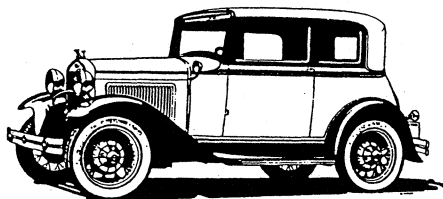
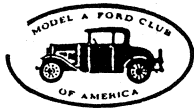


Victoria Association



VOLUME 9

NUMBER 4

NEWSLETTER

November 29, 1994

DUES FOR 1995

I want to inform all of you that the dues for 1995 will only be \$6.00. The reason for that is I plan to put out only two newsletters in 1995. Since the dues is primarily for the newsletters, I am reducing the dues accordingly.

FUTURE OF THE VICTORIA ASSOCIATION

For about a year now, I have given lots of thought to the future of the Victoria Association. At the end of 1995, it will be ten years since I have founded the Victoria Association. The newsletter being the main link between all of us. I have worked very hard at helping many, many members put together their Victoria Model A's. Since I have retired, I have become more busy than I have ever been while I was working. I think this is the success of a good retirement. I have tried my best to shed myself of many things I have been doing and to some extent, this has been successful. I find it hard to say "NO".

So I must sadly say that after 1995, I will no longer do the Victoria Newsletter. At this time, I will ask if there is anyone out there that would like to take over the Victoria Association and keep it going? If any of you feel that you would like to take over, let me know. One thing I will not do is turn over the Association to a "PROCRASTINATOR". This is a tough job and as time goes by, how much

can you keep saying about the same car? By obtaining the past newsletters, you have at hand, just about everything said about the Victoria.

If no one steps forward, I will cease operation of the Victoria Association, however, I will still be available to answer questions of anyone that calls. I will, at that time, no longer make return phone calls EXCEPT on a return call collect basis. Thru 1995, I will answer calls, as before, using club funds.

I am sorry for my decision on this matter, but I feel it must be done. I want to relax more, travel more and do other things I enjoy and want to do.

I sincerely hope that all of you can appreciate my position.

Charlie Viosca

REAR SPRING DUST COVER

Bill Bond has sent in a diagram of the rear spring dust cover. Please look for it in this newsletter. He has searched for an original and finally came up with one.

Bill states that this will also fit the 1931 Fordor Town Slant Windshield, however, it has different stitching and is canvas only. The Victoria and 400-A are of two pieces, the bottom is canvas and the top is brown wool.

MEL HODDE

Right before the Joint Meet in Tacoma, I had a letter from a member, Mel Hodde, in which he told me that he was trying to get his Victoria finished for that meet. I had been helping him, over the phone, to get things right.

When I got to the meet, I had a note from Mel telling me that he had health problems and would not be able to make the meet.

I am sorry to tell you that during the meet, I was told that Mel had passed away. I was very sorry to learn of this. Mel was one of our founding members. I have seen Mel and his wife, Wilma, at MAFCA meets and Fashion Shows over the country.

I called Wilma and she informed me that she was going to see if she can have the Victoria completed. I will run another photo of Mels Victoria on the photo page.

Mel will be missed by all that knew him. Our sincere condolence to Wilma and his family.

Lloyd Morley, of Hollywood, South Carolina sent a copy of an original Victoria bill of sale. You will find it in this newsletter. P.7 One thing I found interesting is the fact that a city and state are not included on the invoice. The only clue is on the PAID stamp where it has Indianapolis, Ind. on it. (I traced the original dealer through a decal on the dash of my 1929 Roadster Pickup that I ran in the Great Race. The decal had everything but the city and state. I assume it was common practice back then.)

The price of \$580 was cheap and with all of the other additional charges for extras the total was only \$650. They gave him \$100 for his 1928 Tudor.

Thanks for sharing this with us, Lloyd.

INTERESTING MEMBER ITEMS

Sheldon Lake of Dunnellon, Florida wrote that his Victoria was restored 30 years ago. It has hydraulic brakes, modern shocks, leather interior & chrome window frames. He has driven it 286,000 miles on seven engines, three transmissions, three radiators and four sets of tires. It has never been junk - always a first class car.

Can anyone top his mileage in a Victoria? If so, I would like to know. I think this is some kind of record.

New members, Billie and Judith Bates of Lexington, Kentucky have been driving Model A's for about 20 years. They drive to national meets and average about 2,000 miles a year. Other Model A's are a 29 Coupe, a 29 Leatherback and a Ford-Sedan. (They have several other cars not Model A's).

Judith wrote, "We decided we needed a two or four door "A" so we could take our grandchildren with us when we came upon our beautiful Victoria. It had been owned and restored by a young doctor that passed away." They purchased it from his widow.

MORE ON HVLP PAINT SYSTEM

George Dinius wrote to tell us that he has painted his Victoria body with the HVLP paint system. He is picky and he got as good a job as from a professional paint shop. Total materials was \$225, a far cry from the \$1,500 the paint shop wanted.

George is looking for a right side splash apron in good shape. If any of you have one, contact George at: 811 59th St. NW, Bradenton, FL 34209.

We're looking forward to the finished car photos. (Editor)

MORE ON THE WINDOW SHADES

I have heard from several members that they are sorry to learn that there are no more window shades available. The new members did not have the opportunity to participate in this program.

I contacted the lady in Phoenix that weaved the material for us and she said that after the first of the year, she would consider doing more. Remember, this is not a guarantee that she will.

IF YOU ARE INTERESTED IN SHADES, HERE'S WHAT YOU HAVE TO DO: Write me and place an order. I will write it in my ledger and advise Jacquie of the number of shades on order. Remember, list how many rear shades, and quarter window shades desired. You can order only the rear shades if that is all you want.

If we go through with this order, remember, it will be the last order available to us. Any of you that have delayed in making this decision should be sure you decide on what you want to do.

The last batch ordered, the rear shades cost us \$30 each, the quarter window shades cost us two for \$54 and there was a \$10 hem and shipping charge.

Jacquie said she expects there might be a slight increase in the price because materials have gone up. I will let you know in the first newsletter in 1995 and ask for the money at that time, assuming she will go through with the order.

I had the pleasure of meeting Ron Bowen in Tacoma at the Joint Meet. Ron was very proud of the Victoria he restored and brought it there for me to see. I have a photo of his car in the Photo section.

Enjoy the Victoria Ron, you did a good job of restoring it.

OVERDRIVE AND REAR SPRING
IN A VICTORIA

Doc Ingwersen, of the Model A Around the World fame, has told me that a solution to installing an overdrive in the Victoria is to add extra spring leaves in the rear spring. This will make it stiffer and prevent the overdrive from hitting the dropped floor of the Victoria.

Makes sense to me and thanks Doc for the tip. I'm sure it will help some of our members.

MISSING PHONE NUMBERS IN ROSTER

The following members do not have phone numbers listed in the roster. If you want your number in the next roster, please send it to me. The home number is all we carry.

Gordon Berry	Robert Coleman
Edward Gonzalez	George Goodridge
Harry Hilderbrandt	Fred Kraus
Robert Hitchcock	Fred Laurita
Robert Moore	Gene Novak
Bill Palmore	Donald Peloquin
Thomas Penty	Douglas Smith
Alan Sunstrom	Roy VanOrman
Nolen Zimmerman	

MODEL A ENGINE USES

UPDATE (November, 1994)

Model A Cars
Roof shingle machine
Welder
Saws (in saw mills)
Donkey engines
Airplane engines
Boat engines
Early race car engines (modified)
Air compressors
Combines
Railroad Jenny engines
Engine running a hay boom
Crane engine
Wind machine (used in an orchard to blow wind over the products to keep frost off)
Steam Roller
Snow Plow
Tractor

Any more?

John & Kay Lee of Washington, IL wrote this article and sent in the photos on the next page.

One of highlights of the Joint meet in Tacoma was the tour of Harold LeMay's museum. After boarding several busses and traveling to Spanaway, WA in the heat wave of the century, our eyes were about to see a spectacle we never thought imaginable.

Harold informed us that he is 75 years old and has been collecting cars since he was about 9. He now has over 1,700 antique cars stored in several buildings plus other collectibles including Mrs. LeMay's doll collection. A few miles from his home, Harold even purchased a boys school and turned it into a storage area for more of his cars. To shuttle everyone to and from, they had just restored a 1935 Ford school bus whose paint still smelled new and most of us noticed that it did have a slight clutch problem. The gymnasium is a sight to see. There are even cars placed in the bleacher area. The swimming pool has been covered and the building appears to be bulging at the seams with cars of every type. We were told by one of the people who help Harold out when he does open his collection up to spectators, that he also has several acres outside of town in which he stores his larger items such as tractors, steam engines, etc.

Mr. LeMay started in the garbage disposal business when he was quite young and now has 5 counties in which he is responsible for the collection and disposal of garbage.

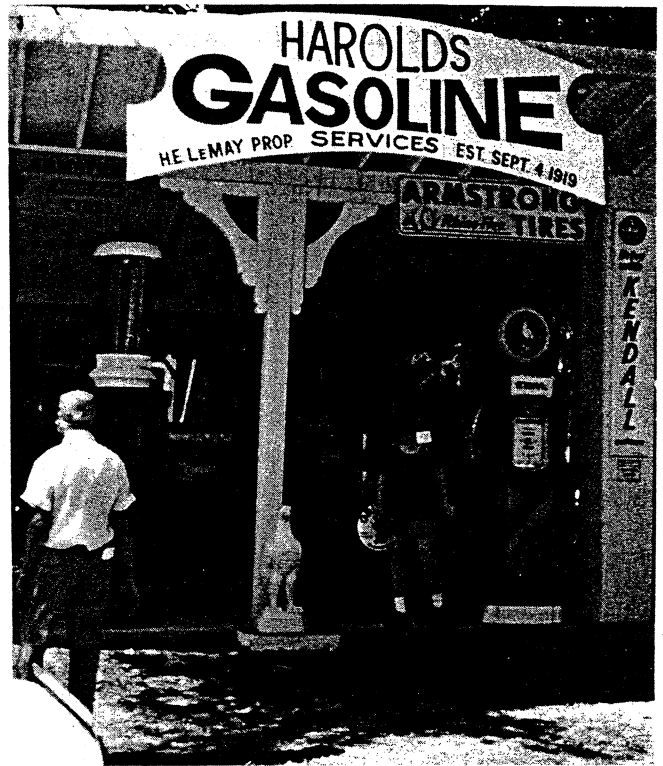
He only opens his "museum" up one weekend a year (in August) and on special occasions. It is quite a job to get things ready for people to see as there is so much to uncover, clean, unlock and polish. We were told that they restore several cars a year and that Harold employs several full time employees just for this purpose.

Not even counting the cars there is a antique Christmas scene, a soda fountain setting out of the 50's, a kitchen out of the 40's, dishes, clothes, watches, model cars, pedal cars, a antique gas station with siphon gas pumps and a Eco air dispenser The list goes on and on.

The cars varied from totally restored to original. The Dusenburg and Cord building made everyone oh and ah. There was a 1924 Page, a 1916 National Touring, Model A's and T's, a 1932 Ford with a turbine engine, a whole building of Cadillacs going back to the 30's, several Kyser-Fraziers, several English cars, Dodges, and Lincolns just to name a few. Outside of the school were sitting so many trucks we lost track of the count. There were old pickups, gas tankers, old semi's, "C" cab trucks, an old Emerald Freight Company moving truck with a "C" cab, and even a New York Police Department paddy wagon.

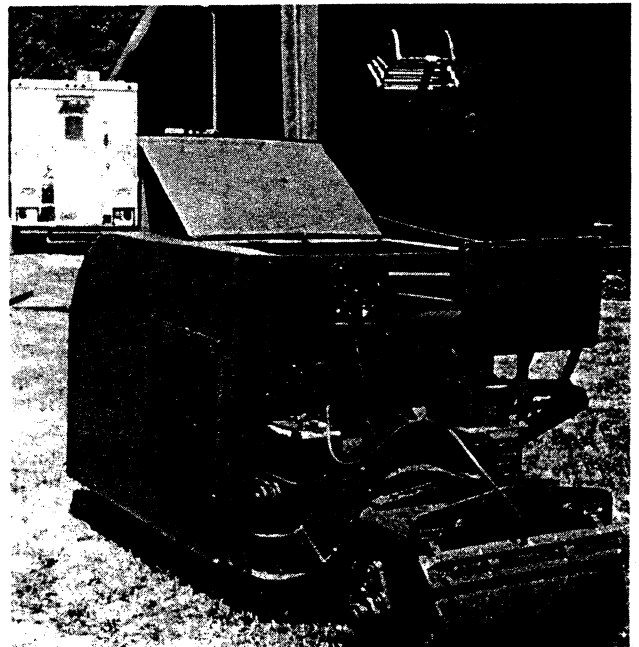
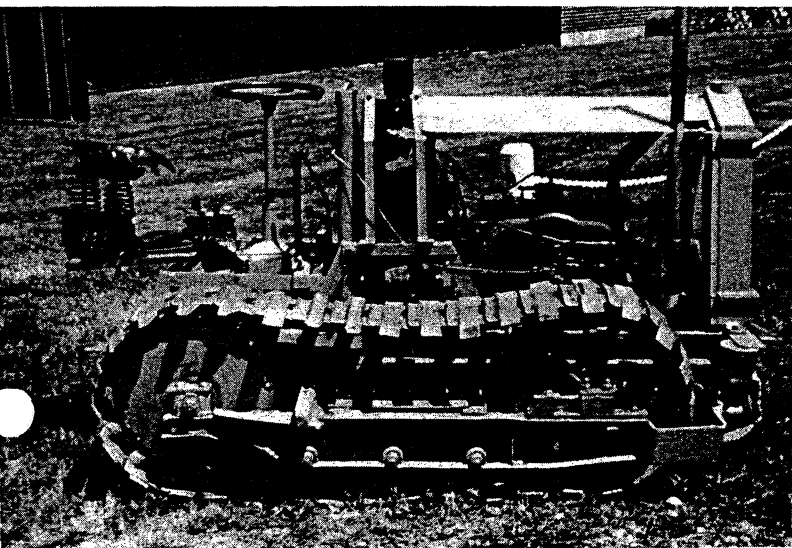
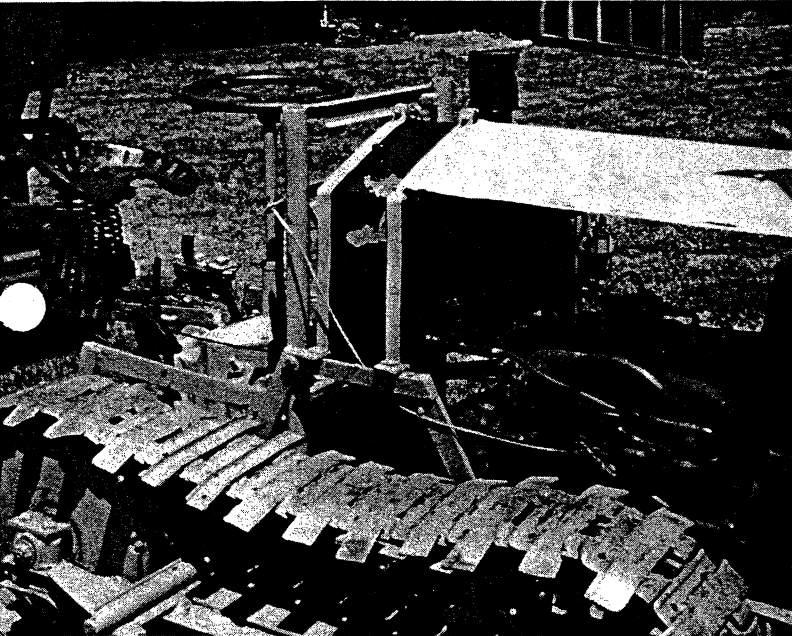
We also saw several alternative uses of model A engine power. See pictures in news letter.

There was so much to see that one's eyes got sore from looking. Everyone was just shocked as no one realized that any "one person" had such a collection. You know the old saying "He who has the most toys wins". Well, Harold wins!!



These are the photos of Harold LeMay's museum. The gas station, the snow plow, steam roller and tractor are just some of the many thousands of items in this great museum. I'm sorry that I missed it - just too many things to do at a National Meet.

Thanks to John & Kay for sending these items to us.



John Icenhower, Sulphur Springs, TX.

Treasurer's Report
1/ 1/94 Through 10/31/94

VICTORIA-Victoria Assn
10/25/94

Category Description	

INCOME/EXPENSE	
INCOME	
Dues, t-shirts, etc	1,937.17
shade deposits f/members	2,450.00

TOTAL INCOME	4,387.17
EXPENSES	
calls made by officers	4.76
Engine number stamps	116.17
Miscellaneous	11.50
newsletter printing	952.61
postage for newsletter	588.36
shade order payment	2,450.00

TOTAL EXPENSES	4,123.40

TOTAL INCOME/EXPENSE	263.77
	=====

Balance
As of 10/25/94

Acct	10/25/94 Balance

ASSETS	
Cash and Bank Accounts	
Victoria Assn	2,760.64

Total Cash and Bank Accounts	2,760.64

TOTAL ASSETS	2,760.64
	=====
LIABILITIES & EQUITY	
LIABILITIES	0.00
EQUITY	2,760.64

TOTAL LIABILITIES & EQUITY	2,760.64
	=====

"Eventually we will be recommended to you"

30TH & CENTRAL SALES CO.

Authorized Ford Agency

3009 CENTRAL AVE.

SOLD TO Geo B Burns
ADDRESS 1902 W Washington St

DATE Jan 2 1932

SERIAL No.

SALESMAN R Eangelin

MOTOR No. A4613831

1 Model A Ford Victoria Coupe	580.00
Delivery Charges	41.95
	<u>621.95</u>
Tire & Tube	9.80
Tire Cover	1.50
Tire Lock	1.75
Bumpers	15.00
	<u>650.00</u>

CASH	100.00	Note
	150.00	
USED CAR	400.00	
FINANCE NET		
TOTAL	650.00	

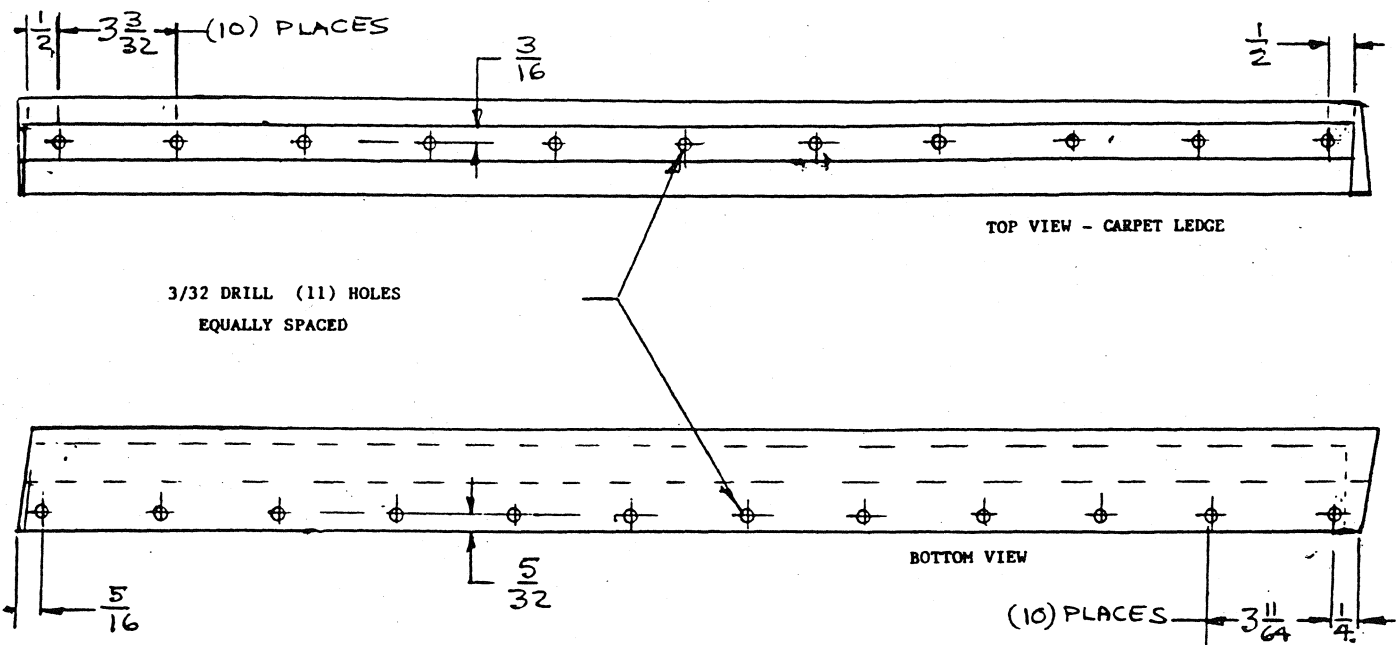


30th & Central Sales Company

8 19.40 116.40

Note taken on

Mr Burns 1928 Tudor and credited to Mr Burns at \$100.00



This drawing from Bill Bond of Evergreen, Co., shows the nailing pattern for the door sill plates of the Victoria. Thanks Bill.

S/W Dovetails

S/W Visor Brackets

Bond's Specialty Parts

Shocks



Distributor
Units

(303) 670-3283
Restorations

1040 Old Squaw Pass
Evergreen, CO 80439

Wm H. Bond

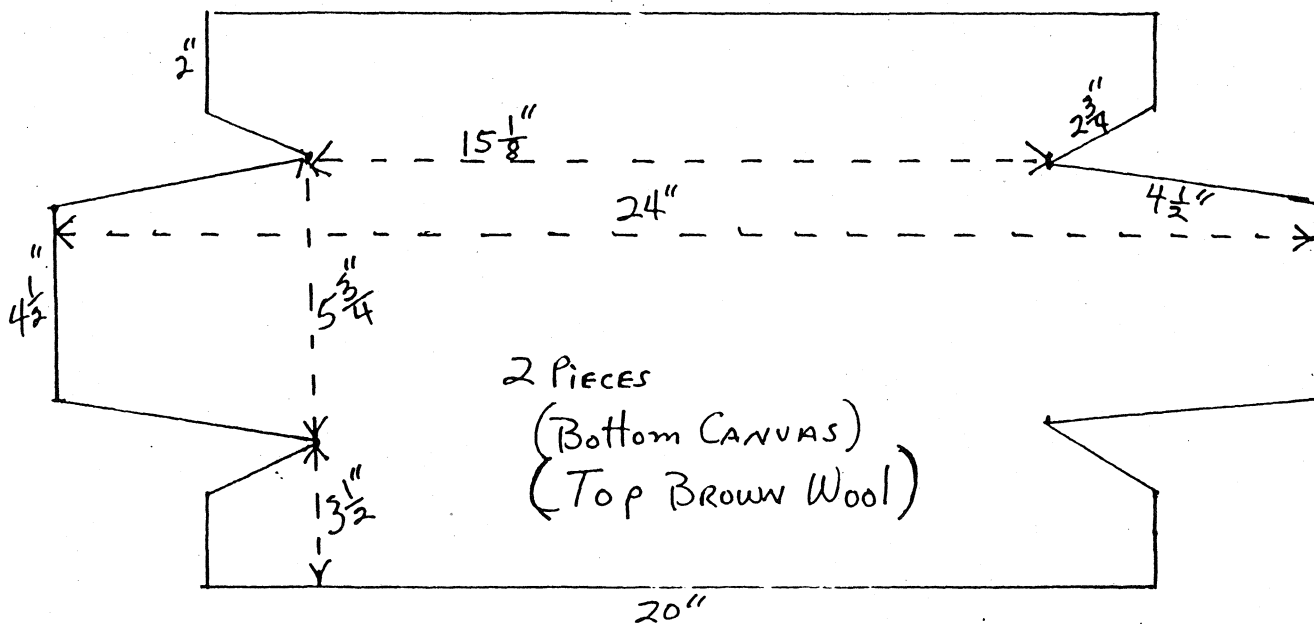
Instruction for cutting and sewing the spring cover for the Victoria Rear Spring Cover.

Cut two pieces of material. One from a medium brown worsted wool and the other from canvass. They are to be put with the canvass on the bottom and the wool on top. They are identical in cut. Cut to the dimentions shown on the accompanying diagram and sew as shown. After sewing, shape into a form that will fit the hole in the rear floor pan and push screw holes into the edges with an ice pick and then screw the metal hold down straps into place over the material. It will look great and will be water and dust proof.

Bill Bond

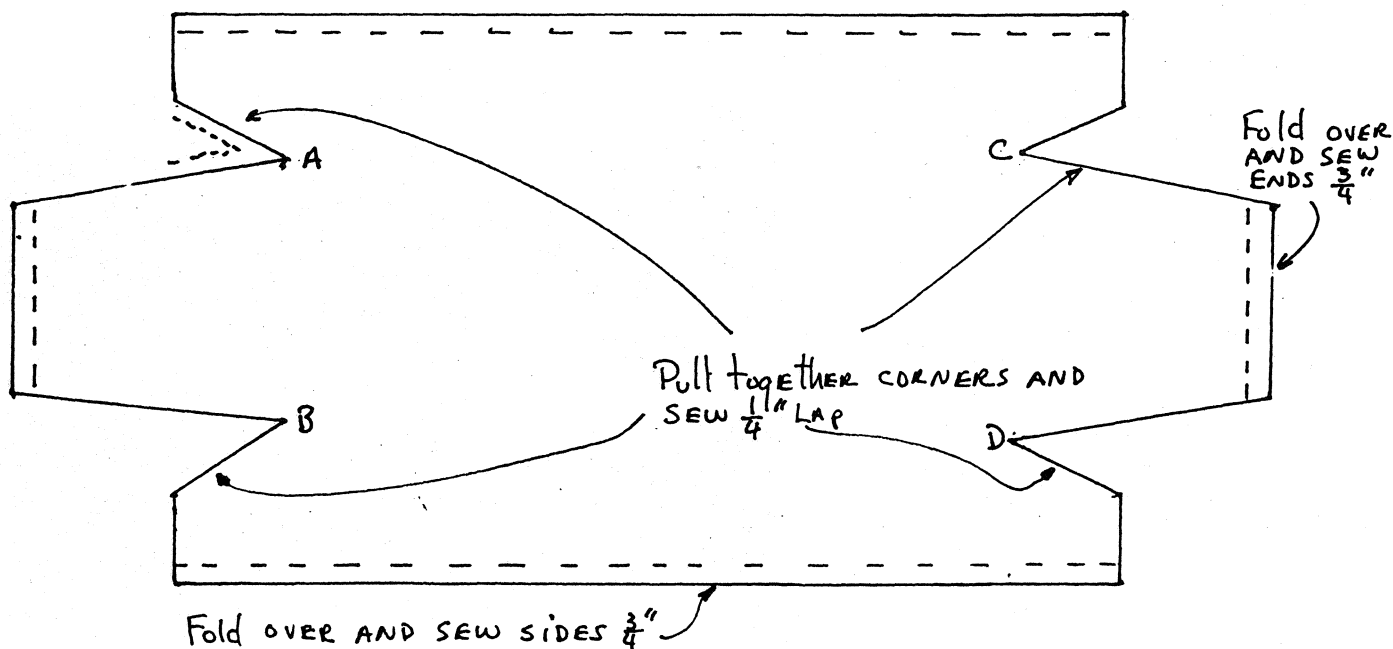
1931 Victoria
REAR Spring Cover Pattern

9



Also for the A-400

Bill Bond - Evergreen, Co.



MEMBER'S ADVERTISEMENTS

WANTED * * WANTED

Pete Hazard of 2577 Rock Springs Pl., Ontario, CA 91761 (909) 947-2682, wants information on the boat application of the Model A engine, including the transmissions, adaptors, manifolds etc. Please contact him.

FOR SALE ** FOR SALE

Early 31 Victoria, on indent in firewall, new engine, transmission and 354 hi speed rear end. Tan & Black \$12,500.

Contact Fred Laurita, 1628 Venture Out, Mesa, AZ 85205 (602) 981-5507.

If you do not have the catalog from A & L Parts Specialties, I suggest that you write for one. Al Lepore has many Victoria items and specialty items such as the repro valve stems, wiper parts and many others.

A & L Parts Specialties, Box 301, Canton, CT 06019.

WANTED * * WANTED

Wanted: Assist strap with vertical mounting holes, also brackets (or drawing for) the trunk rack mount that fits behind the rear mounted spare on the Victoria. Sid Gough, Box 25, Irricana, Alberta, Canada, TOM-1B0 (403) 935-4216.

FOR SALE ** FOR SALE

Two fully restored vacuum VICTORIA windshield wipers. Guaranteed to work and appearance and quality. They are black, \$150 each. Ready to install.

Bond's Specialty Parts, 1040 Old Squaw Pass, Evergreen, CO 80439, (303) 670-3283.

Also, Modified distributor point ignition system that fits in your original distributor. Kit is for those who want trouble free driving. This kit features automatic oiler, air cooled points that can be purchased at any parts store, relocated condenser that is protected from heat, and the elimination of the failure prone wire pig tail. Sets sell for \$46.00 plus postage.

Bond's Specialty Parts, 1040 Old Squaw Pass, Evergreen, CO 80439, (303) 670-3283.



Martyn Griffiths of England with his Victoria on a rallie. Notice the trailer with the bikes and the large front wheel bike on a bracket on the rear of the Victoria. Martyn, is that bike easy to ride?

RESTORING MORE THAN CARS

Inmates rebuild Imperial Palace collection, and their own lives, too

By Mark Vaughn

While it's arguably true that some auto restorers should be in jail, we recently met 50 of them who *are* imprisoned. And they do better work than some of the guys on the outside—maybe even the one you're paying now.

For three years, the Imperial Palace Antique & Classic Auto Collection at Las Vegas has been sending cars to the Southern Desert Correctional Center in the absolute middle of nowhere, Nevada. That's correctional institute as in prison—barbed wire, watch towers and big guys with tattoos who won't see the light of day until most of us are retired.

"They're ideal employees," said Richie Clyne, administrator of the Imperial Palace collection that sponsors the prison program.

Clyne jokes about on-time performance and perfect attendance, how no one can claim he was held up in traffic or had a sick kid to tend to. But Clyne also tells the story of one prisoner who got a job in the restoration shop, beating out 1400 other SDCC inmates for the coveted spot.

"I asked him what he would have done if he didn't get this job," Clyne recalled. "He told me he had a big rock out in the yard, about the size of a grapefruit. He said that in about a year's time, by kicking it around along the fence, he could make it half that large. That's what most of these guys are faced with here."

Clyne is no Mother Theresa. He doesn't see himself working to elevate the lost souls of confinement into a loftier light, of restoring self-confidence and purpose and pride in men who have long since lost it.

Although that is exactly what his program is doing for the inmates, Clyne says he's not interested in souls, only in classic cars. The Imperial Palace has more than 750 of them. Only a small percentage of the collection is in the IP's museum at any given time. The rest is kept in warehouses.

They can't be shown in the museum until they've been restored. Clyne has a shop that works on the cars, but he needed more capacity. He heard of the SDCC's prison industries

program while watching the *ABC Evening News* as Peter Jennings did a piece on the prison's limo factory (*AW*, March 26, 1990).

"I thought, if they can build a limo, they can restore classic cars," Clyne said.

It's strictly a business deal: The museum draws customers to the casino. Of the 2000 museum visitors a day, 1800 of them drop money in the slots on their way through the turnstiles. "The auto collection is run as a business, as an attraction for the casino," Clyne said. "Las Vegas has all gone theme-crazy and the car collection is ours."

But it has an entirely different meaning to the prisoners. "Our supervisor, Dave (Hoshaw, an Imperial Palace employee) has taught me pride and patience," said Donny (the SDCC requests that the last names and crimes remain anonymous).

When he gets out, Donny wants to work for the Imperial Palace's other restoration shop, in Las Vegas. Several inmates have made the transition and are doing well. The promise of outside employment holds added incentive to remain in the program and in good standing.

The work itself is another draw.

Inside the shop, inmates sand, hammer and paint some of the world's greatest cars. A 1931 Model J Murphy Bodied Duesenberg restored at the prison was shown at last year's Pebble Beach Concours d'Elegance. It was chosen there to participate in the "Parade of Elegance," thus among the elite 18 of the 140 entered.

In any given week the prison shop will see presidential limousines, starlet convertibles, Hispano-Suizas, Wintons and much more.

"There are cars here I'd never be able to

see outside," said Tony, who worked for 16 years as a mechanic before going to prison. Most inmates in the shop have some experience that can be applied to automotive restoration. Fred worked for 10 years as a Harley mechanic. "It makes the time go a lot quicker," he said.

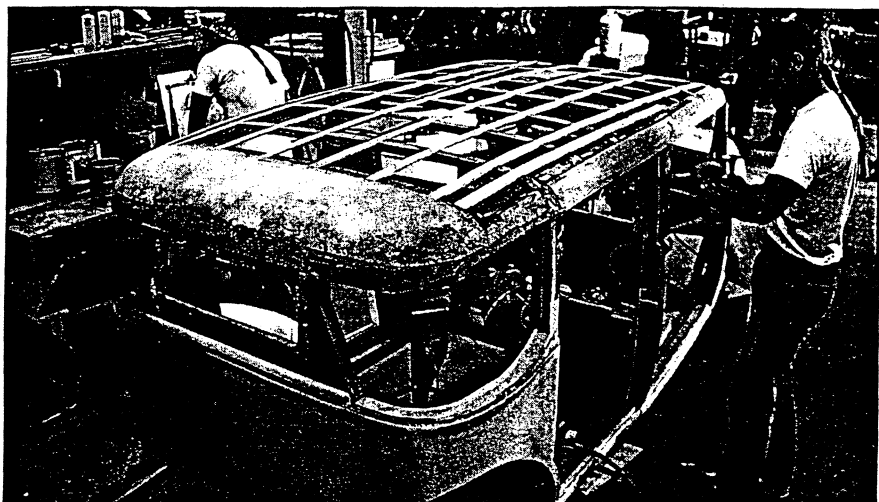
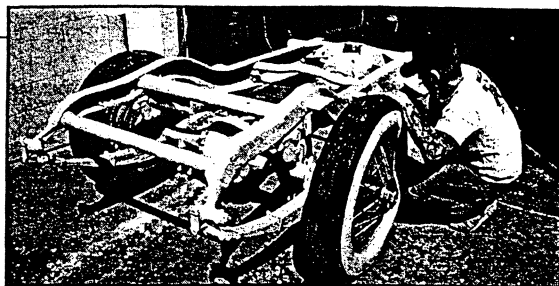
"There's a lot to the prison system that people don't realize," says Hoshaw. "We got a lot of flack at first, people saying, 'Why would you want to start a shop helping these guys?' I think people forget that everybody makes mistakes."

"My job goes way beyond what you see here. As far as me and the guys in this shop, these guys are as good as anybody. They've got a chance for a job on the street (when they get out) so that gives them motivation."

Don has served seven years and will be eligible for parole in three more. In addition to working in the restoration shop, he participates in a program called Prison 101.

"We take kids from the street who are one step away from going to prison," Don said. "We try to convince them that this isn't where it's at."

"The yard out there is more and more just kids. They're out there just kicking rocks. This gives them the chance to get the experience to hold down a job. If I can make this work, I'm not only helping myself, I'm helping somebody else. A lot of people on the streets see this as an inmate getting a break. What they don't see is a kid who gets a skill so he can get a job when he gets out and he won't have to resort to taking something that isn't his. We want this to work, for more than just ourselves." ■



Las Vegas' Imperial Palace Antique & Classic Auto Collection employs prisoners at Nevada's Southern Desert Correctional Center in restoration work

MARK VAUGHN PHOTOS

The following items were sent in by Sid Gough. I will print up any Victoria items sent to me.

From the May issue of Quill & Quail:

For Sale-1930 Victoria unrestored, Call Frank Phillips (705) 437-3048 Pefferlaw, Ontario, Canada.

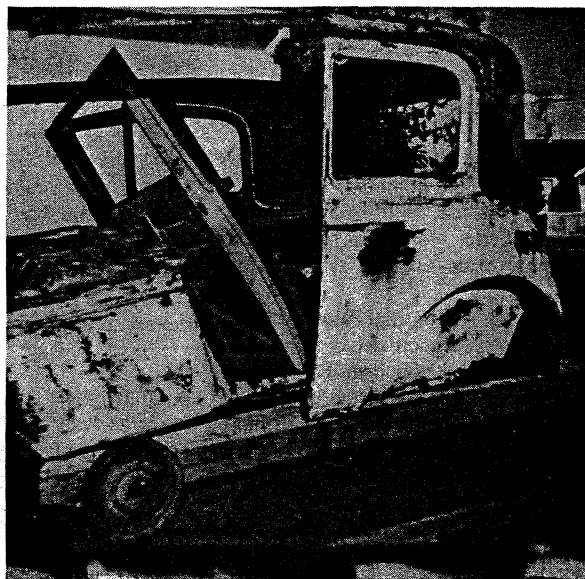
From the June issue of Evergreen Echos: For Sale-1931 Victoria Steelback, Chevy II engine, LeBaron Bonney interior, hydraulic brakes, 16 inch Kelsey Hayes wheels, white wall tires, \$7,500 or best offer. Steve Breiting (206) 535-5319 - 5606 141st St. E. Puyallup, WA. 98373.

For Sale - 1931 Victoria Steelback, \$6,500, Roger Van Houten, 2467 LaSalle, Monroe, MI 48161 (313) 242-6136 after 6pm EDT.

From the June 30 issue of the Scrounger: 1931 A right welled fender \$150, A-400/Victoria door. For more info. call Bill (415) 588-3037.

MODEL A SHEET METAL

Howell's Sheet Metal Co., P.O.Box 179, Nome, Texas 77629 (409) 253-2478 has a sheet metal catalog. There are no Victoria parts listed, however, I think you can modify some of the parts to fit a Victoria. There are cowl quarter panels and door patch panels. You may want to write for this catalog and send \$2.00.



This is Ron Bowens car before the restoration shown below. I'm sure you can appreciate all the work that goes into this type of complete restoration. Ron, you can be proud of making a fine car from a piece of junk.



Ron Bowen of Freedom, CA and his very nice Victoria. Ron has won several trophies in car shows. It is a good runner.

Leonard Hammermeister of Burton, Michigan writes:

Having attended the Joint Meet in Tacoma, I am looking forward to Toronto living only 250 miles from there.

Our trip to Tacoma from Michigan and back home, by way of Canada, was 6,500 miles. In our group were four Model A's and one modern car, for back up, which was used more than once. Lots of break downs.

We broke an axle only three days out. One car carried an axle in his "A" for 30 years. We changed it in a parking lot, and we were on our way in about four hours. Among our parts items were: a floor jack, jack stands, and the most important thing, two pieces of 2X4X6 blocks. Also, we had a fan go through the radiator. Luckily, we carried a small welding torch and everything to repair a radiator. This repair only took two and a half hours. We ran without a fan in 85 degree temperature and with no problem. Fifty miles later we stopped at an outpost and a fan was loaned to us by a fellow that took it off his car he was restoring. It was returned to him when we got to Tacoma.

All of our group on this trip will never forget it. We were on the road for five weeks.

REAR SKIRT

As most of you know, the rear skirt is almost impossible to find and when one is lucky enough to do so, it is very expensive.

Thanks to our member, Robert Carson, of Sheridan, Wyoming, we now have a source of FIBERGLASS skirts for those in need. For those of you planning to show your Victoria, you will still have to scrounge around to find an original.

Bob informs me that he bought one of the fiberglass skirts and it fits. You can purchase one for \$84.24 from: Westcott's Auto Restyling, 19701 S.E. Hwy 212, Boring, Oregon 97009. PH (503) 658-3183 or when ordering 800-523-6279.

WE PURCHASED OUR VICTORIA, COMPLETELY DISSEMBLED, IN 1976 AND RESTORATION WAS COMPLETED IN 1989. IN THE MEANTIME WE COMPLETED THE RESTORATION OF OUR 1929 ROADSTER PICK UP.

DURING THE WINTER OF 1973 I READ A FOR SALE AD FOR A VICTORIA IN THE SUNDAY WANT AD SECTION OF OUR LOCAL NEWSPAPER. NOT WANTING TO DISTURB ANYONE EARLY SUNDAY MORNING I WAITED UNTIL THE DECENT HOUR OF 10AM TO CALL ON THE ADVERTISER. WHEN I FOUND THE ADDRESS, WAY OUT IN THE COUNTRY, I SPOTTED SEVERAL PEOPLE GATHERED AROUND A PARIETAL COVERED CAR THAT I RECOGNIZED AS A VICTORIA. MY HART DROPPED TO MY FEET HOWEVER, AS I WAS SURE THE CAR WAS ALREADY SOLD. I WENT OVER TO THE FOLKS AND THEY CONFIRMED MY WORST THOUGHTS. ONE OF THE MEN IN THE GROUP WAS THE PROUD NEW OWNER. WHEN IT COMES TO BUYING A MODEL A FORD, I GUESS IT DOESN'T PAY TO BE THOUGHTFUL.

WELL ANYWAY, SINCE I CAME THIS FAR I ASKED TO SEE THE CAR AND TO MY SURPRISE, I WAS GIVEN A RUDE "NO WAY".

THE STORY DOES NOT END HERE. THREE YEARS LATER I SAW A FOR SALE AD AGAIN ADVERTISING A VICTORIA IN OUR LOCAL NEWSPAPER. OVER THE PAST FEW YEARS I HAD CHASED DOWN MANY LEADS AND THE STORY WAS ALWAYS THE SAME: "THE CAR HAS ALREADY BEEN SOLD". SO I JUST NEVER GOT AROUND TO CHECKING THIS ONE OUT. THEN ON THE NIGHT OF OUR MONTHLY MODEL A FORD CLUB MEETING WE STOPPED TO PICK UP OUR NEIGHBORS WHO ALSO BELONGED TO THE LOCAL CLUB AND WE TALKED A LITTLE ABOUT THE VICKIE THAT WAS STILL ADVERTISED IN THE WANT AD SECTION OF OUR LOCAL PAPER.

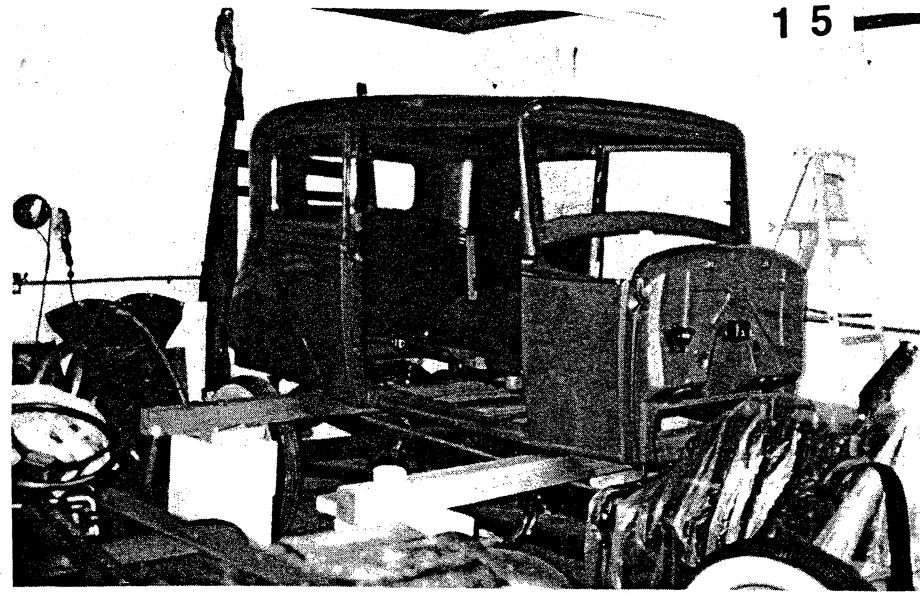
WE DECIDED TO SEND THE WIFES ON TO THE MEETING WHILE WE CHECKED OUT THE VICKIE. I CALLED AND GUESS WHAT, IT WAS STILL FOR SALE. WE WENT RIGHT OVER AND WAS I SURPRISED WHEN I RECOGNIZED THIS AS THE ONE THAT GOT AWAY THREE YEARS AGO. THE OWNER HAD COMPLETELY DISASSEMBLED IT AND THEN LOST INTEREST IN THE PROJECT. I BOUGHT THE CAR, ON THE SPOT, AND ASKED WHY HE REFUSED TO SHOW IT TO ME WHEN THREE YEARS AGO WHEN HE PURCHASED IT. HIS ANSWER WAS, "HE BOUGHT IT FROM THE WIFE OF THE OWNER WHO WAS, AT THAT TIME, IN THE "SLAMMER" AND HE WANTED TO KEEP EVERYTHING QUITE UNTIL THINGS COOLED OFF.

THE VICKIE REMAINED UNTOUCHED WHILE I FINISHED THE RESTORATION OF OUR 29 ROADSTER PICKUP. I WAS KIND OF POOPED OUT WHEN THE PICK UP WAS FINISHED AND THE VICKIE JUST COLLECTED COB WEBS. THEN ONE DAY, OUT OF NOWHERE, MY WIFE SAID; " YOU BETTER GET TO WORK ON THE VICKIE AND HAVE IT COMPLETED BY MY 50TH BIRTHDAY OR THAT CAR IS HISTORY". "I WILL PUT AN AD IN THE PAPER AND SELL IT TO THE FIRST ONE THAT COMES WITH CASH". THIS WAS A REAL CHALLENGE BECAUSE I WAS IN THE MIDDLE OF BUILDING A LOG HOME, UP IN THE FOOT HILLS, 134 MILES, ONE WAY, FROM FRESNO.

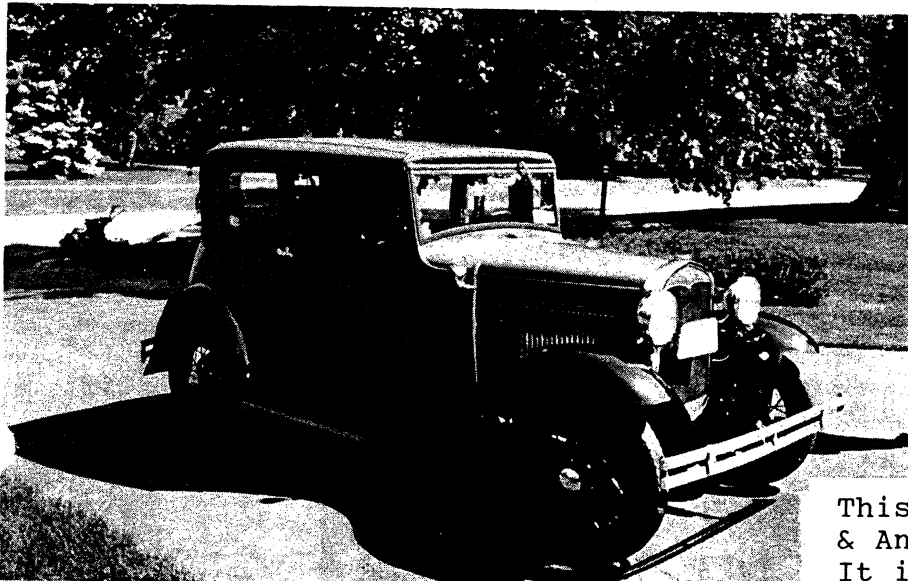
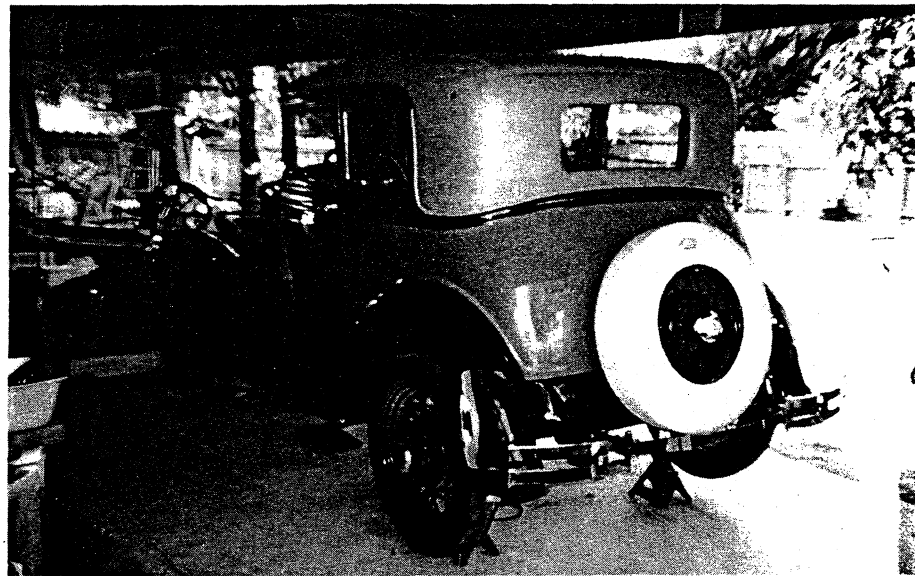
TO MAKE THE STORY SHORT, I ENLISTED THE HELP OF SEVERAL FRIENDS AND THE RESTORATION WAS COMPLETED BY MY WIFE'S 50TH BIRTHDAY AND THE LOG HOME WAS COMPLETED SEVERAL YEARS LATER.

LAST WINTER WE PLANNED TO TAKE THE VICKIE AND TWO OF OUR GRANDCHILDREN ON A CLUB OUTGOING BUT THE WEATHER TURNED BAD AND WE ENDED UP TAKING THE FAMILY CAR. LAST MONTH WE INVITED THE GRANDCHILDREN TO JOIN US AGAIN ON A CLUB OUTING BUT, WHEN WE GOT READY TO GO THE BATTERY IN THE VICKIE WAS DEAD SO WE HAD TO TAKE THE FAMILY CAR AGAIN. I DIDN'T REALIZE HOW DISAPPOINTED MY GRANDDAUGHTER WAS UNTIL SHE SAID; "GRAMPA, WHY DON'T WE TAKE THE VICKIE? IT'S NOT RAINING THIS TIME".

George & Sally Dinius of Bradenton, Fl., own this two tone green Victoria. Judging from the color photo, the HVLP paint system and George, did a fine job. George, let us see a photo of the finished car.

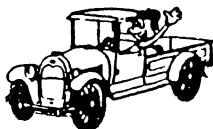


This is Mel Hoddes Victoria. Wilma, when you have it completed, send a photo so we can run a final picture of this fine restoration.



This is the Victoria of Richard & Anne Barrett of Plainfield, NY. It is two tone green and a very nice restoration.

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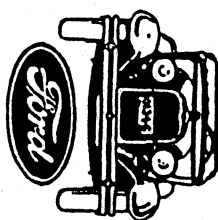
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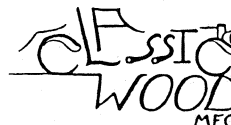


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