

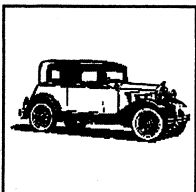
International Model A Ford Victoria Association

Model A Ford Club of America - Model A Restorers Club

Founded 1986 - Frisco, Texas

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Editor: Tom Endy
Publishers: Bob & Karyn Sitter



"MISS VICKIE"
1931 Model A Ford Victoria A-190
Serial Number A4639272

Owned by Tom Endy, Orange County, CA

Model A Ford Victoria Association

Membership Roster, October 1995

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Anderson, Robert, Christi	942 32nd St. S.W.	Wyoming,	MI	49509	616-949-9100
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Coleman, Robert, Yvonne	1675 Wappoo Rd.	Charleston,	SC	29407	
Cross, Norman, Dorothy	17690 Ravenna Ave.	Burton,	OH	44021	216-834-8514
Crum, Christopher, Karen	2406 Sandringham Rd.	Sacramento,	CA	95825	916-481-4881
Crum, Don, Bonnie	567 Vinewood Ave.	Talmadge,	OH	44278	216-633-0280
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Dresser, Robert, Peg	4932 Geraldine Ave.	Richmond Heights,	OH	44143	216-381-6918
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Endy, Tom,	5881 Iroquois Rd.	Westminster,	CA	92683	714-897-5861
Fecchino, Michael, Pamela	2036 Canterbury	Las Vegas,	NV	89119	702-739-6941
Frazee, John, Dianne	2410 Appian Rd.	Carlsbad,	CA	92008	619-729-4865
Gadwa, Gary, Laurii	Box 50	Stanley,	ID	83278	208-774-3321
Garrison, Wayne, Bessie	431 Terrace Rd.	Lincoln,	NE	68505	402-489-1705
Gosa, Dale, Lois	4146 Habana Ave.	Jacksonville,	FL	32217	904-731-0367
Greenhalgh, Jack, Delia	140 Andrew Ln.	Reno,	NV	89511	702-894-0365

Griffith, Roger,	1430 Cypress	Tracy,	CA	95376	209-836-2432
Hamada, Yuke, Yonki	15270 E. Mountain View	Kingsbury,	CA	93631	
Hammermeister, Leonard, Shirl	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	503-582-0526
Hazard, P.R.,	2577 Rock Springs Pl.	Ontario,	CA	91761	909-947-2682
Heitzenrader, Albert, Roma	P.O. Box 417	Western,	NE	68464	402-433-4101
Higgs, Dale,	8 Walnut St.	Forestville,	NY	14062	
Hildwein, Ed, Joan	214 Hearthstone Dr.	Boise,	ID	83702	208-342-3418
Hill, Clark, Donna	P.O. Box 4861	Monroe,	LA	71211	318-325-8870
Hitchcock, Robert, Marilyn	17118 E. Strack	Spring,	TX	77379	
Icenhower, James, Della	1 Circle Park Ct.	Mansfield,	TX	76063	817-477-2249
Icenhower, John, Jana	1613 Ryan Rd.	Sulphur Springs,	TX	75482	903-885-6748
Ierardi, Philip,	12 Roclare Ln.	St. Louis,	MO	63131	314-692-2123
Ingwersen, Doc, Darlene	7626 Fostoria St.	Downey,	CA	90241	310-928-4132
Jackson, Archie, Alice	Rt 20 East	Galena,	IL	61036	815-777-2117
Jennings, Jeff,	5547 N. Lewis Ln.	Agoura Hills,	CA	91301	818-707-1902
Jurgensen, Gary, Mary Ann	W. 4220 Sutherlin Pl.	Spokane,	WA	99208	509-327-8422
Kelley, Ronald, Beverly	4326 Karnes Dr.	Mesquite,	TX	75150	214-270-9667
Kent, Leonard, Myra	P.O. Box 821	Rankin,	TX	79778	915-693-2639
Kissel, William, Doreen	524 Eldoro	Arlington,	TX	76006	817-274-7206
Korkoski, Lee,	P.O. Box 368	Apache,	OK	73006	405-588-2338
Kraus, Fred, Laurel	532 W. Hawthorne Dr.	Round Lake Beach,	IL	60073	
Kunz, Alan,	1669 Country Side Dr.	N. Mankato,	MN	56003	507-388-6552
Laurita, Fred, Pat	6378 S. Chase Ct.	Littleton,	CO	80123	303-798-3863
Lee, John, Kay	222 Elgin	Washington,	IL	61571	309-444-9840
Lepene, Rich, Cathy	3 Meadowood Dr.	Franklin,	NH	03235	603-934-6556
Lewis, Marshall, Veta	P.O. Box 146	Empire,	CA	95319	209-523-4576
Mandere, Eugene, Carol	1662 Nora Way	San Jose,	CA	95124	408-267-3915
Mannien, Ken, Nancy	903 Elm St.	Hancock,	MI	49930	906-482-6527
Manns, Charles, Dolores	2224 McChesney Ct.	Vienna,	VA	22181	703-938-8956
Maurantonio, Vito,	450 Meadowridge Rd.	Watsonville,	CA	95076	408-724-9488
McAdams, Don, Nancy	2527 Broussard St.	Baton Rouge,	LA	70808	504-383-7510
McCart, Victor, Charlotte	P.O. Box 198	Garden City,	KS	67846	316-275-9110
McDonald, Billy,	910 Villa Siete	Mesquite,	TX	75181	214-222-2615
McElroy, Bill,	2649 Stewart Dr.	Rittman,	OH	44270	216-336-3443
McGeary, Jim,	25726 Oceanwood Dr.	Dana Point,	CA	92629	714-496-8561
McIntosh, Ron, Carolyn	936 Main St.	Morro Bay,	CA	93442	209-739-8000
Miller, Paul, Mary Martha	50 Level Rd.	Collegeville,	PA	19426	215-489-2083
Mills, Robert, Carolyn	130 E. Sub Station Rd.	Temperance,	MI	48182	313-847-1884
Morley, Lloyd, Marjaret	4429 Francis Yonge Way	Hollywood,	SC	29449	803-556-0952
Norman, Frederick	6355 Ward Rd. Suite 200	Arvada,	CO	80004	303-424-8354
Northcraft, Martin, Zola	1340 N.E. Seavy Ave.	Corvallis,	OR	97330	503-752-1927
Novak, Gene, Patricia	12695 W. Portage Rvr S.Rd.	Oak Harbor,	OH	43449	
O'Leary, Gregory, Kathy	3040 Alliance Rd.	Arcata,	CA	95521	707-822-3574
Ottersberg, Martin, Jody	10 Ravens Ct.	Pueblo,	CO	81005	719-564-1198
Palmer, Jud, Marion	1186 N. California St.	Orange,	CA	92667	714-538-5507
Palmore, Bill, Willie Lee	630 Windsor	Tyler,	TX	75701	
Pape, Marshall, Susie	790 Turner Rd.	Williamson,	GA	30292	404-228-7677
Parker, Alfred,	7521 Walnut	Hammond,	IN	46324	219-844-2293
Peace, Wm, Bernadine	P.O. Box 860	Comfort,	TX	78013	512-995-2477
Peloquin, Donald, Joan	805 Alpine Dr.	Southbridge,	MA	01550	
Penty, Thomas, Grace	7484 Katesbridge Court	Dublin,	OH	43017	614-889-9768
Peters, Walter, Doris	9995 Sunnyview N.E.	Salem,	OR	97301	503-399-7931
Petithomme, Bob, Celia	5403 Columbia Dr. N.	Fresno,	CA	93727	209-251-3562
Piggott, Stanley, Eva	7450 Meadowbrook	Benton Harbor,	MI	49022	616-944-1000

Plaggenborg, Joop, Marlies	30 Riverview Dr.	Ashland,	MA	01721	508-881-8751
Quaranta, Vito, Ethylann	8570 S.E. 72nd	Mercer Island,	WA	98040	206-232-3000
Ramsey, Walter, Donna	745 Hilltop Ave.	Kent,	WA	98031	206-852-3228
Reger, Dr. Roy,	11684 East Bayand Dr.	Aurora,	CO	80012	303-343-3331
Repnik, Kerry, Karen	Box 376	Yukon,	PA	15698	412-722-3504
Rios, John,	2303 Royal Acres Dr.	Denton,	TX	76201	817-387-1155
Robbins, David, Maureen	32 Overlook Dr.	Westfield,	MA	01085	
Roberts, Elmer, Betty	313 Hemlock Park Ln.	Aberdeen,	WA	98520	360-532-9300
Robinson, Warren, Helen	110 Gregory Dr.	Fairfax,	CA	94930	415-453-2481
Roethig, Donald, Martha	3228 N. 84th	Milwaukee,	WI	53222	414-444-7220
Rohde, Sherwin, Juanita	528 Sandler Dr. NE	Albuquerque,	NM	87123	505-299-0077
Ross, Don, Irene	544 East Ave.	Lancaster,	CA	93535	805-942-6924
Russell, Ray, Rudell	Rt. 1, Box 263	Blanket,	TX	76432	817-842-5591
Ryan, Steven, Sue	4950 Briarwood Dr.	Macungie,	PA	18062	215-398-8423
Sapp, Walter, Carol	19840 Coshocton Rd.	Mt. Vernon,	OH	43050	614-397-9791
Scaggs, Phil,	352 Columbine	Marble Falls,	TX	78654	210-693-5140
Schoelen, James, Elizabeth	2014 Beech St.	Fernandina Beach,	FL	32034	912-673-3618
Schwartzter, Thomas, Joyce	1726 Beckley Dr.	New Cumberland,	PA	17070	717-774-4565
Scott, Michael, Elaine	9908 Drury Ln.	Westchestor,	IL	60154	708-343-6425
Seay, Speedy, Jill	2431 Millwood Rd.	Virginia Beach,	VA	23454	804-481-6394
Secker, Fred, Betty	6628 Velasco	Dallas,	TX	75214	214-827-2132
Sernel, Fred, Vivian	10661 Girdled Rd.	Concord,	OH	44077	216-357-7772
Severson, Dale, Doris	P.O. Box 44	Dallas,	WI	54733	715-837-1268
Simmons, Jack, Joyce	7321 Nada St.	Downey,	CA	90242	213-928-7422
Slack, Glenn, Shirley	1853 S.E. Anspach St.	Milwaukie,	OR	97267	503-654-8044
Smith, Douglas, Ellen	RR 124 NW 72nd Pl.	Ankeny,	IA	50021	
Smith, Ernest, Wilma	8745 Greenwood Ave.	Munster,	IN	46321	219-838-9048
Smittle, William,	2905 Foxdale Dr.	Jefferson City,	MO	65109	
Sperr, Jack, Carol	4074 Ibex NE	Salem,	OR	97305	503-393-7185
Sund, Paul, Lorraine	56 Country Club Gate	Pacific Grove,	CA	93950	408-375-3992
Sunstrom, Alan,	1546 Pitney Lane	Upper Lake,	CA	95485	707-275-2298
Swanson, Del, Betty	2009 McDaniel Ave.	San Jose,	CA	95128	408-246-1915
Taylor, Winfred,	5204 Simmons Rd.	Lumberton,	NC	28358	910-739-7350
Vanorman, Roy, Kathy	100 South 270 East	Bountiful,	UT	84010	
Viers, Bill,	1024 Franklin Ave.	Fremont,	OH	43420	419-332-3078
Viosca, Charlie, Felicia	11084 Windjammer	Frisco,	TX	75034	214-625-2922
Wagner, Dr. William, Anne	408 W. Goodwin Ave.	Victoria,	TX	77901	512-572-0924
Wilgus, David, Christine	563 South 500 West	Hebron,	IN	46341	219-477-4089
Young, Frank, Joan	962 S. Bundy Dr.	Los Angeles,	CA	90049	213-207-0653
Young, Tim,	962 Bundy Dr.	Los Angeles,	CA	90049	213-207-0653
Zigler, David,	310 Jamboree	Manchester,	MO	63021	314-394-7131

Foreign Residents:

Gough, Sid, Audrey	Box 25	Irricana, Alberta,	Canada TOM-1BO	403-935-4216
Griffiths, Martyn, Victra	24 Lethbridge Rd.	Southport, Merseyside	England PR8-6JA	0704-535-775
Midlane, Bruce, Margaret	10311 Shell Rd.	Richmond, BC.	Canada V7A 3W5	604-271-5991
O'Gorman, Sean,	1 Monread Lawns Naas,	Co. Kildare,	Ireland	353-45-74286
Stevenson, James, Esme'	Millhaugn Mill Rd.	Inverurie/Grampian,	Scotland AB51	467-622-121



Charlie Says!

by Charlie Viosca

Model A Ford Foundation!

I am pleased to announce to the membership that the Executive Committee of the Victoria Association voted to present the Model A Ford Foundation with a check in the amount of \$1,000. The members of the Executive Committee are: Marshall Lewis, Don Crum, Del Swanson, Bob Anderson and Charlie Viosca. This donation makes the Victoria Association a Platinum Member and the only Body Style Group to reach that level. I hope the membership is as pleased with this decision as was the committee in making this donation to a worthy organization dedicated to preserving the Model A Ford for future generations to enjoy. ☺

Model A Restorers Club!

For the seventh year in a row, the Model A Restorers Club has presented the Victoria Association with the Newsletter Award of Excellence. This award is greatly appreciated by me and I thank the Model A Restorers Club. ☺

New Newsletter Editor!

You will note the change in the newsletter. I am happy to report that Tom Endy of Westminster, CA has volunteered to be the newsletter editor for the Victoria Association. I certainly appreciate Tom taking this task from me. Please remember, that Tom will be doing the newsletter but that the functions of the Victoria Association will remain with me (**Charlie Viosca**). I will still be here for the membership to answer questions and if I don't have the answers, I will find out for you. Keep writing or calling me when you need help. My address has not changed, it is **11084 Windjammer, Frisco, Texas 75034** and the phone number is **214-625-2922**. ☺

Newsletter Back Issues!

There are no more back issues of the Victoria Association newsletters available. If any members have saved their back issues and wish to sell them, please contact Charlie Viosca. ☺

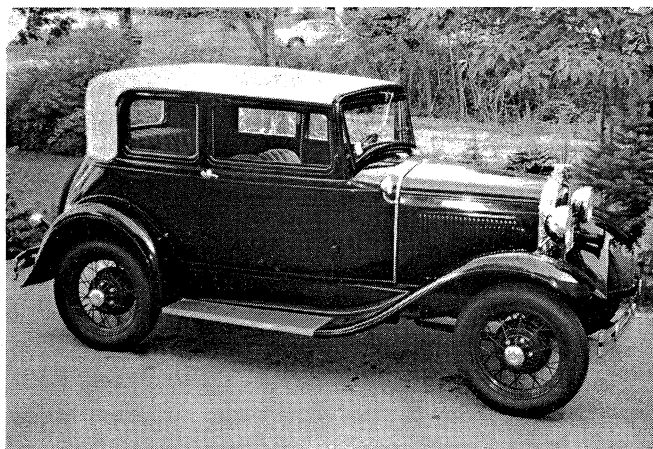
Victoria Window Shades!

The Victoria shades have been received and I have mailed them out to all who have ordered them. They were \$5.00 a set higher than Jacqui's estimate and some of you have not sent the \$5.00 to me. Those ordering the single shades need to send \$1.75. Please send your check to Charlie Viosca.

There were three sets of shades ordered above the number required. Jacqui bought all the yarn that was available to fill this order. If you are building, or plan to build a show Victoria, I urge you to order one of these extra sets. **Please remember, there will be no more.** The extra sets are the three shade variety, one rear window and two quarter window shades. Send a check in the amount of \$115.00 to Charlie Viosca. These will be sold on a first come basis. If more than three members place an order, I will return your check. You may place your order by phone and I will ship to you when I receive your check. The price includes the shipping costs. ☺

More Good Shade News!

Jacqui made up six extra rear shades and three complete sets of shades classified as seconds. These shades are slightly off in color and I absolutely cannot see any difference in these shades from the sets classified as firsts. The price is \$40.00 for the single rear shade and \$97.00 for the full set of three. The price includes the shipping costs. These shades are exactly the same in quality. I'll bet the judges cannot tell the difference in the two sets. It would take an artist who knows colors to see the difference. ☺



**Owned by Joop Plaggenborg
Ashland, Main**



Door Window Glass!

Installation For Slant Window Model A's
by Bill Bond

Preparation!

It is best to have the door off of the car and laying on a flat surface, inside facing up. The process can be done with the door installed on the car, but it is not as easy. Make sure that both the front and back door channels are solid. **Be sure that the lower glass channel is not attached to the glass yet.** Fit the rear felt channel first. There should be a hook at the top and the bottom. If these hooks do not line up for proper fit at the top of the door, remove the rivets and reposition and reinstall for proper fit. **Install the rear felt channel now.**

Install the front felt channel next. There should be two locking hooks on the upper part and one "T" hook at the bottom. Do not notch the front felt channel for the bend in the front of the door. Make sure the hooks at the top line up with the locking holes when held up to the door channel and the bottom hook is even with the bottom "T" hole. You may have to trim the top of the felt channel a bit to clear when trying to hook the top two hooks. Bend the bottom "T" hook down flat against the felt channel. **Remove the front felt channel, set aside.**

The window riser mechanism is installed next using all of the flat head screws and cup washers. Tighten the screws to snug and back off one turn on all but one corner screw. Turn the window crank to bring the two arms straight up (**parallel** to each other) and above the inner window sill. **Do not attach the lower glass channel to the glass yet.** Hold the lower glass channel (without it's rubber) to the two riser arms. Be sure the two side buttons just clear the entry slots on the channel. Turn window crank to adjust to the exact fit. **Mark the lower channel to show "front".** Carefully work the rear end of the glass window into the rear felt channel you have already installed. Carefully slide the glass down to the lower glass channel and accurately mark the front and back of the lower glass channel on the glass while the lower channel is in the slide button holes. **Accuracy here is essential.** These marks cannot be over an 1/8" off or you will break the glass when you roll the window down.

Remove the glass and the lower channel to install the lower glass channel on the glass. Cut the rubber 1/8" shorter than the marks on the glass. Be sure you install the rubber channel drip lip to the outside of the glass. Use liquid soap to lubricate the rubber and the channel. I use a Q-tip to apply the liquid soap. Position the rubber on the glass and set the lower glass channel over the rubber being sure the lower glass channel is aligned on the marks and the channel is facing your front mark. Place the glass on the top edge and press channel onto glass, use a wood mallet if necessary. Grease the slots in the channel now because you will not be able to reach it later.

Assembly!

Carefully position the rear end of the glass into the rear felt channel. You will have to lift the top of the rear felt channel a little. To do this, slide the glass down to the two riser buttons and work the buttons into their entry holes. **The front channel is still not installed.** Gently turn the window crank to start the buttons into their slots. Cradle the glass with your left hand to allow it to clear the metal on the front of the door. Gently continue to slowly turn the crank to pull the glass down into the door. You may have to pull up on the inner door panel so the buttons will clear as the glass goes down into the door. Crank the glass down about half way. By now the glass should be laying down in the door nicely. Take the front felt channel and carefully feed it down the front of the door channel with the glass in it until you can hook the top two hooks in place. Hook the top. Slowly crank the glass back up to within 1" of the top. Go to the bottom of the door and clamp vice grip pliers to the bottom of the front felt channel. Bend the "T" hook back out and pull hard to stretch the felt channel and hook it to the bottom "T" hook. Crank the window up and down to check the fit and smoothness of operation. If it binds up, you must reverse the procedure to get the glass out and have the glass shaved at the front edge. The overall length of the glass cannot be over 29 & 11/16" if the glass is to work well in a Victoria. Crank the glass down. Cut and glue the upper sponge rubber channel in place. Crank the glass up into the rubber to hold it in place while the glue sets. Tighten all of the riser screws. Install upholstery and garnish moldings. ©



Editor's Note!

by Tom Endy

The Front Cover!

The format for the Victoria Association newsletter will feature a full page front cover picture for each publication. My apologies to the membership for running a picture of my own car, but it was all I had to work with on short notice. I would like to encourage members to submit pictures of their Model A Ford Victorias to be used on the front cover of future publications of the newsletter. An 8x10 black & white photograph works best for printed photo reproduction. A color 8x10 will also work, but some of the detail may be lost depending on the contrast, lighting, etc of an individual photo. Please send the photos to my attention. My name and address is in the association roster in this issue, or send it to Charlie Viosca if you prefer. I will return all 8x10 photos to the owner after the newsletter has been printed. Please be sure to add your name and address to all photos submitted. I also want to add a caption below the photo, so please feel free to offer whatever information you care to about your Victoria. If you have a pet name for it, please include it. ☺

The Front Seats!

The Victoria is a new addition to my world of Model A Fords. After reading through all of the back issues of the Victoria Association newsletters, it became apparent to me that the subject of Victoria front seats is a prime topic. It would seem that everything that could ever be written about the front seats has been written, except how to remove the sliding type drivers seat from the car. It was necessary for me to have to remove the drivers seat from my Victoria. After some amount of frustration, and after accidently bending the sawtooth slider bar, I finally got the seat out of the car. There must be a correct procedure! If there is a kind soul among the membership who knows the proper procedure for removal and re-installation of the later type sliding adjustable drivers seat, and would like to document the procedure, I will be more than happy to include it in the next newsletter. ☺



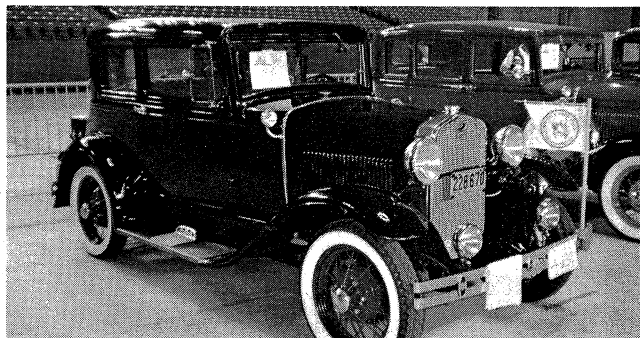
Victoria Rear Fenders!

by Don Ross

Those That Will Fit!

I noticed an article about Victoria rear fenders in a past Victoria Association newsletter. Attached is a list of bodies from which a rear fender will fit a Victoria. Even though the list shows 1930-1931 Victoria, I have never been willing to credit any Model A Victoria as a 1930, even though it may have come from the Ford assembly line in November of 1930. In those days Henry always started his model-year early, often as early as September. I derived the attached list many years ago from the Ford Motor Company parts list. My work carries no guarantee! ☺

Body Model	Year	Name Model
35B	30-31	Std Phaeton
55B	30-31	Tudor Sedan
60A	28-29	Fordor, Briggs L\B
60B	29	Fordor, Briggs L\B
60C	29	Fordor, Briggs S\B
79B	30-31	Panel Delivery
130B	30-31	Dlx Delivery (Std.)
140A	28-29	Town Cars
150B	30-31	Station Wagon
155C	30-31	Town Sedan, Murray
155D	30-31	Town Sedan, Briggs
160A	31	Fordor Sedan, Std, S\W
160B	31	Town Sedan, S\W
160C	31	Fordor Sedan, Dlx, S\W
165C	30-31	Std, Fordor, Murray
165D	30-31	Std, Fordor, Briggs
170B	29-30	Std, Fordor, Briggs, 2\W
190A	30-31	Victoria
225A	30-31	Panel Delivery
255A	31	Special Delivery
295A	31	Town Car Delivery
400A	31	Convertible sedan



Owned by Dr. Roy Reger
Aurora, Colorado



Body Features!

by Bob Bidonde

Model A Ford Victoria!

The Ford Motor Company introduced the 190-A Victoria Coupe for sale in November 1930, but when did Victoria production actually start? According to The Ford Model A "As Henry Built It", 6,306 Victorias were built in 1930 and 33,906 were built in 1931. That is a total production of 40,212 Model A Victorias. Can these figures be substantiated by Victoria body numbers? The Ford Model A "As Henry Built It" also notes that Victorias were built by both Briggs and Murray. Are there any surviving Briggs built Victoria bodies? The Model A Judging Standards & Restoration Guidelines, page 1-8, indicates that all Victorias originally had a coach builder's plate (body number tag) riveted to the firewall just below the Ford patent data plate. The body number tag contains a serial number that uniquely identifies each Victoria body. A review of International Victoria Association membership applications indicates that 39% of member's Victorias are missing this body number tag. So there is a considerable need to know what body numbers can be used without duplication. It is known from Ford Service Letters of the Indianapolis Branch that several changes to Victoria body features were made, but there is no correlation between manufacturer's body number, engine number and car assembly dates. Can such a correlation be made from a survey of surviving Victorias? The following is a study of data compiled from International Victoria Association membership applications and some personal observations of non-member Victorias. What follows is conjecture, that is, it is based on circumstantial evidence. Conclusions are drawn from observations of the data in Table 1 in response to a need to know more about the Model A 190-A Victoria Coupe.

Shaded Data:

Items of data in Table 1 that do not fit a pattern or trend are shaded and disregarded in the conclusions drawn from Table 1. There are relatively few shaded items, a good indication that Table 1 is a useful tool for rationalizing conclusions about Model A Victorias.

Blank Spaces:

Blank spaces are due to lack of information.

Body Numbers:

All of Table 1 is sorted by body numbers in ascending sequential order. Where the body number is missing, the sort is by car assembly date. Only the last segment of each body number is listed because this segment of the number uniquely identifies each Victoria body. For example, 190A - 23569 is listed **23569** and is taken to be the 23,569th Victoria body. Victoria bodies were most likely all built by Murray because there is not one confirmed Briggs built Victoria body among the Victorias surveyed. Looking at Table 1 one could conclude that the lowest body number should have four digits and perhaps the lowest body number is 1000? Only two Victorias with body numbers below 1000 appear in Table 1 and they represent less than 1% of the survey population. It may be that the body number tags on these two cars are difficult to read or incompletely stamped? The engine number for body 108 suggests a much higher body number of 1931 vintage. The range of body numbers in Table 1 indicates more than 40,212 Victorias may have been built. Subtracting 1000 from body number 41999 suggests that at least 40,999 Victorias were built. Car assembly dates indicate more than 6,306 Victorias were built in 1930. Although there is scatter in the data after body number 9838, it very well may be that 14,000 or more bodies were built in 1930, perhaps with body numbers into the high 15,000's. Table 1 shows that production started months before the November, 1930 introduction of the Victoria. Maybe this was done to assure good supplies of cars to stock dealer's show rooms. Taking the 1931 figure of 33,609 from Ford Model A "As Henry Built It" and assuming that body production in 1931 stopped by the end of August, then it appears that the average monthly production in 1931 could have been in the neighborhood of 4200 bodies. Table 1 is not suitable to determine Victoria production rates.

Body Styles: Two styles of Victoria upper body were manufactured, a leather back and a steel back. The leather back is covered with artificial leather down to the rear belt molding and the steel back has a painted steel upper body. In Table 1, **LB** = leather back and **SB** = Steel back. About 57% of the Victorias listed in Table 1 are leather backs and this suggests a larger total quantity of leather back Victorias may have been built. The strings of leather backs and then steel backs in Table 1 suggests they were periodically built in batches. Leather backs

appear to dominate early production. If leather backs and steel backs were built in batches, customers may not have had a choice in style.

Frame or Engine Numbers:

Ford stamped each engine with a sequential number and when it was installed into a Model A chassis on the assembly line, a matching number was stamped into the top flange on the frame side rail near the location of the left front body mount. Unfortunately, the frame number is not visible until the body and side apron are removed. In this study the frame number is considered a more accurate reflection of the original car because engines are often changed. Therefore, in all cases where different numbers for the frame and engine appear on an application, the frame number is listed in Table 1 instead of the engine number. Title and registration numbers are not used. The correlation of body numbers to car assembly dates via frame or engine numbers in Table 1 appears to be reasonable. Therefore, Table 1 provides valuable insight for Victoria enthusiasts and perhaps is adequate evidence to influence the Model A Judging Standards & Restoration Guidelines Committee about Victorias.

Car Assembly Dates:

The car assembly dates listed in Table 1 are from the Model A Judging Standards & Restoration Guidelines, page 1-2. If the frame or engine number in Table 1 is 4215988, then this Victoria is taken to have been assembled into a running car at the Ford assembly plant in December of 1930. There is some scatter in the sequence of calendar dates and engine numbers in Table 1, but the scatter is explainable. Suppose in a given month 120 Victoria bodies went to Long Beach, 160 bodies went to Indianapolis, 220 bodies went to Buffalo and so on. This puts sequentially numbered groups of bodies on the storage lines in each Ford assembly plant. Car assembly rates must have varied from one Ford assembly plant to another due to dealer sales. Then engine numbers and assembly dates will not be in perfect order, but scattered! So it is easy to see how differences in car production rates between assembly plants for any reason caused the kind of scatter seen in Table 1. But in the big picture, the overall correlation of data in Table 1 is enlightening. Generally, Table 1 shows Murray body numbers below 10,000 rolled off of Ford assembly lines in 1930. Murray body numbers from 10,000 to 15,999

could be on cars assembled either in late 1930 or early 1931 due to variations in Victoria production rates. Murray body numbers 16,000 through 41,999 are 1931. Table 1 also shows Victoria production dropped significantly after May 1931.

Firewall:

Consistent with other Model A body styles built in 1931, two types of firewall are found in Victorias also, "flat" and "indented". Ford added the large indentation in the firewall to accommodate the new style gas tank and shutoff valve. The sediment filter was then mounted on the side of the carburetor. The indentation is located at the place where the fuel sediment filter was previously mounted. This is not the firewall indentation that is centered behind the engine. Prior to the fuel system change, firewalls were flat in the vicinity of the sediment filter. Therefore, firewalls are either **flat** or **indented**. Table 1 shows that Victorias with an indented firewall start about body number 32,400 which correlates to March of 1931. This is a month earlier than the Model A Judging Standards & Restoration Guidelines imply this change occurred. However, The Model A Judging Standards & Restoration Guidelines, page 1-4, is not very definitive about the indented firewall. Murray, Briggs and other coach builders must have cut the indented firewall into body production even earlier, but how much earlier remains a mystery.

Side Window Shades:

Some Victorias may not have been equipped with shades for the side rear quarter windows. An Indianapolis Branch Service Letter to all dealers dated March 13, 1931 indicates that quarter curtains (shades) were dropped in Production. The Model A Judging Standards & Restoration Guidelines, page 12-4 states that Victorias had quarter window shades until March of 1931. In Table 1, **YES** = Victorias with side quarter window shades. All Victorias should have at least a rear window shade. If in doubt about quarter window shades, check the original body wood for shade bracket mounting screw holes. Table 1 implies that shades on the side quarter window sporadically dropped out of production in Victorias that rolled off the assembly lines in late 1930 through February, 1931 for the most part. This is before the issue of the Indianapolis Branch Service Letter and earlier than stated in the Model A Judging Standards & Restoration Guidelines. Table 1 also shows that side window

shades went away before the indented firewall was in production. So Table 1 is not in agreement with the Judging Standard and perhaps the Judging Standard date is too narrow a period for this event.

Sun Visors:

Victorias were initially made with two visors, one for the driver and one for the front passenger. An Indianapolis Branch Service Letter to all dealers dated March 13, 1931 indicates that the right hand visor was no longer being installed in new Victoria bodies. However, a subsequent letter dated April 27, 1931 indicates the right hand visor was reinstated. So some Victorias may have one visor while others have two. In Table 1, **D** = driver's visor and **P** = passenger's visor. Looking at Table 1 it appears most all Victorias were built with two interior sun visors. It is not possible to pick out a discrete range of body numbers from Table 1 having only one visor. The small number of Victorias reported to have only a driver's side visor is consistent with the short discontinuance defined by the dates of the Indianapolis Branch Letters. The Model A Judging Standards & Restoration Guidelines has no information on this topic. If in doubt about visors, put both into your Victoria because they are necessary from a functional point of view.

Front Seats:

Two types of seat adjustment devices are found in Victorias, adjustable hinges and a slide type mechanism. There are variations in the hinge brackets, some have three holes to adjust the hinge position and some having only one hole for the hinge position (non-adjustable). In Table 1 **HINGE** = seats with adjustable hinges. **HINGE 3/1** = hinged seats with a 3-hole bracket on the driver's seat and a 1-hole bracket on the passenger's seat, and **HINGE 3/3** = both seats with 3-hole hinge brackets. **SLIDE** = the slide type of seat adjustment mechanism. The majority of Victorias appear to have been built with front seats having the adjustable hinge. Hinge brackets with 3 holes for adjustment appear to be more common than an earlier design with one-hole brackets. One-hole brackets are generally found on the passenger seat making it non-adjustable! The slide appears to have cut into production about Murray body numbers in the mid 34,000's dating the changeover to Victorias that rolled off Ford assembly lines in March and April of 1931. The slide replaced the hinge at least on the driver's seat. There is no

conclusive evidence to suggest the slide was used on the passenger's seat. The Model A Judging Standards & Restoration Guidelines has no information about this topic.

Spare Wheel Mount:

In Table 1, **REAR** = a rear mounted spare and **SIDE** = one or two side mounts instead of a rear mounted spare. Table 1 clearly shows rear mounted spares are most common. Very few Victorias have side mounts and perhaps a significant quantity of those that do obtained them during restoration.

What To Do:

What should be done to learn more about the Victoria? Table 1 is proof that there is much that can be learned from information collected from Victoria owners. The Indianapolis Branch Service letters indicate that changes to the Victoria may have been common to slant windshield sedans also. If this is the case, we may be able to learn from other specialized body style clubs. So they should be contacted in this matter. A well thought out questionnaire to gather good quality data from Victoria owners should be designed and circulated as a tear-out feature in a future issue of the International Victoria Association newsletter. We need to reach non-association members who own Victorias. This can be done by describing this plan in the chapter news columns of the Restorer and Model A News. Responding non-members could have a questionnaire mailed to them with a membership application. Data from questionnaires returned can be compiled into a spread sheet like Table 1 and reviewed by a small committee of knowledgeable association members to draw useful conclusions about the Victoria. The outcome of this committee's work could also be published in a future issue of the association newsletter and sent to the National Judging Standards Committee for consideration. Who will volunteer to help me do this? Write to Bob Bidonde, 65 Tomkins Street, East Northport, NY 11731 or call 516-575-1920 on weekdays after 6 P.M. Eastern Time.

Table 1 will likely be used to determine appropriate body numbers for Victorias missing them. To avoid duplication of body numbers, perhaps the International Victoria Association could set up some form of book keeping to keep track of number selections. In any event, please update your association membership record if you choose a body number. ☺

Table 1: Model A Ford Victoria Features By Body Number

BODY NO.	BODY STYLE	FRAME OR ENGINE NO.	CAR ASSY DATE	FIRE WALL TYPE	SIDE SHADES	SUN VISORS	FRONT SEAT ADJUST	SPARE WHEEL MOUNT	OWNER
108	LB	4527231	4/31	FLAT	YES		HINGE 3/3		Ottersberg
129	LB			FLAT			HINGE	SIDE	Hough
1226	LB	3969873	9/30	FLAT				SIDE	Jones
1469	LB	3985110	9/30	FLAT	YES	D & P	HINGE	REAR	Burgest
1883	LB	4051089	10/30	INDENTED	YES	D & P	HINGE		Pollock
2058	LB		6/30						Burnett
2450	LB	1173242	6/28	FLAT					Smith
2465	LB	4546103	4/31	FLAT				REAR	McKeown
2826	LB	3985912	9/30	FLAT	YES	D & P	HINGE 3/3	REAR	Punchard
3508	LB	4997275		FLAT				REAR	Russell
3707	LB	3784524	8/30	FLAT	NO		HINGE 3/3		Slack
3776	LB	3783837	8/30	FLAT				REAR	Hildwein
4117	LB	4074432	10/30	FLAT				REAR	Bengel
4158	LB	3894012	9/30	FLAT					Frazee
4293	LB	4074080	10/30	FLAT					Harris
4423	LB	4216912	12/30	FLAT			HINGE 3/3	REAR	Seay
4767	LB	4111418	11/30	FLAT	YES	D & P	HINGE 3/3	SIDE	Bates
5205	LB	3643331	6/30						Peace
5214	LB	4053075	10/30	FLAT	YES	D & P	HINGE 3/3	REAR	Morley
5340	LB			FLAT			HINGE	REAR	Reust
6974	SB			INDENTED				REAR	Thomas
7771	LB	3968952	9/30		YES	D & P	HINGE	REAR	Ramsey
7806	LB	4211236	12/30	FLAT				REAR	Larson
7895	LB	4202865	12/30	FLAT	NO	D & P	HINGE	SIDE	Adams
7905	LB	3976574	9/30	FLAT		D & P	HINGE 3/3	REAR	De Hues
7909	LB	4223078		FLAT			HINGE 3/3	REAR	Cradler
8706	SB	4868940	5/31	INDENTED	YES		SLIDE	REAR	Sapp
8822	LB	3982893	9/30	FLAT	YES		HINGE 3/3	SIDE	Swett
8848	LB	4147910	11/30	FLAT	YES	D & P	HINGE 3/3		Penty
9293	LB	4107138	11/30	FLAT	YES	D & P		REAR	Johnstone
9838	LB	4200723	12/30	FLAT	NO	D & P	HINGE	REAR	de Socarras
10074	LB	4833923	5/31	FLAT	YES	D & P	HINGE	REAR	Cross
10509	LB			FLAT				REAR	Northcraft
10621	LB			FLAT	YES	D & P	HINGE 3/3		Kraus
10686	LB	4868805	5/31	FLAT				REAR	Caporeli
10728	LB	3947845	9/30	FLAT				REAR	Clarke
10751	LB			INDENTED	NO	D & P	HINGE	REAR	Miller
11358	LB	4063214	10/30	FLAT				REAR	McIntosh
11542	LB			FLAT	YES		HINGE	REAR	Berry
11678	LB			INDENTED	YES	D & P	HINGE	SIDE	Dresser
11768	LB			FLAT			HINGE	SIDE	Lawson
12108	LB			FLAT	YES	D			Eason

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12571	LB	4052518	10/30	FLAT	YES	D & P	HINGE 3/3	REAR	Crum
12659	LB	4342831	2/31	FLAT	YES	D & P			Eason
12931	LB	44292538		FLAT				REAR	Helter
13051	LB	4117282	11/30	FLAT			HINGE		Gilliatt
13501	LB	4342990	2/31	FLAT	YES				Eason
13622	LB	4336835	2/31	INDENTED				REAR	Marshall
13701	SB			FLAT	NO	D & P	HINGE 3/1	REAR	Roberts
13732	LB	4531267	4/31	FLAT				SIDE	Powell
13808	LB	4083276	10/30	FLAT			HINGE 3/3		Moore
13920	LB	4361298	2/31		NO	D & P	HINGE		Lane
14697	LB	4614321	5/31	FLAT	NO	D & P	HINGE		Carey
14800									Schoelen
14810	LB	4612097	6/31	FLAT	NO	D	HINGE	REAR	Cassin
14880	LB	4000252	9/30	FLAT				REAR	Schaelen
15403		4204111	12/30					SIDE	O'Leary
15733	LB			FLAT	NO	P	HINGE	REAR	Krouch
15843	LB	4150275	11/30	FLAT	NO	D	HINGE 3/3	REAR	McCart
16548	LB	4243420	1/31	FLAT	NO		SLIDE	REAR	Peloquin
16620	LB	797204	12/28	FLAT		D & P	HINGE		Parker
16640									Loose tag
17067	LB	4347146	2/31	INDENTED				REAR	Cherney
17849	LB			FLAT			HINGE	REAR	Smith
17850	LB	4362132	2/31	FLAT	YES	D & P	HINGE	SIDE	Rohde
18319	LB	4399804	3/31	FLAT	NO	D & P	HINGE	SIDE	Wacker
18408	LB	4127059	11/30	FLAT		NONE	HINGE	REAR	Harrison
18923	LB	3485579	5/30	FLAT	NO	NONE	HINGE 3/1	REAR	Young
19752	LB			FLAT					Hildebrant
19979	LB	4265912	1/31	FLAT				SIDE	Hart
20425	LB	4348490	2/31	FLAT				SIDE	Lebkicker
21622	LB	4282284	1/31	FLAT	NO	D	HINGE	REAR	Riesbeck
21717	LB	3835732	8/30	FLAT				REAR	Fite
22373	LB	4301072	1/31	FLAT				REAR	Miller
22438	LB	4463653	3/31	FLAT	YES		HINGE	SIDE	Schwartzner
22548	LB	4491715	3/31	FLAT	NO	D	HINGE 3/1	REAR	Mc Hugh
22555	LB	4494774	3/31						Manninen
23026	LB	4055441	10/30	FLAT				SIDE	Arroyo
23055	LB	4509975	3/31	FLAT	NO	D & P	HINGE 3/1	REAR	Barrett
23244	LB	4468531	3/31	FLAT	NO	D & P	HINGE	REAR	McElroy
23286	LB	4285639	1/31	FLAT	NO	D & P		REAR	Robbins
23376	LB	4354289	2/31	FLAT	NO	D & P	HINGE 3/1	REAR	Petithomme
23400	LB	4528265	4/31	FLAT	NO	D & P	HINGE	H	Augustine
24174	LB	4241105	1/31						Bond

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25077	LB	4557567	4/31	FLAT	NO	D & P		SIDE	Viers
25184	LB	4249257	1/31	INDENTED				REAR	Butzke
25368	LB	4326386		FLAT				REAR	Meyer
25575	LB	4327530	2/31	FLAT		NONE	HINGE 1/1	REAR	Heichman
25797	LB	4554399	4/31	FLAT		D & P	SLIDE	REAR	Roethig
26370	LB	42093109		FLAT	YES	NONE	HINGE	REAR	Honaker
26470	LB			FLAT	NO	D & P	HINGE	SIDE	Stevens
26564	SB			FLAT	NO		HINGE		Unknown
27479	LB			FLAT				REAR	Macnamara
27924	LB	4435827	3/31	FLAT			HINGE	REAR	Ierardi
28202	LB			FLAT				SIDE	Hazard
28269	SB			INDENTED				REAR	Nelson
28618	SB	4362440	2/31	FLAT	NO	D & P	HINGE	SIDE	Cilker
28704	SB	4389939	2/31	FLAT	NO	NONE	HINGE	REAR	Bullion
29242		4376393	2/31	FLAT				REAR	McIntosh
29275	SB	4566484	4/31	FLAT	NO	D & P	HINGE		Crum
29509	SB	4386341	2/31	FLAT				REAR	Hitchcock
29550	SB	4411787	3/31	FLAT	YES	D & P	HINGE	REAR	Dinius
29834	SB	4752772	7/31	FLAT	NO	D & P	HINGE 3/1	SIDE	Cruickshank
30090	SB	3021773	3/30	FLAT				REAR	Busch
30102	SB	4615296	5/31	FLAT				REAR	Stevenson
30209	SB	4633528	5/31	FLAT				REAR	Viosca
30284	SB	4635108	5/31	INDENTED					Laible
30515	SB	4653359	5/31	FLAT				REAR	Wethern
30697	SB	474366	6/31	FLAT				REAR	Riggs
30763	SB	3283864	4/30	FLAT				SIDE	Sund
31126	SB	4315035	2/31					REAR	Spencer
31318	SB	2817732	1/30	FLAT	NO	D		SIDE	Martin
31450	SB	344499	8/28	FLAT	NO	D	HINGE	REAR	DiSalvo
31620	SB	4524538	4/31	FLAT	NO	D & P	HINGE	REAR	Gosa
31948	SB	4658697	5/31		YES	D & P			Eason
32108	SB	4553392	4/31	FLAT			HINGE	REAR	Black
32143	SB	4655673	5/31	FLAT				REAR	Flock
32216	SB	4497191	3/31	FLAT				SIDE	Mandere
32408	SB	4630819	1/32	INDENTED				REAR	Lewis
32752	SB	4542125	4/31	FLAT	NO		HINGE	SIDE	Reilly
33054	SB	4497113	3/31	INDENTED				REAR	Schade
33121	SB	4439626	3/31	FLAT					Maxwell
33320	SB			INDENTED		D & P	HINGE 3/1	SIDE	Witmer
33852									Loose tag
34451	SB			INDENTED			HINGE 3/1	REAR	McAdams
34987	SB			INDENTED	NO	D & P	SLIDE		Bewley

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35179	SB	4690447	5/31	INDENTED	NO	D & P	HINGE		Van Houten
35747	SB			INDENTED				REAR	Thomason
36858	SB			INDENTED					Eason
36985	SB			INDENTED			SLIDE		Garrison
37362	SB	4120333	11/30	INDENTED	NO	D & P	SLIDE	REAR	Hoffa
37682	SB	4351964	2/31	FLAT	YES	D & P	HINGE 3/1	SIDE	Heitzenrader
37692	SB			INDENTED				REAR	Moates
38026	SB	4602810	4/31	INDENTED	NO	D & P	SLIDE	SIDE	Rohan
38328	SB	4661355	5/31	INDENTED	NO	NONE	SLIDE	REAR	Piqqott
38358	SB	4871987		INDENTED	NO				Kelley
38430	SB	4616445	5/31	INDENTED	NO	D & P	SLIDE	REAR	Verity
38433	SB	CAU9558		INDENTED				REAR	Bradley
39028	SB	4715936	6/31	INDENTED	NO	D & P	SLIDE		Reger
39076	SB	4706838	6/31	INDENTED	NO		SLIDE	REAR	Doughty
40181	SB	4768284	7/31	INDENTED	NO		SLIDE		Sechrist
40431	SB	4800051	4/31	INDENTED	NO	D & P	SLIDE	REAR	Simmons
40439	SB	4735186	6/31	INDENTED	NO	NONE	SLIDE	REAR	Walker
41381	SB	4748206	7/31	INDENTED	YES	D & P	HINGE		Maeker
41430	SB	4302789	1/31	INDENTED				REAR	Gadaw
41999	SB	4759547	7/31	INDENTED	NO	D & P	SLIDE		Hammeister
ICA 343	LB	2491807	10/29	FLAT		D & P	HINGE	SIDE	Lazarowich
ICA1	LB	CAP7321		FLAT				REAR	Sportun
ICA1576	LB				NO				Novak
ICA215	SB	CAS2319	4/31	FLAT		D & P	HINGE	REAR	Midlane
MISSING	SB	35943	12/27	INDENTED	NO	D & P	SLIDE	SIDE	Zimmerman
MISSING	LB	22555	3/28	FLAT	NO	D	HINGE 3/3	REAR	Manninen
MISSING	SB	1880857	7/29	INDENTED					Hill
MISSING	SB	2626887	11/29	FLAT	YES	D & P	HINGE 3/3	REAR	Bauman
MISSING	LB	2660393	11/29	FLAT				SIDE	Fest
MISSING	LB	30489850	3/30	FLAT	NO	D & P	HINGE	REAR	Rummel
MISSING	LB	3495187	5/30	FLAT			HINGE 3/3	REAR	Butler
MISSING	SB	3468596	5/30	INDENTED				REAR	Webber
MISSING	SB	3587837	6/30	FLAT	NO	D & P	HINGE	REAR	Bidonde
MISSING	SB	365077	6/30	INDENTED	YES	D & P	HINGE 3/3	REAR	Buice
MISSING	LB	CA1-6292	8/30	FLAT	YES	D & P	HINGE	REAR	McMullin
MISSING	LB	3976406	9/30	FLAT	YES	D & P	HINGE	REAR	Carrion
MISSING	LB	3997065	9/30	FLAT				REAR	Halfpenny
MISSING	LB	3904960	9/30	FLAT	YES	D		SIDE	Lester
MISSING	LB	CAO 9746	10/30	FLAT	YES	D & P	HINGE	REAR	Bergman
MISSING	LB	4027431	10/30	INDENTED				REAR	Jackson
MISSING	LB	4009608	10/30	FLAT		D & P		REAR	McWilliams
MISSING	LB	4080502	10/30	FLAT		D & P	HINGE	SIDE	Perkins

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MISSING	LB	4093153	10/30	INDENTED	NO	D	HINGE 3/3	REAR	Smittle
MISSING		4135665	11/30	FLAT	YES		HINGE	REAR	Dobbins
MISSING	LB	4127059	11/30	FLAT			HINGE 3/1	REAR	Pape
MISSING	LB	4134800	11/30	FLAT				REAR	Severson
MISSING	SB	4188520	12/30	FLAT	NO	D & P		SIDE	D'Leon
MISSING	SB	4177990	12/30	INDENTED				SIDE	Garrison
MISSING	LB	4224199	12/30	FLAT				REAR	Lee
MISSING	SB	4229419	12/30	FLAT			HINGE 3/1		Selzer
MISSING	LB	4288801	1/31	INDENTED					Carson
MISSING	SB	4302717	1/31	INDENTED	NO	D & P	SLIDE	REAR	Coleman
MISSING	LB	4242332	1/31	FLAT				REAR	Webb
MISSING	SB	4362888	2/31	FLAT			SLIDE	REAR	Palmore
MISSING	LB	4396632	3/31	INDENTED	YES	D & P		SIDE	McDaniel
MISSING	SB	4437669	3/31	INDENTED				REAR	Pedersen
MISSING	SB	4490889	3/31	INDENTED				REAR	Snodgrass
MISSING	SB	4397243	3/31	INDENTED				REAR	Sparrow
MISSING	SB	4601009	4/31		YES		SLIDE	REAR	Bice
MISSING	LB	4543222	4/31	FLAT				REAR	Caccese
MISSING	SB	4584763	4/31	INDENTED	NO	D & P	SLIDE	REAR	Gonzales
MISSING	LB	4560381	4/31	FLAT				REAR	Gough
MISSING	LB	4597219	4/31	FLAT		NONE	HINGE 3/1	REAR	McGeary
MISSING	SB	4547709	4/31	INDENTED				SIDE	Napier
MISSING	SB	4573933	4/31	INDENTED				REAR	Ralston
MISSING	LB	4614321	5/31	FLAT				SIDE	Brillhart
MISSING	SB	4653117	5/31	FLAT				REAR	Carr
MISSING	SB	4651569	5/31	INDENTED				REAR	Morrison
MISSING	LB	4631370	5/31	FLAT				REAR	Ross
MISSING	SB	4616329	5/31	INDENTED				REAR	Smith
MISSING	SB	4639517	5/31	INDENTED				REAR	Summy
MISSING	SB	4711396	6/31	INDENTED	YES	D & P	SLIDE	REAR	Sernel
MISSING	SB	4762584	7/31	INDENTED	YES		HINGE	SIDE	Mills
MISSING	SB	4753024	7/31	INDENTED					Repnik
MISSING	SB	4762974	7/31	INDENTED			SLIDE	REAR	Scott
MISSING	SB	4821953	9/31	INDENTED			SLIDE		Butler
MISSING	LB	4813614	9/31	FLAT	YES	D & P	HINGE	REAR	Garrett
MISSING	SB	4822411	9/31	INDENTED	YES	D & P	HINGE		Reese
MISSING	LB			FLAT				REAR	Anderson
MISSING	LB			FLAT				SIDE	Baker
MISSING	LB			FLAT				SIDE	Beesley
MISSING	SB			FLAT				REAR	Boyd
MISSING	SB			FLAT				REAR	Castle
MISSING	LB	4869707		FLAT				REAR	Chaney

Bob Bidonde

Table 1: Model A Ford Victoria Features By Body Number

BODY NO.	BODY STYLE	FRAME OR ENGINE NO.	CAR ASSY DATE	FIRE WALL TYPE	SIDE SHADES	SUN VISORS	FRONT SEAT ADJUST	SPARE WHEEL MOUNT	OWNER
MISSING	SB			FLAT					Crum
MISSING	LB			FLAT	YES			REAR	Fecchino
MISSING	LB			FLAT				REAR	Goodridge
MISSING	LB			FLAT				REAR	Harry
MISSING	LB			FLAT					Hash
MISSING	LB			FLAT				REAR	Hodde
MISSING	SB			FLAT				REAR	Johnson
MISSING	LB			FLAT				SIDE	Jones
MISSING	LB	CAS4779		FLAT		D & P	HINGE	REAR	Loucks
MISSING	LB			FLAT				SIDE	McMenomey
MISSING	LB			FLAT	YES	D & P	SLIDE		Migliazzo
MISSING	SB			FLAT				REAR	Noxon
MISSING	LB			FLAT		D & P		SIDE	Powell
MISSING	LB			FLAT	NO	D & P			Salick
MISSING	LB			FLAT	NO	D & P		REAR	Scott, Michael
MISSING	LB			FLAT		D & P	SLIDE	SIDE	Taylor
MISSING	SB	CAD1127		FLAT				REAR	Towe
MISSING	SB			FLAT				SIDE	Widman
MISSING	LB			INDENTED				REAR	Asvitt
MISSING	SB			INDENTED					Bergstrom
MISSING	SB			INDENTED				REAR	Cicalone
MISSING	SB			INDENTED				REAR	Dickinson
MISSING	SB			INDENTED	YES		SLIDE		Eastwood
MISSING	SB			INDENTED				REAR	Jennings
MISSING	SB	4871615		INDENTED	YES	D & P		REAR	Lake
MISSING	SB			INDENTED		D & P	SLIDE	REAR	Lauwasser
MISSING	LB			INDENTED					Palmer
MISSING	SB			INDENTED				SIDE	Quaranta
MISSING	LB			INDENTED					Ryan
MISSING	SB			INDENTED				REAR	Swanson
MISSING	LB			INDENTED	YES	D & P	SLIDE	REAR	Taylor, Gene
MISSING	SB			INDENTED	NO			SIDE	Wilgus
MISSING	SB								Barrington
MISSING	LB						HINGE	REAR	Behm
MISSING	LB						HINGE	REAR	DeCarli
MISSING	SB						SLIDE	REAR	Decarli
MISSING	LB								Souza
MISSING	LB							REAR	Tooley



Classified Ad's!

FOR SALE:

Victoria Body Parts. The body has been burned, but I have all of the body parts for sale. I will be gone until early November. Sherwin Rhode, 528 Sandler Dr. N.E., Albuquerque, NM 87123. 505-299-0077.

WANTED:

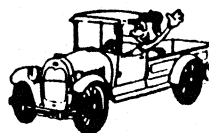
Rear spare tire carrier for a Victoria. Roger Miller 4511 Waveland Ct., Des Moines, IA 50312. 515-279-1874.

WANTED (for a Victoria):

(1.) **Original rear skirt.** (2.) **Passenger seat** (for the latter model that uses the sliding drivers seat, reference page 229 of "Henry's Lady".) (3.) **Body Pieces** that go above the door that covers the wood. John Icenhower, 1613 Ryan Rd., Sulphur Springs, TX 75482. 903-885-6748.

HELP OFFERED:

If you need help with the installation of your new Victoria window shades, I can do it for you. I can also make the tassels exactly like the original. Bill Bond, 1040 Old Squaw Pass, Evergreen, CO 80439. 303-670-3283.



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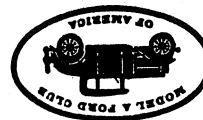
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The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America and a region of the Model A Restorers Club. The association was founded in 1986 at Frisco, Texas by Charlie Viosca. The purpose of the association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

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***International Model A Ford
Victoria Association***

