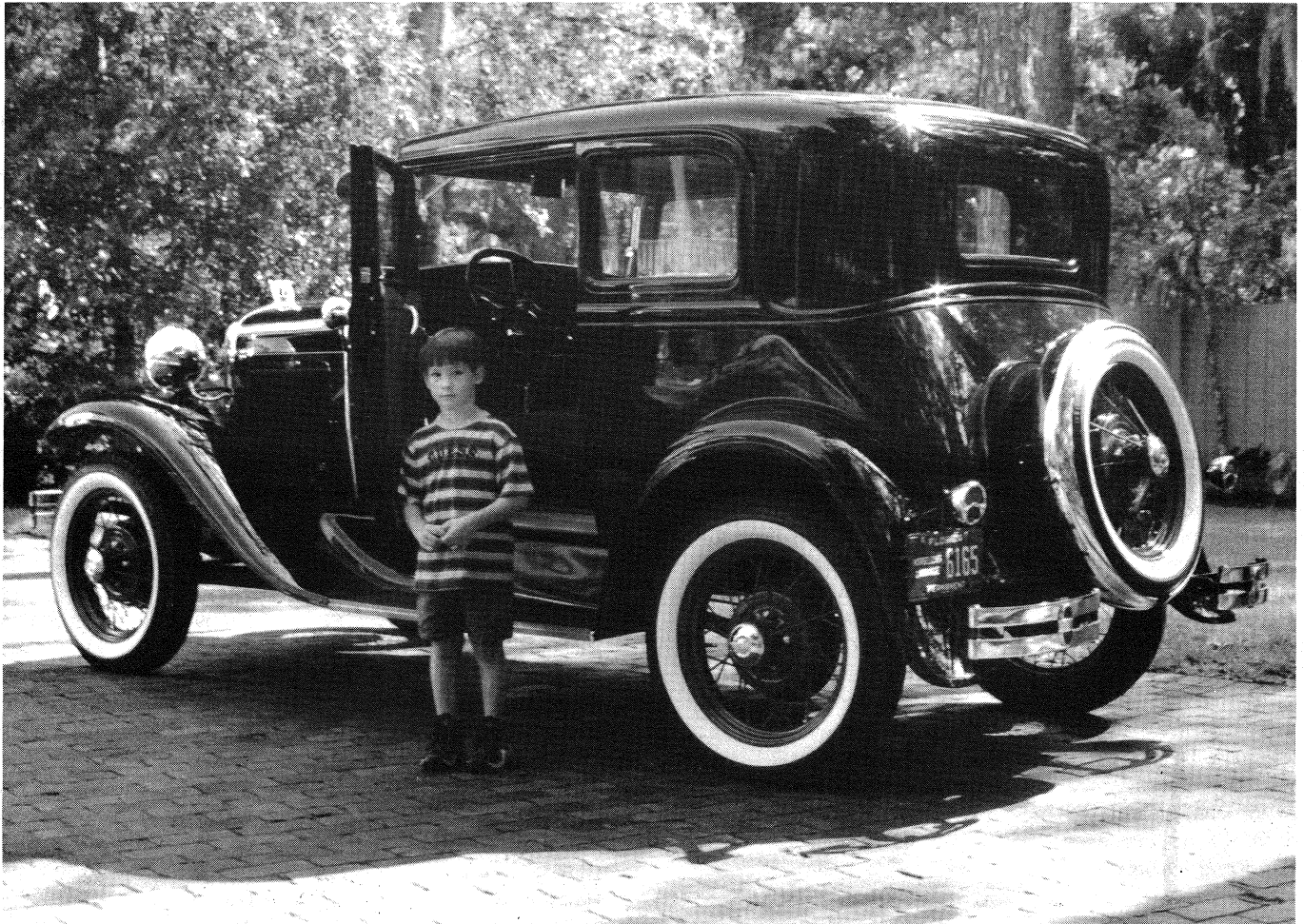


*International Model A Ford
Victoria Association*
The Victoria Bustle

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

**May, 1998
Volume 13, Issue 2
Newsletter**

**President & Founder: Charlie Viosca
Editor: Tom Endy
Publishers: Bob & Karyn Sitter**



Blaine C. Hudson
Owner & Operator

Model A Ford Victoria Association

Membership Roster, May 1998

U.S. Residents:

Anderson, Robert, Christi	942 32nd St. S.W.	Wyoming,	MI	49509	616-532-2003
Anderson, Jerome,	3722 Penninsula Dr.	Muskegon,	MI	49444	616-739-7903
Andrews, Les,	22126 Cottage Hill Dr.	Grass Valley,	CA	95949	530-268-3018
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
Barrett, Richard,	21 Hallmont Circle	Penfield,	NY	14526	716-377-4379
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
Berry, Gordon, Glennys	120 N. Quidnessett Rd.	N. Kingstown,	RI	02852	401-885-1653
Bewley, Thomas, Donna May	16557 21st N.E.	Shoreline,	WA	98155	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
Brown, Paul,	46 Maria Ave #102	Southbridge,	MA	01550	
Brutcher, John,	167 St. RTE. 48	Phoenix,	NY	13135	315-652-7455
Bryson, Maj. Steven, Deette	CMR 467, Box 3672	AP0, AE		09096-3672	
Bullion, George, Donna	1139 Autumn Hills	Gardnerville,	NV	89410	710-782-4418
Buice, Maron, Jo Ann	2328 Loving Rd.	Morganton,	GA	30560	404-945-9261
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	524 Vista Ridge Dr.	Milpitas,	CA	95035	406-263-0692
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, John, Betty	3801 Wyoga Lake Rd.	Cuyahoga Falls,	OH	44224	216-923-6916
Coleman, Robert, Yvonne	1675 Wappoo Rd.	Charleston,	SC	29407	803-766-9471
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	757-340-6818
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	P.O.Box 50	Stanley,	ID	83278	208-774-3321
Gajewski, Don, Laverne	2017 Inverness Dr.	Carrollton,	TX	75007	214-242-4093
Garrison, Wayne, Bessie	431 Terace Rd.	Lincoln,	NE	68505	402-489-1705
Gehrke, Kraig, Debbie	3090 Ezie	Clovis,	CA	93612	209-291-2051
Gill, Roger	3301 E. 231st St.	Chicago Hts,	IL	60411	
Gosa, Dale, Lois	4146 Habana Ave.	Jacksonville,	FL	32217	904-731-0367
Greany, Ed, Robin	1742 Spring Lane	Corona,	CA	91720	909-735-4153
Greenhalgh, Jack, Delia	140 Andrew Ln.	Reno,	NV	89511	702-894-0365
Griffith, Roger,	1430 Cypress	Tracy,	CA	95376	209-836-2432
Hamada, Yuk, 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
Hauff, Don, Karen	4880 Roundtree Dr.	Campbell,	CA	95008	408-379-0440
Hazard, P.R.,	2862 McCloud River Ln	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	
Hood, David, Shirley	5053 Bidwell	Brighton,	MI	48116	810-229-7030
Hudson, Orlando, Beth	1835 S. Southpointe Dr.	Sarasota,	FL	34231	941-924-4748
Icenhower, James, Della	1 Circle Park Ct.	Manzfield,	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
Jackson, Brian, Lisa	8700 Airport Rd.	Madison,	WI	53562	
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
Keplinger, David, Lynda	213 Tommy Cambell Rd.	Jonesborough,	TN	37659	423-753-5672
Kissel, William, Doreen	524 Eldoro	Arlington,	TX	76006	817-274-7206
Klamm, Ron, Wanda	2106 N. Laureen	Fresno,	CA	93703	209-255-0693
Knapp, Frank, Montie	3048 Pine Needle Rd.	Augusta,	GA	30909	706-736-5238
Kraus, Fred, Laurel	P.O. Box 7647	Round Lake Bch,	IL	60073	
Lane, Michael, Sr, Judith	10807 Sebring Dr.	Richmond,	VA	23233	804-747-0934
Lee, John, Kay	222 Elgin	Washington,	IL	61571	309-444-9840
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
Martin, Brian, Trish	843 Church St. E.	Monmouth,	OR	97361	503-836-0026
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
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	805-772-5000
Miller, Ken, Irma	40 Oakmont Ln.	Greenville,	TN	37743	423-638-4383
Miller, Roger,	9036 N.W. 37th St.	Polk City,	IA	50226	515-965-5727
Miller, Paul, Mary Martha	50 Level Rd.	Collegeville,	PA	19426	215-489-2083
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, Fred, Sharon	6355 Ward Rd. S-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	
O'Connor, Bill,	26696 Sagitarias	San Antonio,	TX	78260	
O'Leary, Gregory, Kathy	1912 H St.	Eureka,	CA	95501	707-442-3213
O'Neill, Thomas, Frances	213 Cheyenne Dr.	Vacaville,	CA	95688	
Ouimette, Melvin,	1320 Gilbert Stuart Rd.	Saunderstown,	RI	02874	
Palmer, Lewis, Laura	1218 Pyle Ave.	South Bend,	IN	46615	219-288-9633
Pape, Marshall, Susie	790 Turner Rd.	Williamson,	GA	30292	770-228-7677
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
Plaggenborg, Joop, Marlies	30 Riverview Dr.	Ashland,	MA	01721	508-881-8751
Quaranta, Vito, Ethynn	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
Rasmussen, Jack, Gaila	4212 S. Sunrise Pkwy	Greenbank,	WA	98253	360-331-8225
Reed, Kim,	2720 SE 17th St.	Ocala,	FL	34471	352-288-6785
Reger, Dr. Roy,	11684 East Bayand Dr.	Aurora,	CO	80012	303-343-3331

Renfro, Jimmy	P.O. Box 344	Flat Lick,	KY	40935	
Repnik, Kerry, Karen	Box 376	Yukon,	PA	15698	412-722-3504
Reynolds, Wm (Col.), Rebecca	3 Northwest Rd.	Randolph AFB,	TX	78148	210-566-2343
Rios, John,	2303 Royal Acres Dr.	Denton,	TX	76201	940-387-1155
Robbins, Davis, Maureen	32 Overlook Dr.	Westfield,	MA	01085	413-562-9238
Roberts, Elmer, Betty	313 Hemlock Park Ln.	Aberdeen,	WA	98520	360-532-9300
Rogers, Dennis, Joan	2404 Colberg Ln.	Munger,	MI	48747	
Rogers, M. Jerry, Emily	2036 Clarksdale	Dallas,	TX	75228	214-321-5698
Rohde, Sherwin, Juanita	P.O. Box 395	Mountain Home,	AR	72654	870-481-6033
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	11501 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
Schoelen, James, Elizabeth	2014 Beech St.	Fernandina Bch,	FL	32034	904-261-0854
Schultz, Russell,	1834 Calavaras Dr.	El Dorado Hills,	CA	95762	916-933-9657
Schwartz, Thomas, Joyce	1726 Beckley Dr.	New Cumberland,	PA	17070	717-774-4565
Schwebke, Vern,	9330 Kahlua Way	Spring Valley,	CA	91977	619-697-6945
Seay, Speedy, Jill	2413 Millwood Rd.	Virginia Beach,	VA	23454	757-481-6394
Secker, Fred, Betty	6628 Velasco	Dallas,	TX	75214	214-827-2132
Severson, Dale, Doris	P.O. Box 44	Dallas,	WI	54733	715-837-1268
Sherwood, Robert,	3102 SE Spyglass Dr.	Vancouver,	WA	98684	206-892-3206
Simmons, Jack, Joyce	7321 Nada St.	Downey,	CA	90242	562-928-7422
Sidebottom, Kay, Al	2860 Riverside Dr.	Trenton,	MI	48183	734-671-8572
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, Ernie, Wilma	8745 Greenwood	Munster,	IN	46321	219-838-9048
Smith, Walter, Juanita	5785 S. County Rd. A	Superior,	WI	54880	715-399-8440
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
Stewart, Jackie, Nina	12811 El Dorado Dr.	Universal City,	TX	78148	210-659-0253
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
Taylor, Gene, Mazelle	26561 Martin Branch Rd.	Madison,	AL	35758	205-232-9000
Taylor, Winfred,	5204 Simmons Rd.	Lumberton,	NC	28358	910-739-7350
Ulmer, Bill, Katie	1838 Poston Dr.	Panama City,	FL	32404	
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
Webb, Jeff, Mary	3853 Myrtle Ave.	Long Beach,	CA	90807	562-427-5793
Wilgus, David, Christine	P.O. Box 763	Hebron,	IN	46341	219-477-4089
Worms, Roland, Barbara	104 Elm St.	Morton,	IL	61550	309-699-4397
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
Zappone, Marceen,	N 1706 Zappone Pl.	Spokane,	WA	99207	509-535-3938
Zigler, David,	310 Jamboree	Manchester,	MO	63021	314-394-7131

Foriegn Residents:

Bashford, Paul,	7 Andergrove Rd. Mackay 4740	Queensland,	Australia	
Bicknell, Justin, Brenda	78 Albert St.	Palmerston North,	New Zealand	06-355-770733
Chaikoff, Richard, Joan	3 Hallfield Rd.	Etobicoke, Ontario	Canada M9B 5W5	416-621-6644
Gough, Sid, Audrey	Box 25	Irricana, Alberta,	Canada TOM-1B0	403-935-4216
Hessels, Everett, Cheryl	P.O. Box 181	Blyth, Ontario,	Canada NOM-1H0	519-523-4337
Koudys, Ted,	4681 Lincoln Ave.	Beamsville, ON	Canada LOR-1B3	905-563-4364
Midlane, Bruce, Margaret	10311 Shell Rd.	Richmond, BC.	Canada V7A 3W5	604-271-5991
Morse, Richard,	174 Roslyn Rd.	Levin,	New Zealand	
Robinson, Warren, Helen	1717 Evergreen Hill S.W.	Calgary,	Alberta T2Y 3B6	403-201-3135
Thomason, Derek, Judy	R.D.I., Richmond	Nelson,	New Zealand	054403-544-7826



Charlie Says!

by Charlie Viosca

Victoria Drawings!

We have many fine members volunteering to help the Victoria Association. I am proud to tell you that Anders Ramberg has volunteered to do drawings for us. You will see four of them in this edition of the newsletter. One is of the 1931 (late) Victoria front passenger seat hinge. This is the passenger seat that goes with the sliding drivers seat. The other three are of the three rear spare tire bracket braces that go on the inside of the Victoria. How many of you knew there are three? The drawings are self explanatory. Anders does great work, and I am sure you will agree with me.

More Anders' Drawings!

Anders has agreed to look at all of the drawings from past newsletters and "fix" them where possible. We will publish a book of these drawings which will be available to the membership when they are complete. It is great that Anders has volunteered to do this work for the Victoria Association.

A Victoria Question!

Judy Cubel, of Superior, Arizona wrote and asked "if the Steelback is a 190-A, could it be that the 190-B is the Leatherback?" The answer to that question is that the 190-B is the 1932 Victoria. How many of you knew that answer? Also, we all know that the 400-A is the convertible sedan, but did you know that the 1932 model is the 400-B?

More Trivia!

Did you know that the headers over the doors are different on the Steelback than on the Leatherback? I have been told that the rear window frame in the Leatherback is smaller than the Steelback. The glass is the same.

Don Vagasky Is Located!

Three members wrote to give me the new address of Don Vagasky. He is the fellow who sells garnish molding (repo), and other items for the Victoria such as the upholstery retainer (inside of the wood header). I think he might also have the windshield frames. I will write to him and get an update of what he carries. Meanwhile, here is his new address: Don Vagasky, 108 Beatties Landing Road, Yorktown, VA 23692 757-890-9547. Thanks to Tom Endy, Winfred Taylor, and George Dinius.

A Happy Transfer!

The membership may recall that Bob Anderson of Wyoming, MI placed an ad in the Victoria newsletter to sell his two Victorias. I am sad to see him sell his cars, but at the same time I am happy that one of them was purchased by Richard Morse of Levin, New Zealand. Richard is now a member of the Victoria Association.

Newsletter, Back Issues!

Back issues of the Victoria Association are still available at \$30. per set. Contact our treasurer, John Icenhower if you want to purchase a set. See page 18 for a printed copy of the newsletter index.

The MAFCA National in Reno!

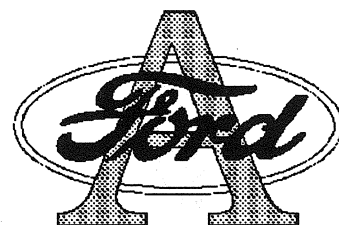
Since I will not be attending the National, I have asked our newsletter editor Tom Endy to represent the Victoria Association at the President's Reception on my behalf. The MAFCA National will be held in Reno, Nevada, June 28th through July 3rd.

The Victoria Bustle!

You will notice that the Victoria Association newsletter now has a proper name. The name was suggested by John Icenhower. The "bustle" is synonymous with the "hump" that is found at the back end of the Victoria body style. Webster's dictionary tells us there are two definitions for the word bustle. The first is "noisy or energetic activity". The second is "a pad or framework expanding and supporting the fullness and drapery of the back of a woman's skirt". In either case, The Victoria Bustle will try to live up to both definitions. ☺

On The Cover!

Seven year old Blaine C. Hudson, owner and operator (well, almost operator) of this very fine looking Model A Ford Victoria is seen standing in front of it. Blaine is probably the world's youngest Model A Ford Victoria owner. See feature story on page 6. ☺





Blaine C. Hudson!

by Tom Endy

Imagine you are a little kid five years old and your dad gives you a Model A Ford for your birthday. Not just any Model A Ford mind you, but a Model A Ford Victoria. It doesn't happen every day, but it happened to Blaine C. Hudson. On his fifth birthday, April 29, 1996, his dad, O.D. Hudson, gave little Blaine the very well restored Victoria seen on the cover. In fact that's Blaine looking a little bewildered standing in front of it. Blaine's father, O.D. Hudson, won't tell us his actual name, we think the O.D. stands for Over Drive. O.D. is a man 57 years old. Besides Blaine, he also has two other sons, Blaire, age 10, and Blake, age 9. O.D. gave each of the two older boys a Model A Ford as well. Again, not just any old Model A Ford, but to each a 1931 Model A Ford Tudor Deluxe Phaeton. O.D. must be a special kind of father. According to O.D.'s wife Beth, O.D. has been involved with antique cars for over 20 years. O.D. felt that his sons would enjoy something that could be driven, used, and touched, not just looked at. Beth says that the boys look forward to their Sunday outings with their father and their Model A Fords. Blaine is now seven years old and is in the first grade. He plays tennis and is learning to skate so that he can play hockey. Blaine's Model A Ford Victoria was purchased by O.D. in January 1996. The car was found in Arvada, Colorado, where it had sat idle for over 12 years. Prior to that it had resided in Texas. The car has had various restoration projects done to it over the years. Today it currently sports a Ford Maroon color and has a LeBaron Bonney brown mohair interior. It also has a newly rebuilt engine with a counter balanced crank. The car has been restored to near perfection. O.D. won't tell us if it has an Over Drive. O.D. Hudson and his family live in Sarasota, Florida, where they must grow fathers pretty tall. ☺



An Original Original!

by Ron Klamm

A Proud Owner!

I can hardly wait to tell people about my Model A Ford Victoria, which I am very proud of. The Victoria is a recent acquisition that has pushed the restoration of my 1931 Model A Ford Pick-up to the back burner.

A Little History!

The car was originally purchased by "the grandfather", it then went to "the son", then to "the grandson", and then finally to "the granddaughter". I am the first person outside of the original family to own it. The grandfather owned the first multistory parking garage in Fresno, California, and for many years the Victoria was stored in a private parking spot on the second floor. It was only driven in parades and on special occasions. When the son acquired the car he had little interest in it, so it remained stored and unused most of the time he owned it. The grandson was given the car for his 18th birthday. It was at this time that the Victoria underwent some minor cosmetic restoration, paint and upholstery. The grandson drove it very little because it was not "trendy" with his friends. Around 1992 he no longer wanted the car so he sold it to his sister, "the granddaughter". That was the last year it was registered and the year it went into a storage locker where it remained until January 1998, when I was able to purchase it.

How Original Is It?

The honest to goodness mileage, somewhat traceable by service records found inside the car, and other available sources, pretty much confirm that 6,838 is the actual mileage. The numbers after the A-190 are 24857, I think it is the body number.

The Original Condition!

Aside from several minor scratches (no dents, bondo or rust) the paint is in very good condition. The upholstery could stand to be replaced, the major flaw being a water stain by the back window. The car is in 100% stock condition. ☺

Editor's Note!

Ron Klamm is from Fresno, California, and is a new member of the Victoria Association. Ron doesn't tell us what he plans to do with the car, keep it original, or restore it. Henry and Charlie forbid that he would make a street rod out of it! ☺

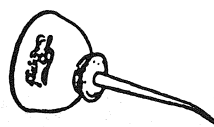
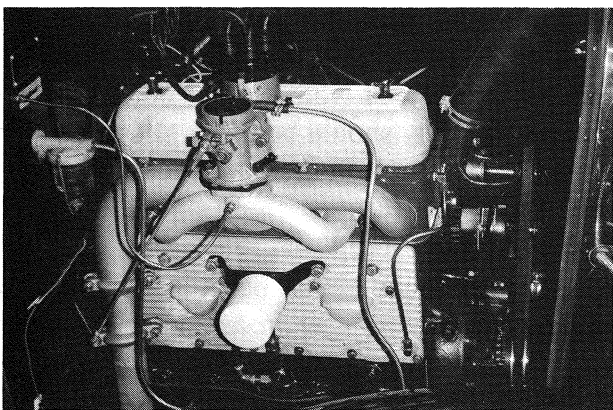
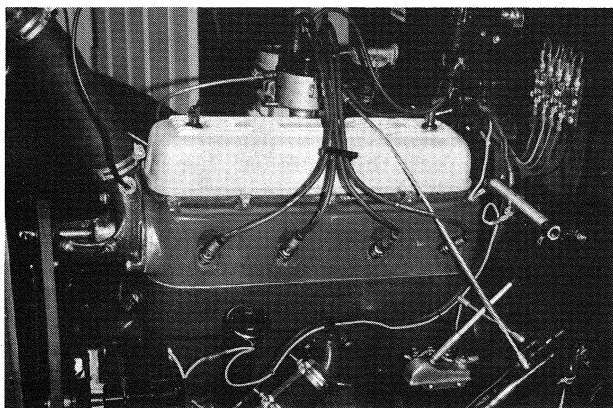
A Fast Victoria!

by Ken Miller

The engine I have installed in my Model A Ford Victoria is a little different than that found in most Model A Fords. I thought the membership might enjoy seeing some pictures of it. The engine is a "B" block with a forged counterbalanced crankshaft, a John Lingo overhead, a Mallory distributor with centrifugal advance, Petronis ignition, Fish carburetor, 12 volt electrical system, and an electric fuel pump. The Victoria also features a Gary Bernard 4-speed transmission, 1956 Ford pick-up steering box, GM alternator. and halogen headlights. ☺

Editor's Note!

Ken Miller is from Greenville, Tennessee.



Properly Oiled!

by Ben Hadd

Intake, Exhale!

Once upon a time two extremely knowledgeable Model A Ford enthusiasts were going about the task of trying to start the engine in a Model A Ford that was of a dubious restored origin. They pulled the choke out and cranked it over and it wanted to start. When the choke was pushed in, it wanted to quit. The effort was repeated several times with the same negative results.

Gasoline Dripping!

Each time the engine quit running gasoline would drip out the front of the carburetor. The carburetor was replaced with one that was of a known restored condition. It still did the same thing. Numerous other remedies were tried, but the Model A Ford just sat there and defied them. It was determined that if the choke has held closed the engine would continue to run, but not very well.

What Was It All About?

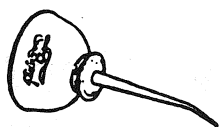
What they eventually found was that someone had arbitrarily selected an intake manifold to be mated to an arbitrarily selected exhaust manifold. The mounting surface of the intake manifold had been machined down about .020 of an inch less than the mounting surface of the exhaust manifold. When the manifold pair was bolted up to the engine the exhaust manifold gaskets were compressed, but the intake manifold gaskets were not, allowing a giant air leak into the intake manifold.

Seventy Years of Machining!

Over the years many intake and exhaust manifolds have been machined down to remove any warpage that may have occurred. This is generally done to both manifolds as a pair so that the surfaces of both manifolds are even with each other. A problem occurs when previously machined manifolds are randomly selected for mating. When a pair of manifolds are newly mated together they should be checked by placing a straight edge across the surface of both manifolds. If the surfaces are not accurately parallel the manifold pair should be taken to a machine shop to be evenly machined.

Happily Ever After!

The moral to the story is that an ounce of prevention is worth a gallon of gasoline. ☺



Properly Oiled!

by Ben Hadd

Transmission Blues!

Just when I thought I fully understood all I needed to know about the Model A Ford transmission, Old Henry threw me a curve. I'm beginning to believe that some of the subtle changes he made were solely for the purpose of antagonizing people like me. I have taken apart and reassembled a countless number of transmissions for friends and fellow club members and had never before encountered the problem I recently ran into.

The Acquisition!

At a swap meet last year a fellow had a complete transmission for sale. It had been removed at some time from a running car, but appeared to have been subsequently dropped since the housing had a big crack in it. For that reason the price was very low, so I bought it. When I disassembled it I discovered that the inner workings were in excellent condition. All I needed was a replacement housing.

The Restoration!

A replacement housing was obtained along with some new bearings and the new cluster and idler shafts with the O-ring modification. I then set out to assemble the transmission. I might add that the replacement housing I obtained was one of the early ones that require the two brass thrust washers at each end of the cluster gear. They are part number A7119, and were obtainable from Bratton's Antique Auto Parts. The early housing also has the ball bearing stops machined into each end of the housing instead of the snap rings found in the later housing.

Baffled!

With everything in order I assembled the transmission. It went together just like it was supposed to. I congratulated myself on what a magnificent job I had done. When the job was finished I reached in to shift the gears through their paces and found everything locked up. I disassembled the transmission for the first of numerous times trying to find out what the problem was. Each time I could find nothing wrong. I then tried bolting down the bearing retainer at each end, one at a time, and discovered I could lock up each end independently by merely tightening the bolts on the bearing retainer.

Read The Manual!

When all else fails, read the manual. And that's what I did. Reviewing the service bulletins I discovered that on page 379 (September 1929) Henry goes on to tell us that after he changed the housing to eliminate the need for the thrust washers, he also eliminated the machined bearing stops and introduced the snap rings. Fair enough! But, what you really need to pay attention to is that he also changed the diameter of the two oil baffles. The oil baffles are those sheet metal looking things that everyone wants to install backwards that sit right next to the bearings. Henry made the outside diameter of each baffle an eighth of an inch larger. The newer ones won't work with the old housings. The larger diameter of the new baffles will jam against the machined bearing stop and seize up the bearing at each end of the housing. Henry didn't bother to tell us about that part.

The Difference!

The service bulletin on page 379 gives the dimensions for both the old baffle and the new baffle. The part number for the front baffle is A7080. The part number for the rear baffle is A7040. The old baffles are suffixed "A" and the new baffles are suffixed "B". Obviously you need the "A" configuration for the older housing and the "B" configuration for the newer housing.

What's a Body To Do?

Bratton's Antique Auto Parts stock only the "B" suffix part numbers for the later housing. If you are working with an early housing you either have to find some original "A" suffix part number baffles or chuck up the larger baffles in a drill press and shave the outside diameter down with a file. You could also install sealed bearings and leave the baffles out entirely. I would rather not do that. It just seems like they should be there. Besides, some judge is liable to peek in there and dock you points for the missing baffles.

History Always Repeats!

I wonder how many times back in the old days some poor fellow working in an independent auto repair shop was baffled by the fact that the transmission he just put together was completely locked up? ☺



Properly Oiled!

by Ben Hadd

Clutch it!

Sometimes the restoration process is the cause of a failure phenomenon that was not common back during the Model A Ford era. Take for instance the clutch release arm (p\n A7511-B) attached to the end of the clutch release shaft (p\n A7510-B) located in the bell housing. I have seen and heard of numerous cases of this arm breaking in service. The result being that one can no longer push in the clutch. I have no documentation to prove it, but I suspect that this was not a common occurrence way back when.

Henry's Design!

The original clutch release shaft and clutch release arm were designed to have a woodruff key slot machined into both pieces. The woodruff key would hold the two pieces together and take the brunt of the actuation. A small pin was driven through both pieces to keep everything together. In June 1929 a service bulletin was issued that removed the woodruff key and replaced the pin with one that was larger in diameter and would now take the brunt of the actuation in place of the woodruff key. I suspect the reason for the service bulletin was to reduce the manufacturing cost.

About The Service Bulletin!

If you read the service bulletin on page 351, you will notice that it says that the arm can be drilled out to accept the larger pin, but the clutch release fork (p\n A7515-B), which suffered the same fate cannot be drilled out because there is not enough material. The clutch release fork is the widget that speaks with a forked tongue to the throw out bearing. I think the guy who wrote the service bulletin got it backwards. There is not enough material on the arm, there is plenty on the fork. He may have been spending too much time at his desk and not enough time down on the shop floor. I also noticed that the part number for the shaft is called out incorrectly in the figure 714 diagram. The writer must have been having a bad day. Perhaps Henry had reprimanded him that morning.

Model A Ford Restoration!

When people began restoring Model A Fords, one of the first things that was needed was to replace the worn out clutch and pedal shafts and the associated bushings that are found in most Model A's.

Repo parts suppliers came up with only the later version of the clutch release shaft. It was supplied with no woodruff key slot, had a larger diameter pin hole, and a larger diameter pin. These probably worked fine with the later style arms. I suspect that the arms that have been breaking are the ones where the modern restorer went and drilled out the small hole in the older style arms. If you compare the older arms with the newer you will notice that the area around the pin hole on the newer ones have more material. Drilling out the hole in the old style leaves the hole at the very edge of the arm, and that is where it wants to break.

Bratton To The Rescue!

Bratton's Antique Auto has in recent years been supplying the old style clutch release shaft with the woodruff key slot machined in it. They are much more expensive, but if you are restoring a pre-June 1929 Model A Ford, you can use the old clutch release arm with the smaller pin without drilling out the hole. The woodruff key is again taking most of the strain of the actuation, not the pin.

What To Do!

I personally would not use an old arm with the hole drilled out to the larger size. This is just asking for trouble. If you have the older type arm with the woodruff key slot, I would recommend using one of Bratton's early type clutch release shafts with the woodruff key slot.

An Alternative!

If you are not a purest, another approach is to install an after-market clutch release arm that will not break under any circumstances. They are supplied in two versions by Auto Care & Restoration (800-452-1027) 3924 Alma Ave. Redding, CA 96002. The first version is made of a short piece of tubular steel with an arm welded on. It might give the judges heartburn, but it slips right on over the end of the clutch release shaft and is held in place with the same larger diameter pin, and it certainly will not break. This version is designed for the do-it-your-selfer who does not have his car apart. In other words the bell housing is still in the car. The other version is a one piece clutch release shaft and arm. The arm is welded onto the end of the shaft. You have to have the bell housing out of the car to be able to install this version. This latter version also gives the judges heartburn, but it too will not break. ☺

A New Zealand Project!

by Tom Endy

Justin Bicknell of Palmerston North, New Zealand wrote to us to join the Victoria Association, and to tell us about his Model A Ford Victoria restoration project. The Victoria is a right hand drive car that came to New Zealand from Argentina.

Some interesting findings!

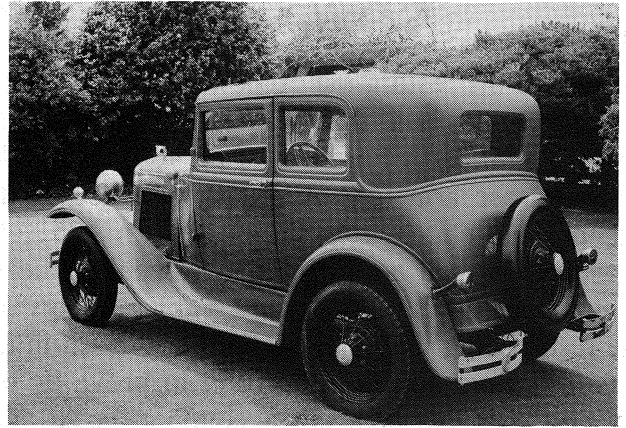
When the car was completely dismantled, Justin reported that he found the body number (190-43230) stamped in the wooden sill under the driver's seat (RHD). The original paint found under the current outer pea-green color was Riviera Blue (upper), and Washington Blue (lower), with a Tacoma Cream stripe. This is an interesting combination that was not available, according to the judging standards, but may have been available in Argentina. The cowl on this Victoria has both "D" nuts and cage nuts, so what is it, a Murray or a Briggs? Other pertinent facts are that the frame number is A4776553, and it is a Steelback. The driver's seat has the adjustable slide mechanism.

An Original Photo!

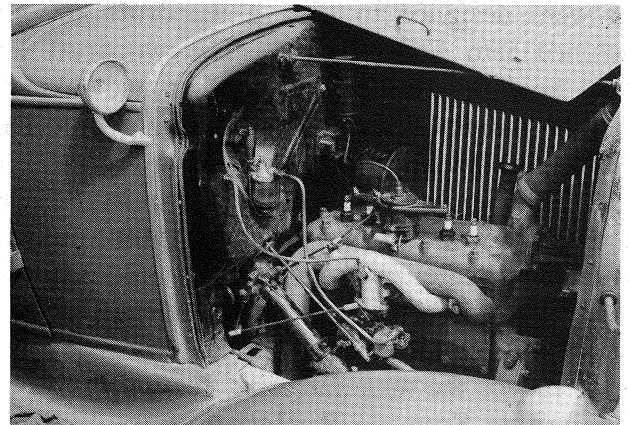
A photo found inside the car shows it with a right side spare mount, and an outside visor. ☺

Editor's Note!

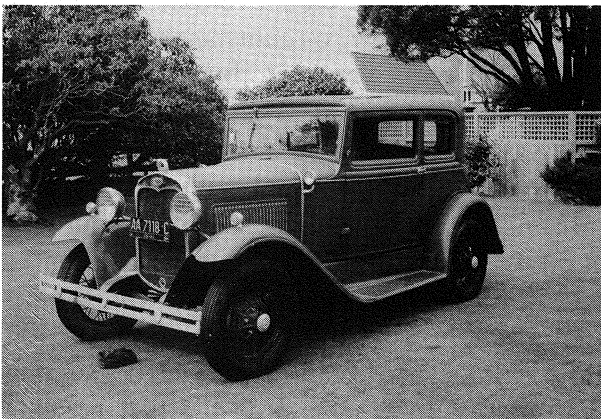
Justin is a member of MAFCA, and his local club affiliation is the Rebel A's. ☺



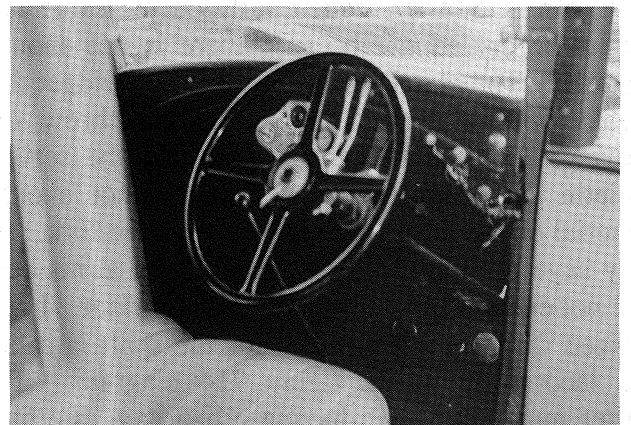
Steering wheel's on the wrong side!



An indented fire wall!



A sick pea-green color!



The picture is not backwards!

MAFCA 1955!

by Fred Rothery

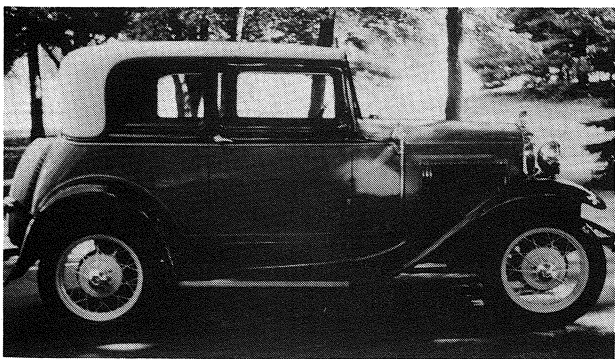
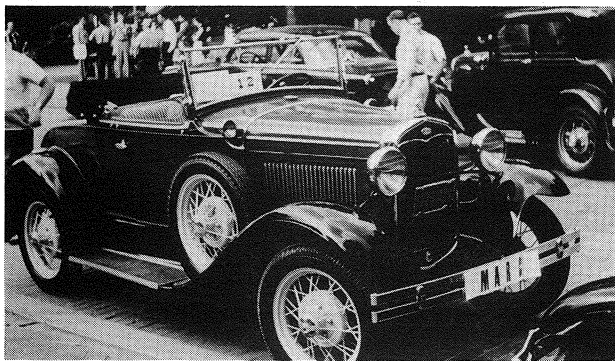
The 1955 MAFCA National was held in Dearborn, MI in August of that year. The 1931 Roadster shown in the picture below was a prize winner. But that's not important, what is important is the Model A Ford Victoria parked in the background behind the now vintage early 50's Ford. I purchased that Victoria a year later, in August 1956, from Bill Hall. That was 42 years ago, and I still own it.

Forty Two Years!

We have enjoyed the Victoria for all of these years. But it is time to let it go. It presently sits under a dust cover in our garage next to our 1915 Model T Ford. We plan to keep our 1931 Roadster as we feel that it is adequate to satisfy our somewhat reduced antique car touring.

The Victoria Today!

The next picture shows what the Victoria looks like today. It is no longer a black Steelback with apple green wheels. It is a Leatherback and it is painted green with cream wheels. It is mechanically perfect. The Victoria was last registered in 1993. It is time for somebody else enjoy this car. ☺



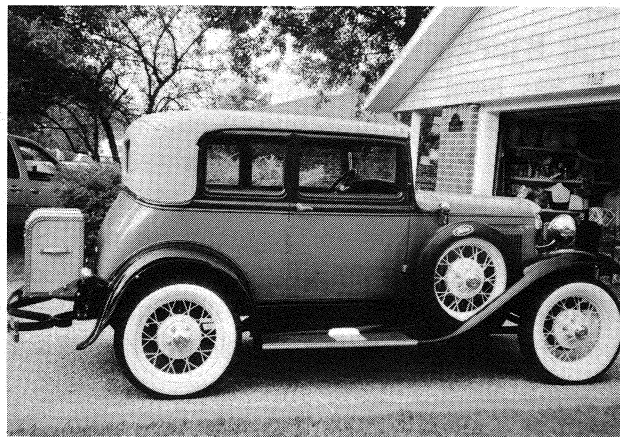
Editor's Note!

See FOR SALE advertisement on page 19.

Clinton Country!

Springdale, Arkansas

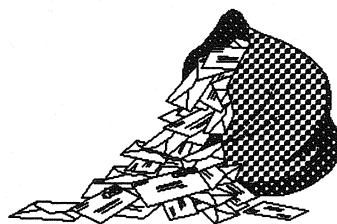
D.C. & Henrietta Swacina of Springdale, Arkansas sent us a picture of their Victoria, but they didn't tell us anything about it. From the picture we can conclude that it is a great looking Victoria, it's a Leatherback, it's green, it's parked in a driveway, and the weather looks to be pretty decent. Other than that, we don't know too much about it. The folks in Arkansas must have become gun-shy when it comes to giving out information to the media. We will just have to grope along with what information we do have. The Swacina's are invited to submit information that could form the basis of a future article about their Victoria. We promise that the article will be suitable reading material for small children and senior citizens. ☺ **Editor!**



The Fifth Amendment!

The Internet dot.com!

John Icenhower has compiled a list of Model A Ford Victoria folks who are listed on the internet. The list is on page 17. ☺ **Editor!**



Model A's in Sweden!

by Anders Ramberg

Late last year I had the opportunity to travel to Sweden to visit my family. I was there for two weeks and was able to visit with some fellow Model A Ford restorers.

Lars Hedsrom!

I had the good fortune to meet Lars Hedsrom, who is the founder of the Svenska A-Fordarna Club in Sweden. Lars lives north of Stockholm. The current president of the Svenska A-Fordarna Club is Bertil Bjorkman, and I was privileged to meet him as well. Svenska A-Fordarna is the largest Model A Ford Club in Sweden with 500 members. There are also two other Model A Ford clubs in Sweden, there is Skanska A-Fordarna, with about 100 members (southern area of Sweden), and there is The Early Ford Register on the Web (a very new club).

Bertil Bjorkman!

Bertil has been president of Svenska A-Fordarna since 1980 and is a professional restorer of Model A Fords and Volkswagens. He showed me around his garage where he had some Model A Ford engines manufactured in Germany up until 1961. The engines are slightly different than the Model A era engines in that they have a different oil pan and have a fuel pump installed. Model A'ers in Sweden are using these engines in Model A's they are restoring. The engines are stamped with "Ford Klon G28T" and were manufactured in Cologne, Germany. Bertil has researched and recorded all registered Model A Fords in Sweden. There are about 1,000 cars registered and about 1,500 to 2,000 cars that are un-registered and in various stages of restoration (or deterioration). They have found that there is only one Murray body Model A in Sweden, which was imported from the U.S. all the rest are Briggs. The conclusion is that Briggs built all models made in Denmark.

The Wrong Side of The Road!

One puzzling question I had was why all Model A Fords sold in Sweden were made with left side steering since they had left side driving in Sweden from the beginning of driving until 1967, when they changed over to the right side of the road. The answer is that before there were cars, the horse drawn carts were on the right side and they felt it would be more fashionable to carry on the tradition. (?)

Some Interesting Trivia!

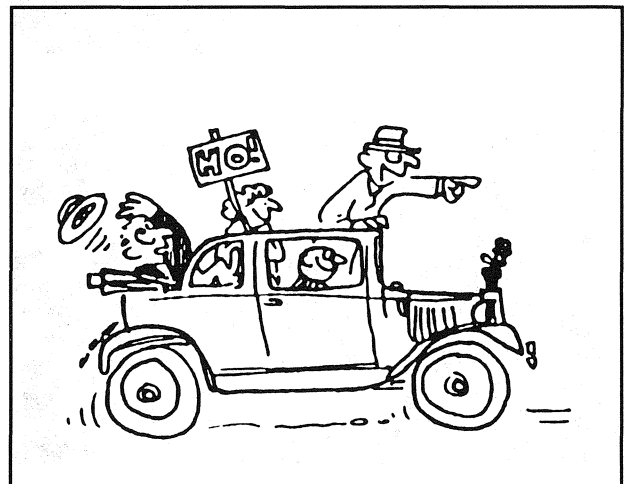
There are about 30 Model A 190-A's and 10 A-400's in Sweden. The Model A Coupe is the most sought after car in Sweden because they are rare and hard to find. During Model A production, mostly Town Sedans and Tudors were sold in Sweden. Almost all Model A Ford production took place in Denmark and were then shipped to Sweden, Norway, and other parts of Europe. There was a Ford plant in Stockholm that did assemble some cars. One interesting fact of the production in Denmark was that the headlight reflectors used were special made by Bosh, as were the vacuum wiper motors and the horns. Some front fenders were also equipped with parking lights.

A Hot Victoria!

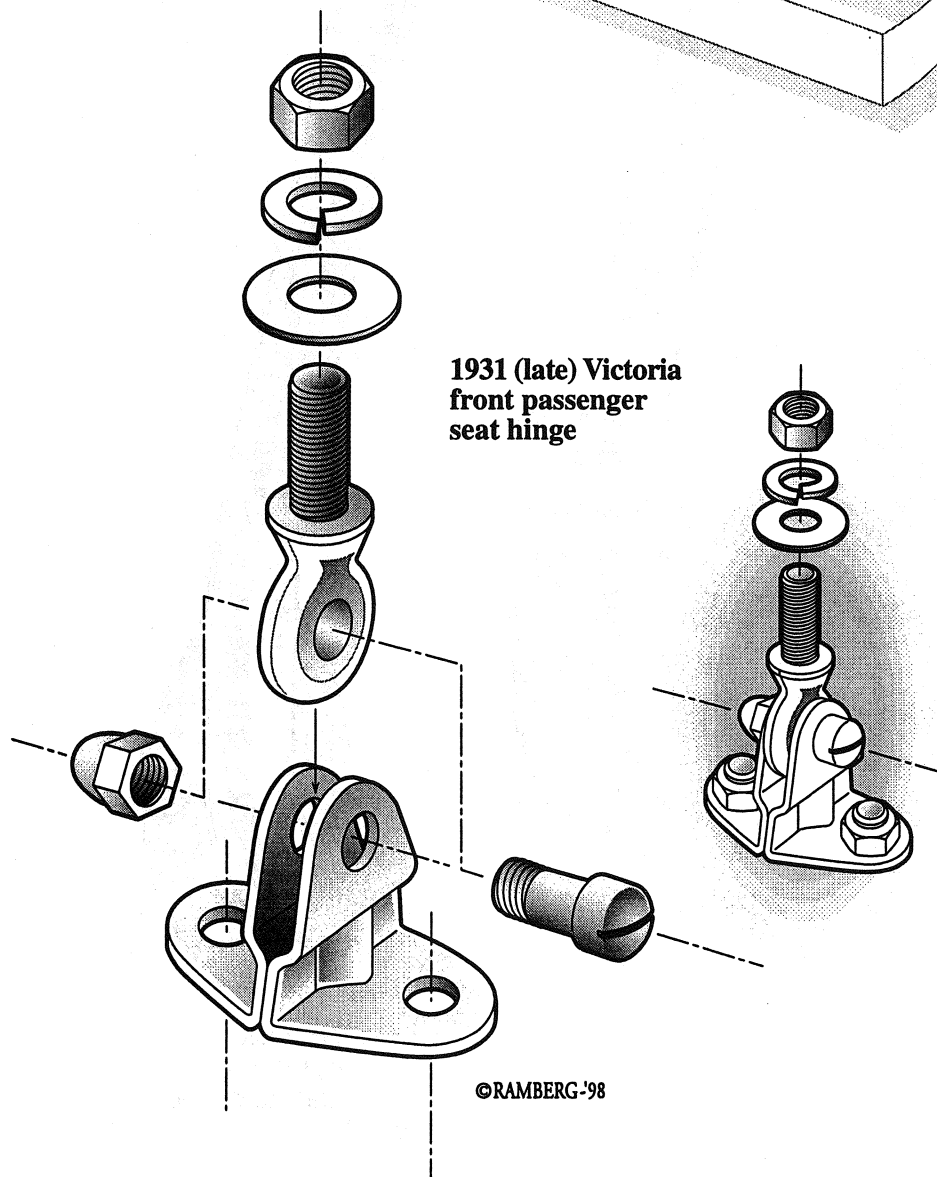
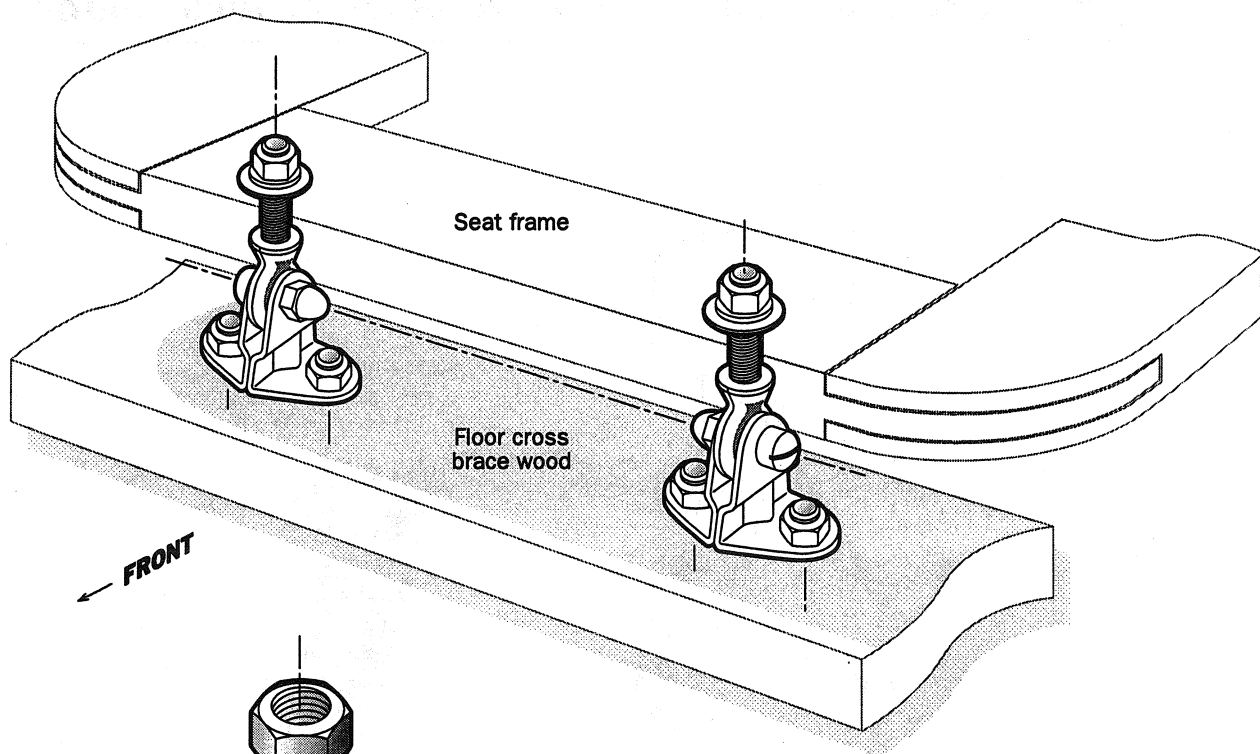
Another Model A'er I met was Sven Radstrom. He has a Model A Ford Victoria with a souped up engine. It has two carburetors, overhead valves and some other secrets of speed installed. The car really flew. Other than the engine the car was completely original, including the original interior. I noticed that the front seats were the original 3 hole bracket style and the moldings were mahogany painted. The Model A people I met in Sweden were a gracious group which I enjoyed sharing the Model A Ford hobby with. ☺

Editor's Note!

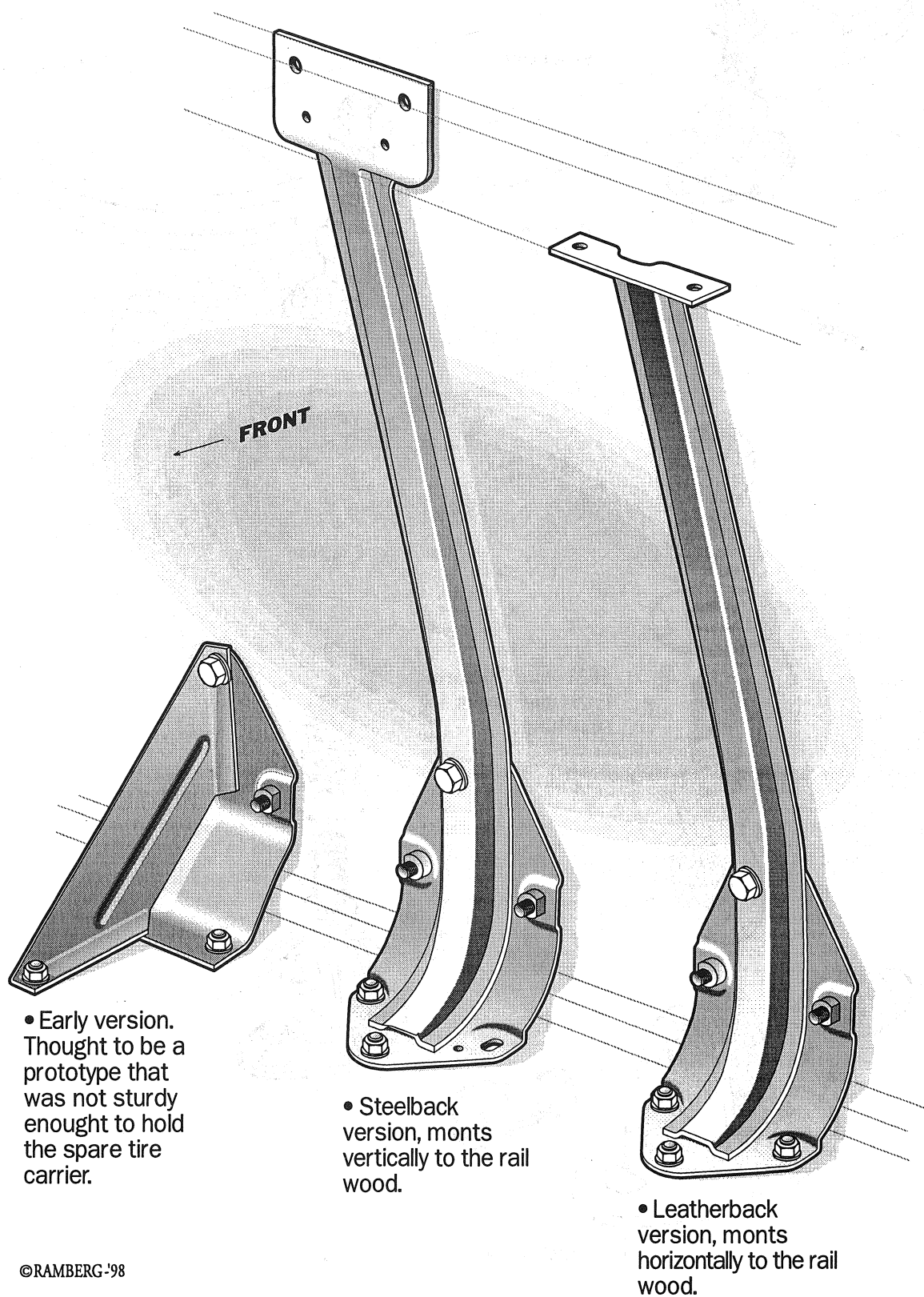
Anders Ramberg lives in Ramsey, MN and is currently restoring a 1931 Model A Ford Victoria Leatherback. ☺



The Vikings Are Coming!

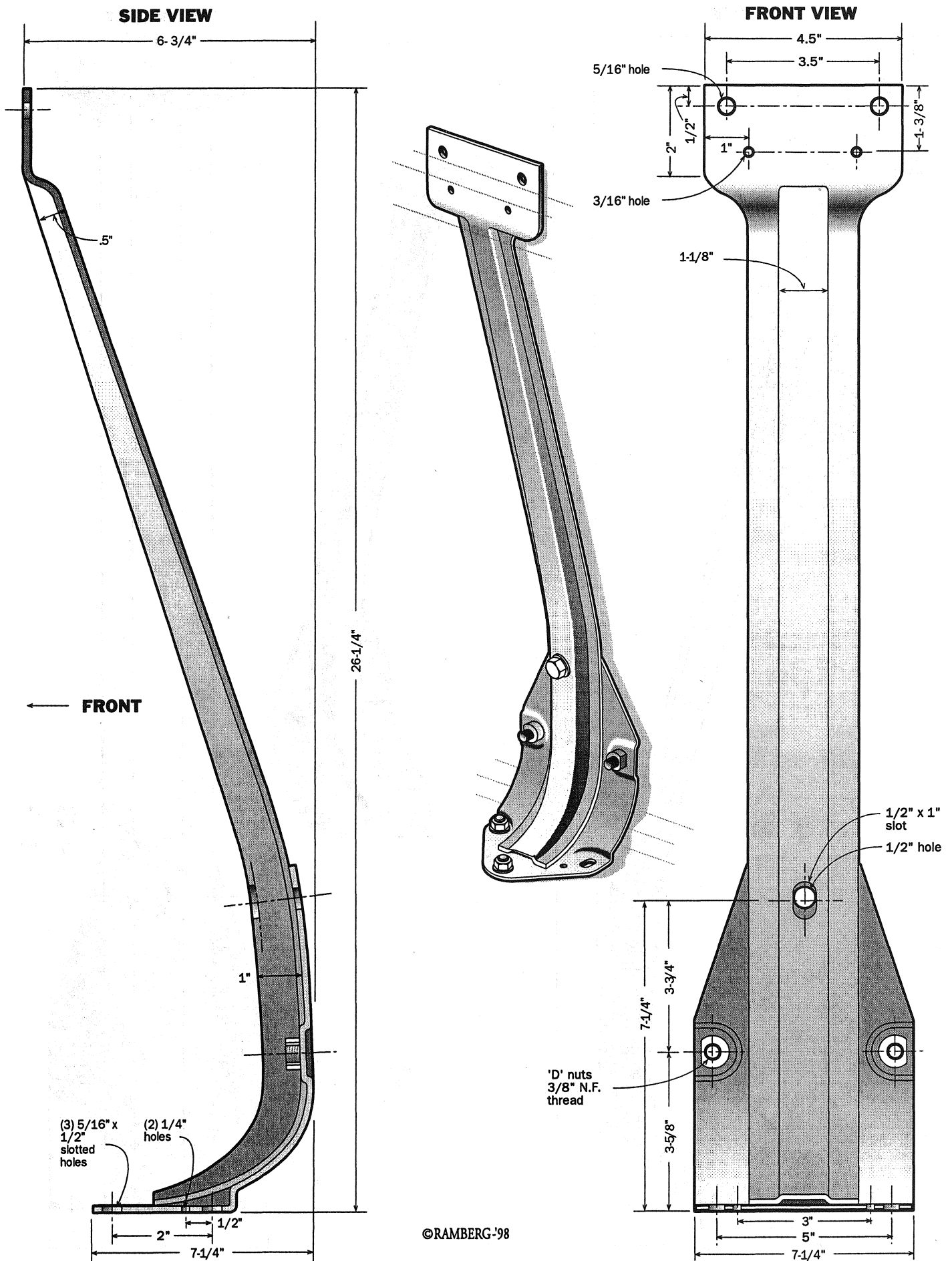


Spare tire braces for 1930-31 Model A Victora Coupe

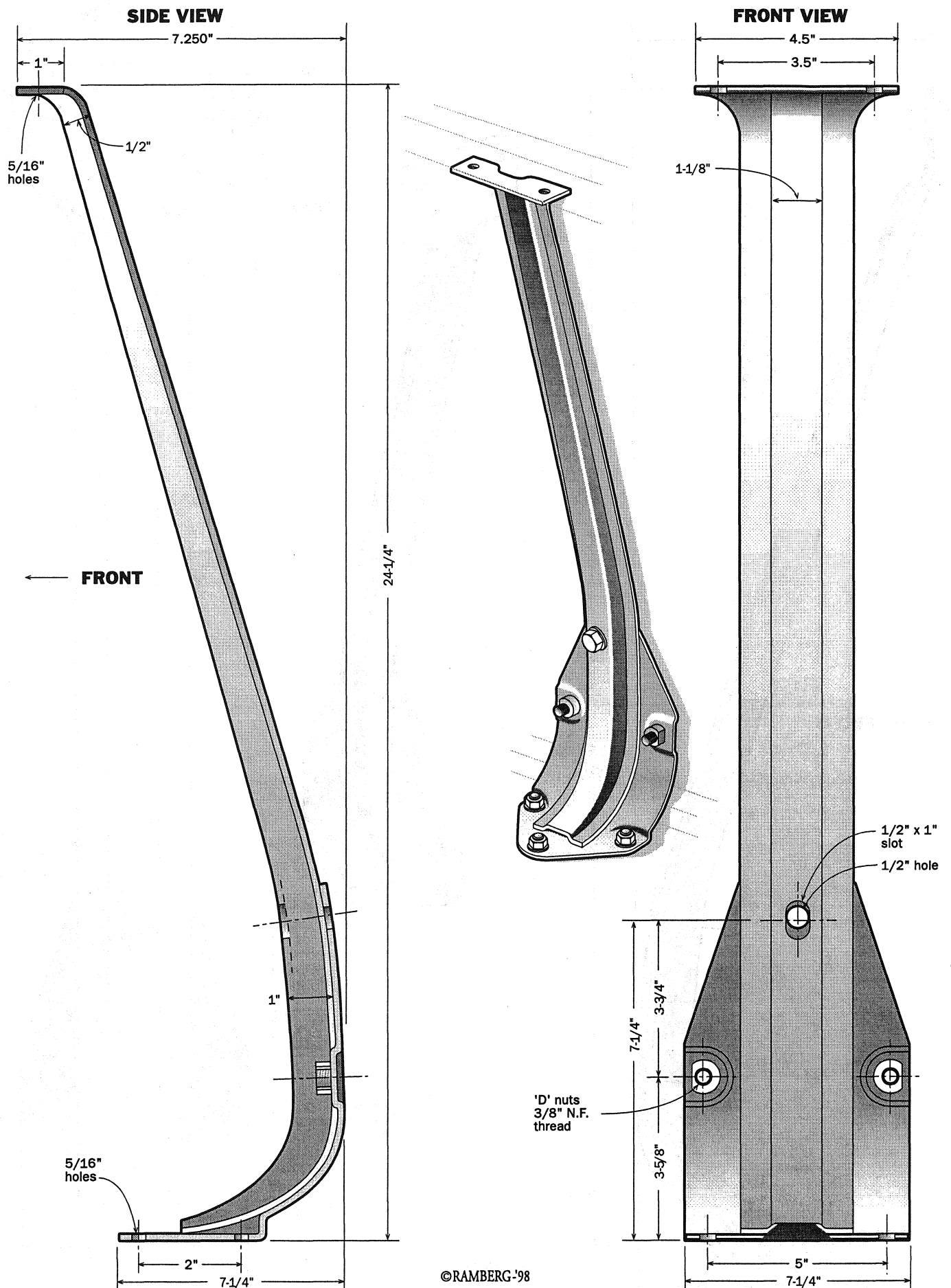


©RAMBERG-'98

Spare tire brace for the Victora Steelback



Spare tire brace for the Victoria Leatherback



The Internet!

*** Model A Ford Victoria Association owners with E-mail addresses.**

- MAFCA (non-Victoria Association) Victoria owners with E-mail addresses.

Bicknell, Justin	* B.A.Bicknell@massey.ac.nz
Black, Mike	- n6egn@snowcrest.net
Bond, William & Katherine	* Model1930@aol.com
Bright, Lanny	- 1db7@ccnet.com
Bryson, Steven & DeEtte	* 106153.3173@compuserve.com
Cilker, Bill Jr.	* CilkerWJr@aol.com
Hoffa, Howard & Renee	- hhoffa@interconnect.net
Horne, Berlene	- berlenehorne@worldnet.att.net
Icenhower, John	* johnike@koyote.com
Koudys, Ted	* Koudyst@operatns.mohawkc.on.ca
Martin, Brian	* forda2@aol.com
McPherson, Jim	- jmac@southconn.com
Morse, Richard	* morse@xtra.co.nz
Petithomme, Bob	* petithommel@worldnet.att.net
Plaggenborg, Joop	* joopp@aol.com
Plaggenborg, Marlies	* Marlies.Plaggenborg@fdc-invest.com
Taylor, Gene & Mazelle	* Htaylor611@aol.com

Victoria Association Newsletters

JDI 02/17/98

Date	Volume	Issue	Pages	Sided	Spl Feature	Editor
9/85	(letter)		1	s		Viosca
11/85	0		3	s		Viosca
3/86	1	1	3	s		Viosca
8/86	1	2	2	d		Viosca
9/86	1	3	1	d		Viosca
11/86	1	4	1	d		Viosca
1/87	2	1	5	d		Viosca
3/87	2	2	5	d		Viosca
6/87	2	3	6	d		Viosca
9/87	2	4	8	d+1lgl		Viosca
12/87	2	5	7	d		Viosca
2/88	3	1	6	d+1lgl		Viosca
5/88	3	2	5	d		Viosca
8/88	3	3	7	d		Viosca
10/88	3	4	5	d		Viosca
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4/93	8	2	6	d (folded)		Viosca
8/93	8	3	8	d (folded)		Viosca
10/93	8	4	6	d (folded)		Viosca
1/94	(letter)		1	s		Viosca
1/94	9	1	8	d (folded)		Viosca
4/94	9	2	6	d (folded)		Viosca
9/94	9	3	8	d (folded)	index	Viosca
11/94	9	4	8	d (folded)		Viosca
4/95	10	1	10	d (folded)	'95 roster	Viosca
10/95	10	2	9	d	body # list	Endy
1/96	11	1	5	d		Endy
5/96	11	2	6	d	'96 roster	Endy
10/96	11	3	6	d	'96 roster	Endy
1/97	12	1	5	d	repro floorpan	Endy
5/97	12	2	5	d	'97 roster	Endy
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1/98	13	1	10	d	Zenith Carb.	Endy



Classified Ad's!

FOR SALE:

1931 Victoria, chassis done including 3:54-1 ring gear, everything new or rebuilt, including cast iron brake drums. Ron Kelley inserted "A" motor, Mallory solid state ignition, 12 volt alternator, new radiator, halogen lights, original housings, original cowl lights all polished and ready. Body has all new wood, new leatherback top installed, special panel below gas tank holds CB radio, glove box, clock and water temp gauge. Ready for final paint. Fenders have been all metal worked, no plastic. Ready to paint. All hard to find parts are NOS or restored, everything is there, needs interior, glass and bumpers. \$12,000. call Mike Chaney at 316-241-5996 days, or 316-241-5982 nights.

FOR SALE:

1931 Model A Ford Victoria. Excellent condition. It has spent 42 years with our family and is looking for another happy home. Fred Rothery
495 Mountain Rd. Wilbraham, MA 01095
413-596-6007.

WANTED:

For a Leatherback Victoria, original dome light switch, dome light bezel, driver's side door latch, driver's side window regulator, driver's side glass channel, windshield frame, Fulton wind wing brackets. Jeff Webb 562-427-5793.

WANTED:

A windshield frame for a Victoria, and the back seat window accessory that is below the window frame on the inside.

Marceen Zappone 509-535-3938.

WANTED:

Original dome lamp switch and bezel. Original inside door handles, window winders, and escutcheons. Original exterior door handles. Original seat adjustment handle. Back window shade. Rear arm rests. Door dovetails, male BB-3368850. Justin Bicknell 78 Albert St. Palmerston North, New Zealand.

WANTED:

Both Victoria door window frames.

Charles Harris, P.O. Box 562, Winnsboro, LA 318-435-5150

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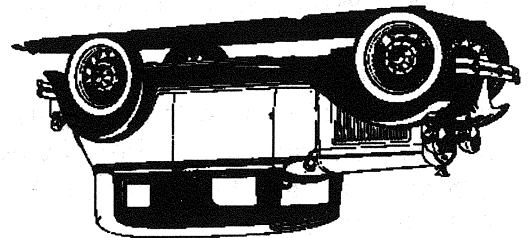
First Class Mail



11084 Windjammer
Frisco, Texas 75034



*International Model A Ford
Victoria Association*



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.