking installation of seat belts.

I'm pleased with my results of this install. All ends are anchored securely to the floor and though I'm not suggesting that everyone's seat belts be installed the same way, my wife and I feel more secure when we drive our A-400 and Victoria.

By the way, the Victoria is now getting a complete restoration. I will send a photo or two when I have finished.

Don Graves




The following was posted by our own Bob Bidonde on the pages of the Ford Barn.

[View First Unread](#) [Thread Tools](#) [Search this Thread](#) [Rate Thread](#) [Display Modes](#)

10-22-2024, 11:10 AM #1

Bob Bidonde
Senior Member



Join Date: May 2010
Location: Long Island, NY
Posts: 3,859

190A Victoria Statistics

Lately, there has been several chats about the 190A Model A Ford **Victoria** Coupe on the Ford Barn. I keep statistics for the International **Victoria** Association plus there are historical data in "The **Victoria** Book." Here is an overview of the latest data:

Final assembly of 190A **Victoria** Coupes from export kits occurred in Belgium 102, Spain 60, Argentina 330, Germany 2, Brazil 90, France 52, Mexico 97, Denmark 103, Japan 100, Chile 5 & Turkey 17.

Production of 190A Victorias took place in the USA 40213 & Canada 1398. Domestic & Canadian production ended in 1932. All 190A production bodies & kit bodies were built by the Murray Body Corp. The transition from the Leather-back version to the Steel-back version of the 190A took place during the first quarter of 1931. The price of the **Victoria** was \$580 US.

Surviving 190As as of 10/22/2024, on record with the Intentional **Victoria** Association, are 663 cars worldwide not including hot rods. 393 of the survivors on record are Leather-backs. However, there are more non-hot rod Victorias in the world not yet in the record.

If you have any technical questions, you would like help with, you can reach me at chuckret95@gmail.com.

Parts for sale

Passenger door window regulator in superb condition \$70.

Drivers' door window much used, some repair. Free.

Original post latch. Excellent condition. \$ 20.

All plus Shipping. Contact Howard Kriebel at: sauenohr1@gmail.com

Wanted

Henry Tatnall is still looking for a 30/31 passenger side door and 2 B pillars. If you can help Henry out, call him at 203-913-1019. If Henry does not answer the phone, he asks that you leave him a message.

Richard Morse is looking for an original Victoria rear window blind roller in good usable condition. The roller is 26, 3/8" in length. Ideally with fabric intact or remnants of it still attached. If you can help find this part, contact Richard at ironmountain1969@gmail.com

Victoria Association Services

The Association has a Technical Director, Chuck Christenson, who is willing to answer your questions on the Model A and the Victoria. You will find his email address on the front cover of the Bustle.



International Model A Ford

Victoria Association

Dean Larson – Editor

21 Simmons Road

Hanover, MA 02339

First Class Mail

To:

The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America (MAFCA) and a region of the Model A Restorers Club (MARC). The association was founded in 1986 at Frisco, Texas by Charlie Viosca. The purpose of the association is to aid the membership in the authentic restoration of the Model A Ford A-190 Victoria body style. To achieve the purpose this quarterly 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 from this publication is expressly given provided acknowledgement and credit is given to the author and to the publication and no changes are made to the original article.