

*International Model A Ford
Victoria Association*
The Victoria Bustle

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

October, 1998
Volume 13, Issue 3
Newsletter

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



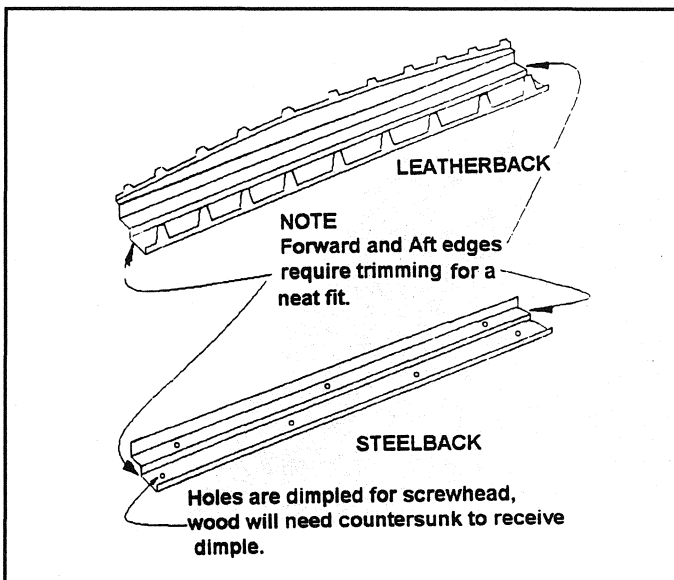
In memory of
Archie Jackson

Donald J. Vagasky
108 Beatties Landing Road
Yorktown, VA 23692
757-890-9547

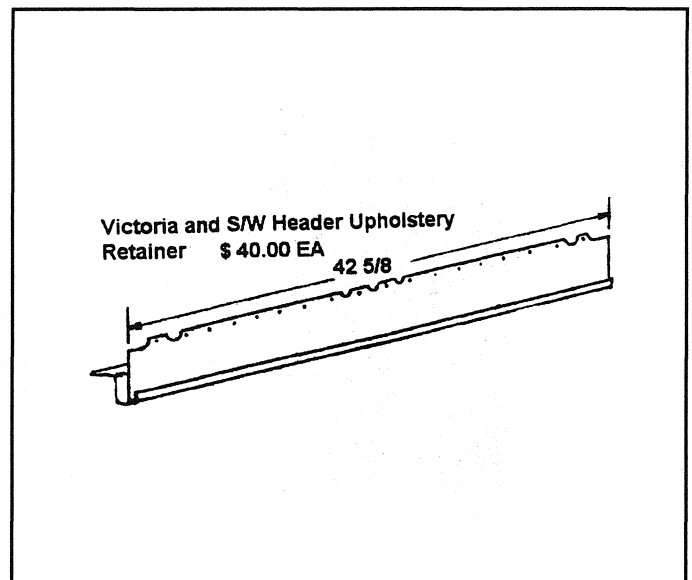
Model A Ford Victoria Retail Price List
(effective January 1994)

<u>Part Number</u>	<u>Item</u>	<u>Price</u>
0831A	F/R S/W Door Garnish Molding 25"	\$32.50 ea
0832A	S/W Q. Window Garnish Molding 15 3/4"	\$27.50 ea
0833A	L/R Victoria Door Garnish Molding 30 5/8"	\$42.50 ea
0834A	Victoria Q. Window Garnish Molding 19 3/4"	\$32.50 ea
0835A	S/W Header Upholstery Retainer 42 5/8"	\$40.00 ea
0836A	Victoria Header Strips-Leatherback Door (Piece With Tabs)	\$68.50 ea
0837A	Victoria Steelback Door Opening Header Strip (No Tabs, Attaches With Screws)	\$28.50 ea
0838A	Cowl Patch Panel Reinforcement	\$7.50

Please add 10% for postage and handling.



Part Numbers 0836A and 0837A



Part Number 0835A



Charlie Says!

by Charlie Viosca

Leatherback Victoria Top Kit!

I have something very nice to tell the membership. One of our members, Mike Scott has sold his Victoria and has donated the complete top for a Leatherback, to the Victoria Association. Everything is in the kit including copies of the instructions taken from the service bulletins (hidem tacks, contact cement, padding, linen, and light brown vinyl which is cut and sewn to fit.

Whisper a Bid!

I have decided to have a silent auction to see which member gets it. For those of you who are in need of a Leatherback top kit, just send me a note with your bid. The member bidding the highest - gets it. We will ship it to the winner. The money will go into the Victoria Association treasury. Send your bid to;

Charlie Viosca
11084 Windjammer
Frisco, Texas 75034

If any of you care to write a note of thanks to Michael Scott, here is his address;

Michael Scott
9908 Drury Lane
Westchester, IL 60154-3730
phone: 708-343-6425

Body Tags!

We have been purchasing our body tags from member Ron McIntosh. Ron has agreed to sell the remainder of his stock to the Victoria Association. We have entered into an agreement with the Cabriolet Club to purchase a set of number stamps so we can stamp the body numbers on the new tags. We have received the tags from Ron and hopefully the Cabriolet club will purchase the number stamp set soon. If you want a body number tag, please let me know and I will put your name on a list. Don't forget to include your body number. The price will be \$15.00 each and will include the mailing.

Editor's Note:

To dispel any confusion, Charlie wants the body number of your Victoria, not the number off your dog tags.

Don Vagasky!

I had asked the membership if anyone knew the address of Don Vagasky. I received three replies with his address and I appreciate the info. I contacted Don and he has become a member of the Victoria Association. Don makes parts for the Victoria and he has added two important parts to the list. They are the door header strips for both the Steelback and the Leatherback. They are different for these two Victoria body styles. Please see his advertisement in this newsletter.

Philip Ierardi!

Philip Ierardi of St. Louis, MO is going to compile information on the difference between the Steelback and the Leatherback Victoria. I know we will appreciate this information when he completes it. Philip sent me some interesting information about an earlier Victoria Club that was started in Ft. Wayne, IN back in 1967. I had heard of this group run by Mr. Carl Bentz. I had written to Mr. Bence and received no reply. I then decided to start the present Victoria Association in 1986 at the MAFCA (Wisconsin) National in 1986. Philip is the only person who has belonged to both this Association and the 1967 organization.

Overdrive Switch Replacement!

For those of you still running the Borg-Warner overdrives and who have been looking for a replacement switch when the "kick-down" switch fails, I found one that you can purchase. It is a refrigerator door light switch. Make a mounting bracket and you are ready to run. The door switch in my car has been running for over a year with no problems. It is a push "off" switch.

Editor's Note: But, does the light go out?

Treasurer's Report!

Any member who wishes to receive a copy of the treasurer's report may write to our treasurer and request a copy be sent to you. ☺

John Icenhower
1613 Ryan Rd.
Sulphur Springs, Texas 75482

Northwest Arkansas!

by Doug Swacina

Not Clinton Country!

In the May 1998 publication of the Victoria Bustle there was an almost article about my Model A Ford Victoria, which referred to our area of the country as Clinton Country. We admit to living in Arkansas, but the Northwest part of Arkansas is predominantly Republican and can hardly be called Clinton Country.

A Farmer's Shed In Wisconsin!

Our Victoria was found in a farmer's shed in Wisconsin in 1994. It had been partially restored. The engine had been overhauled and the body had been painted. We hauled it 750 miles home to Springdale, Arkansas, which you still don't want to call Clinton Country.

The Restoration!

We began the project of completing the restoration, which included the interior work, and a lot of tinkering. There are still some things to be done, such as modern points and condenser, a full rear bumper, a right side tail light, and dual windshield wipers. Some other good things I want to do is install a leakless water pump, a rebuilt starter, add an extension to the breather pipe, and install some mud scrapers on the running boards. The speedometer is showing 81,000 miles, but I don't know if that is the correct mileage. We drive it frequently on tours and to other club functions. It runs very well, and so far there have been no breakdowns. The engine number is A2183161 (too early for a Victoria). I don't know what the number on the frame is, because the body is sitting on top of it. There is an unexplainable brass plate riveted on the fire wall on the driver's side with the number A2610701. The upper body is painted Elk Point Green (#543), the lower body is painted Chicle Drab (#91), and the wheels and stripe are painted Straw (#526).

Pride of Ownership!

My wife Henrietta and I are members of the Northwest Arkansas Model A Restorers Club. we have received many good comments from our fellow club members concerning our Victoria, but we have not shown it anywhere yet. It needs a little more work, but who knows, one of these days we just might show it off down at the Clinton County Fair. ☺

Doc Ingwersen!

by Tom Endy

The Right Place!

Being in the right place at the right time has it's advantages. For Doc Ingwersen and his wife Darlene, being in the right place at the right time with a Model A Ford breakdown was extremely fortunate for them. Doc and Darlene were on their way to the 1998 MAFCA National at Reno, they were traveling with a group from a local Model A Ford club. Doc was driving his famous "Around The World Victoria". The engine in the Victoria had recently been rebuilt. During the first day of the journey the famous Victoria was not running too good. It was over heating and tossing water out the top of the radiator. Well intentioned efforts to remedy the situation by his Model A Ford traveling companions included tinkering with the carburetor, the distributor, and the timing. By the time they reached Bishop, California, the original problem had been compounded.

Stranded!

The next morning there was some confusion about the departure time and place after breakfast. Doc and Darlene departed for the last leg of the journey to Reno, and were not with their traveling companions. A few miles down the road the Victoria quit running. Doc was stranded. A short while later a young couple by the name of Rod and Gina Miller, and their little boy Jason, happened by. They were headed for Reno, and just happened to be driving a four-door pick up truck towing an enclosed car trailer **that was empty**. Rod had just delivered a restored 1957 Chevy to Los Angeles for his employer and was headed back to his home in Reno. The couple stopped to offer assistance and loaded the Victoria into the trailer and delivered it and the Ingwersen's right to the Reno Hilton. The Victoria was rolled into the very well organized MAFCA maintenance tent for repair.

The Good Luck Trophy!

If there was such an award the Ingwersen's would be the winners. A much better award would be "The Good Samaritan Award", which without question would go to the Miller's. Doc just happened to be standing in the right place in the universe at the right time, and there are some really nice people in it by the name of Rod and Gina Miller and their little boy Jason. ☺

Reprinted from the Orange County Distributor.

Archie Jackson!

by Tom Endy

I never knew Archie Jackson. I have to admit I had never heard of him until recently. Archie Jackson passed away on February 27, 1998. I was informed by the Victoria Association leadership of his passing, and asked to change the mailing for his membership. There was some discussion about a Model A Ford museum that he was involved with, but other than that I still didn't know much about him. The Victoria Association leadership thought it would be appropriate to publish something in the newsletter about his passing, and for that reason I was sent several documents, which included two articles from the Galena Gazette, and a letter from Archie's son Brian. From these documents I was able to learn a lot about Archie Jackson.

Galena, Illinois!

Archie was 78 at the time of his passing. He was born in Preston, Iowa, but lived most of his life in Galena, Illinois. He was a veteran of World War II, serving in Europe from 1942 to 1945. He retired from the Savanna Army Depot after 31 years in 1971. He was a senior member of the American Institute of Industrial Engineers and was a member of St. Mary's Catholic Church of Galena. Archie was also a small business operator, he owned a motel business. These accomplishments speak well of him, but that was not what made him significant.

A Respected Citizen!

What was significant about Archie Jackson was his contribution to his community. Archie served his community in many capacities, including President of the Galena Chamber of Commerce. He also served on the Galena Board of Zoning Appeals, the Galena-Stauss Hospital Board, the Elks Community Development Fund of Galena, the Mercantile Bank Community Development Fund of Galena, the Community Development Fund of Galena VFW Post #2665, the Jury Commission of Jo Daviess County, and he was an active member of the Blackhawk Area Boy Scout Council. Archie was also a proud member and Past Exalted Ruler of the B.P.O.E. #882. He served as past vice president of the Northwest District of Illinois, and was awarded the Citizen of the Year Award in 1984. Archie Jackson was also a Model A Ford enthusiast, and he established a Model A Ford Museum in Galena in 1983, which is still in operation today.

Archie Jackson The Man!

There was a stirring tribute written about Archie Jackson in the editorial section of the Galena Gazette. The article told much about Archie Jackson the man. It told about how tirelessly he worked on each of the community projects he took on. How meticulous he was with everything he did, including his collection of Model A Fords. It told of how he would put people up in his motel, relatives who had come to town for the funeral of a loved one, and never present them with a bill, how he would quietly pick up a luncheon bill at a community fund development meeting. Archie Jackson also valued the friendships he had acquired over the years, and nurtured them with his usual meticulous care. No one can ever remember having an argument with Archie. He just had a way of presenting his views without antagonizing people.

The Model A Ford Museum!

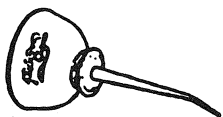
Archie Jackson's son Brian wrote to us and explained the vision his father had for creating the museum. "Before 1983, Dad had a garage that could fit 10 Model A's very tightly. He always wanted a garage that he could drive the cars in and out of without having to move (or have us kids move) every other car to get one out. My Dad thought the museum would be a great job for my brother Ross to manage, and for Dad to be able to drive the cars in and out without a problem. Dad also thought a museum would be a great attraction for Galena. At one time, Dad had 17 Model A Fords. The museum was opened in 1983, and continues today."

The Model A Ford Foundation!

Archie Jackson believed in sharing his knowledge, skills, and appreciation of the Model A Ford. In 1990 he was nationally recognized for donating his prize-winning 1928 Model A Ford Tudor to the Model A Ford Foundation. In the press release, Archie Jackson noted that his first car, a 1931 Roadster started his life-long affection for the Model A Ford. Archie is survived by his wife Alice, 7 sons and one daughter, 16 grandchildren, and 5 great grandchildren.

Authors's Note!

Those who did know Archie Jackson were richer for having known him.



Properly Oiled!

by Ben Hadd

The Reno National, 1998!

The morning we left for Reno and the MAFCA National was full of excitement for the **Orange County Model A Ford Club**. It was the last week of June and there were six Model A Fords backed up by three nondescript jelly bean looking modern irons. It was a 500 mile trip across the hot California-Nevada desert. We planned to make it with one overnight stop in Lone Pine, California. Last minute Model A adjustments were made and we were off. It was great to be out on the open road again in a Model A Ford. All six Model A's were equipped with over drive, so we were able to move along at about 60 mph.

Broken Babbitt!

By late morning we were well into the desert. As we rolled north along highway 395 we overtook another group of Model A Fords headed for Reno. There were seven of them all in a line chugging along at about 45 mph. The last Model A in line had a sign on the back that read "Reno or Bust!". As we blew past them we waived and smiled. It's not too often the modern motorist is treated to the sight of a group of Model A Fords passing another group of Model A Fords out on the open highway. Some of our number contacted the others by CB radio as we were passing them. We learned they were part of the Broken Babbitt Model A Ford Club from Sonoma Beach, California. Later someone asked why they were traveling so slow. One said it was probably because they were old people. Old people have a tendency to drive slow. Another suggested it may be because their cars were decrepid. Still another said it was probably because none of their cars were equipped with over drive. It may have been all of those reasons, or it simply may have been that they were not in a big hurry.

Roadside Seminars!

We made the usual stops along the highway several times so people could put water in the radiators, adjust the points, and generally tinker with things. It seems it's the guys who deviate from purism who always have their hoods open. There were no major breakdowns, just the usual annoying problems. Where is the spark advance handle supposed to be again?

Lone Pine, California!

The motel at picturesque Lone Pine was a welcome sight as we pulled in late in the day. We were all weary and hot and had enough Model A fun for one day. A dip in the pool and a cold beer were in order. Early the next morning we were up and out in the parking lot. Early mornings in the desert are always a great time. The weather is cool, the air is still, and I love the smell of Model A's in the morning. Before long we rolled out for the last part of the journey to Reno. During the day we encountered other Model A Fords headed in our direction. We even saw a number of pampered blue ribbon Model A's being hauled by trailer. As we rolled past them we waived and smiled (and quietly sneered).

Reno, Nevada

As we neared the Reno Hilton you could sense the excitement and almost smell all those Model A Fords. The smell is sort of a musty, oily aroma. There must have been close to 1,000 Model A Fords in the parking lot. It was interesting to see the different license plates of the various states they had come from, especially those that had been driven the distance. The maintenance tents were busy with Model A's that were in need of repair. One car had thrown a rod clear through the block, and another had torn up a ring and pinion gear.

Judging The Standards!

On car judging day I entered my Model A in the red ribbon touring class. Since the rules required that owners participate by assisting the judges, I was assigned as a helper to a judge by the name of Jack Daniels. He was a nice old fellow with white hair. I thought maybe I knew him, the name certainly sounded familiar. After the introductions he said, "come on kid, lets get busy". For the rest of the day I wondered why he kept calling me kid. I had at least five years on him. Maybe it was an authority thing, or maybe it was my youthful enthusiasm. At any rate, I was eager to get started. We were going to be judging the red ribbon cars. The first car we were assigned was a 1928 Tudor. I recognized it as one belonging to the Broken Babbitt folks from Sonoma Beach. It had been with the group we had passed on the highway.

Ravens & Pigeons!

Our field of expertise was to be the undercarriage. We hadn't gone far when Jack pointed to the banjo and deducted some points. He said the fill and drain plugs are supposed to be "raven" finished, these are painted black. Wow! I thought, these guys are really into it. If they are looking for detail that close I better get busy helping. I immediately went and got all my tools. When I returned Jack asked me what the tools were for. I told him I thought we would have to pull the differential, transmission, and bell housing out and disassemble them. If we hurried we could have everything apart by dark. "Why in the world would we do that" was his response. How else, I told him, can we determine if the spider gears in the differential were correct with no oil holes, or if there was a little oil grabber on the end of the idler shaft in the transmission. It could also be that there are modern neoprene O-rings installed around both the cluster and idler shafts, Henry forbid. And how about the bell housing. The throw-out bearing fork is supposed to have a small retainer pin with a woodruff key. Chances are it has the later shaft with the larger pin. "Hold on", Jack said, "we can't go tearing this guys car apart, we just have to assume all that stuff is correct". I was totally confused. All that stuff seemed more important to me than the finish on the banjo fill and drain plugs. I wondered to myself how they could tell if a Model A Ford didn't have a Pinto engine in it unless they opened the hood and looked.

The Final Tally!

When we were finished with the 1928 Tudor Jack tallied up the points. I thought the results were a poor showing for the car. I asked Jack if we couldn't add a few points for the fact that the car had traveled over 500 miles across the hot California-Nevada desert from Sonova Beach to get here. That ought to be worth something, after all the car sitting next to it had been brought here on a trailer, and it had scored much better. "Rules are rules", Jack said, "nothing in the judging standards talks about how far the car was driven to the meet, it just has to be able to be driven around the parking lot and into the judging hall". I wondered if maybe they ought to think about changing those rules for the touring class. After all the Model A Ford was built to be driven.

Time To Start Back!

The departure day arrived all too quickly for us and it was soon time to head for home. It had been a fun week filled with Model A Fords and sight seeing, Model A Fords and seminars, Model A Fords and banquets, and sometimes just Model A Fords. We had renewed acquaintances, made some new ones, seen a lot of different Model A's, and we had a great time. The anticipation of leaving was anticlimactic, the excitement we had experienced on the day we left from home seemed to be missing. It could be that no one was anxious to jump out there into the hot California-Nevada desert.

Broken Babbitt Again!

About an hour down the road we overtook the Broken Babbitt folks again. You remember, the ones from Sonova Beach? They were all pulled over to the side of the road and had the back end of the 1928 Tudor Jack Daniels and I had judged jacked up and several guys were working on the differential. We stopped and offered assistance. They thanked us, but declined our help. They said that the Tudor had refused to go any further, but they had found the problem. It was the banjo fill and drain plugs, they were painted black instead of having a raven finish. Someone in their group had been wise enough to bring along a spare set of raven finished banjo fill and drain plugs, and they were in the process of changing them out. As we rolled on, my thoughts were of Jack Daniels and how he had been right. The correct finish on banjo fill and drain plugs is not to be taken lightly. I thought too of the 1929 Model A Ford Coupe I had once owned as a young teen-agger. I remember it had sealed beam headlights, a horn from a 1939 Chevy, a Brody knob on the steering wheel, and an authentic piece of bailing wire held the tail pipe to the frame. It even had a wolf whistle. But, for the life of me, I could not remember what kind of finish was on the banjo fill and drain plugs. ☺

Author's Note!

There was some artistic license taken in the writing of this article. Events and characterizations were sometimes fictionalized. Jack Daniels was a fictional person, and there is no Broken Babbitt Model A Ford Club. However, I have heard of a place called Sonova Beach. ☺

Reprinted from the Orange County *Distributor*.

Down Under Restoration!

by Keith Watson

A New Member from New Zealand!

As a new member of the Victoria Association, and a new owner of a Victoria, I would like to tell all of you folks up-over about my restoration project. I purchased the car from California in July 1996, and had hoped to have it arrive here in New Zealand by November of that year. That was not to be, I finally laid eyes on her for the first time (in the flesh as it were) on the 20th of June, 1997.

A 1950's Hot Rod!

The car had been hot rodded in the 1950's with the installation of a V8 Ford engine. The firewall had been drastically rearranged. This required that a replacement firewall be obtained. We obtained one from California, and had it shipped with the car. The replacement firewall is of the Briggs indented type. We also received a Model A Ford engine and transmission with it. There is a slight amount of rust in the lower part of the driver's door and the left cowl. I am in need of a rear external spare tyre mounting bracket, and a right rear fender. I have an ad in this month's newsletter. For the most part the car is a good solid restoration project, except that the steering wheel is on the wrong side of the car. I plan to leave it that way though because the pedals are there too.

The Restoration!

The engine is being rebuilt with a counter balanced crank, inserted bearings, high pressure oil system, and a V8 flywheel and clutch. The chassis is now complete and the running gear is about to be installed. The body work is about a third of the way complete. There are several dents in the rear to be repaired and the rust-out has to be addressed.

1930 vs 1931!

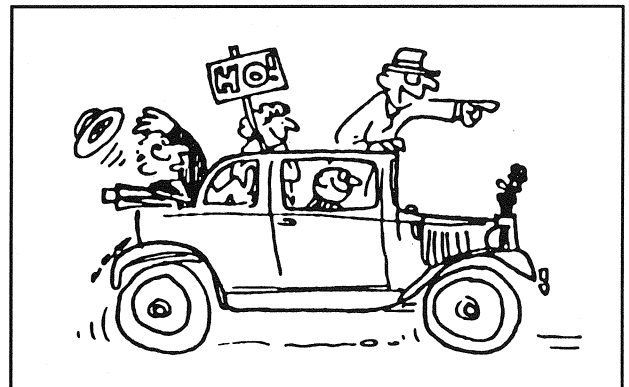
The California DMZ ownership papers that came with the car indicate that it is a 1930. Since it was imported as a 1930, New Zealand law requires that it remain a 1930. Charlie Viosca told me that all Victoria's were 1931's. Perhaps he could comment further.

(Editor's Note: I believe what Charlie was trying to say in his up-over Texas drawl was that all Victoria's were delivered to look like 1931's, even if they were sold in late 1930. Victoria production began in October of 1930, but they all had 1931 radiator shells, and other 1931 attributes installed.

There is some controversy. Some people swear that they have seen original Victoria's with 1930 radiator shells. That may be, but no one has provided documentation of that fact. An indented firewall would not be correct for a 1930 delivered Victoria. This will cause you three problems. The first is that the judges will dock you points if you show the car. The second is that you will have to get out of the car, raise the hood, and turn on the gas when you remember that's why it won't start. The third is trying to remember which way to position the valve lever to turn the gas on.)

Other New Zealand Victoria's!

Earlier this year two other Victoria's were imported into New Zealand. Richard Moore of Levin, who's car was mentioned in the last newsletter is one, and the other is Joe Scott who imported a Victoria from Australia. Joe lives only 10 minutes from me, and I have had the opportunity to meet him and see his car. I have also seen Justin Bicknell's Victoria and I also know Derek Thompson, as I am a member of his Model A Ford Club, although we have not actually met each other, but have spoken on the phone a number of times. I am looking forward to receiving the back issues of the Victoria newsletter. There should be a lot of useful information that will aid me in my restoration project. ☺



The Kiwi's are coming!

Dues Are Due! (\$10.)

Victoria Association dues for 1999 are now due. Post card invoices will be mailed out shortly to the membership. Return the card and your payment to the address indicated on the card. Make payment to the Victoria Association. ☺

Leatherback vs Steelback!

by Philip Ierardi

Need Your Help!

I am trying to compile data on the differences between the Victoria Leatherback and the Steelback. One of the main items missing are good photographs of the Steelback wood frame after restoration, but before the steel body is attached. As an example, see the Victoria Association newsletter, vol 9, issue 1, dated January 1994, for similar photos of the Leatherback wood frame. If anyone is restoring the wood frame of a Steelback and will take some pictures, or has some pictures, please let me know. If anyone knows of any subtle differences between the Steelback and the Leatherback body styles that are not obvious, please let me know so that we can put together as complete a document as possible. Photos and documentation are welcome. Please send any information to ;☺

Philip Ierardi
12 Roclare Ln.
St Louis, MO 63131

The 1999 Newsletters!

Since I began doing the Victoria Association newsletters in 1995, the plan was to publish three newsletters per year. The schedule was January, May, and October. In 1997 we published a forth newsletter in August. The reason for this was that Charlie Viosca thought it would be appropriate to publish a special edition that would include a collection of articles written by Ben Hadd. In 1998 we reverted back to the original schedule of three newsletters. In a recent discussion with Charlie, it was decided that we would publish four newsletters in 1999. To better spread out the publications, I thought I would schedule it on a quarterly basis. In 1999 the schedule will be January, April, July, and October. The April addition will include the 1999 membership roster. I will attempt to get the newsletter out early in each of the scheduled months. ☺

Editor!

New Product Alert!

Vintage Parts - Arizona

Introducing Accessory Lamps!

Accessory lamps for 1928-1931 Model A Fords. They are available in 6 volt or 12 volt. Great for stock or street rod Model A's (Charlie and Henry forbid). Easy installation on front and rear bumpers. Perfect for parking lamps, turn signals, or accessory stop lamps. Extra safety on the road with more visibility.

Simple and Sleek!

Available in amber and red lenses.

Retail \$24.99 each

Club/Group order discounts, call for quote.

VIN-LIGHT-AMB-6V

VIN-LIGHT-RED-6V

VIN-LIGHT-AMB-12V

VIN-LIGHT-RED-12V

Also available for installation !

Turn signal switch ass'y VIN-U-13340-TS \$21.95

Heavy Duty Flasher 6v VIN-A-13311 \$6.95

Order Today!

Vintage Ford & Chevrolet Parts of AZ

3427 E. McDowell Rd.

Phoenix, AZ 85008

phone: 800-732-0076

FAX: 602-267-8439

E-mail: vintageparts@sprintmail.com



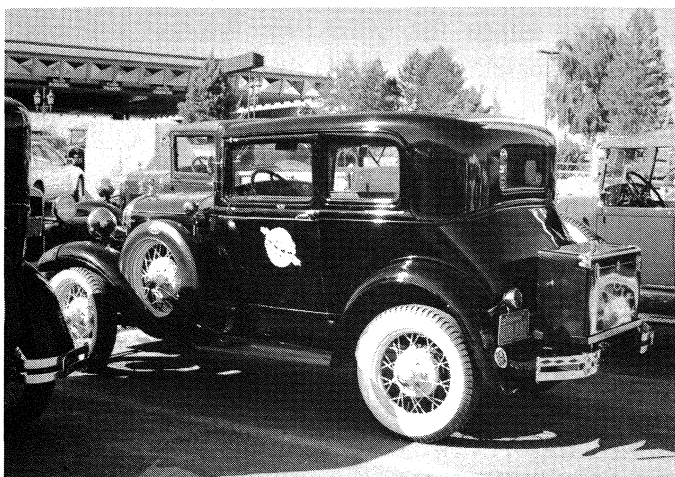
Front Turn Signals!



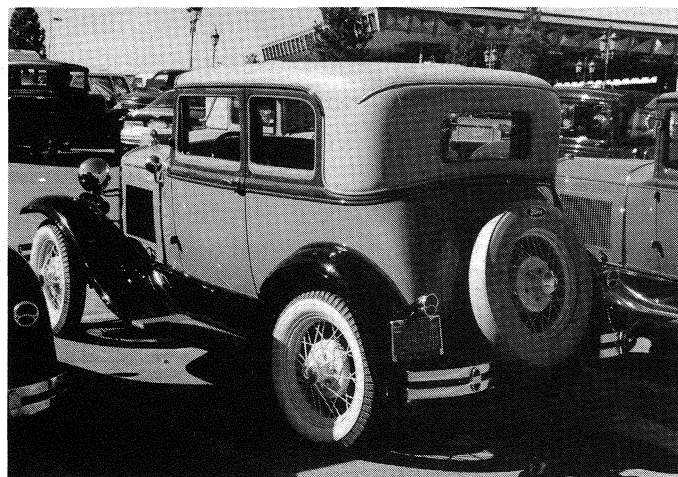
Rear Signal or Brake Lights!

Roaming Around Reno!

Photographs by Vern Schwebke



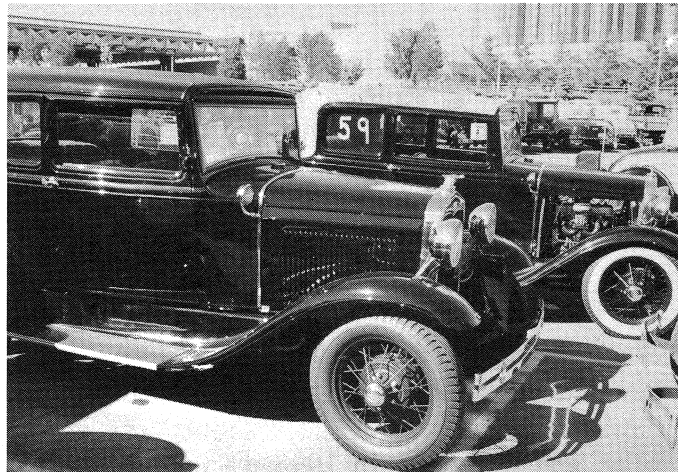
Doc Ingwersen's around the world wild card!



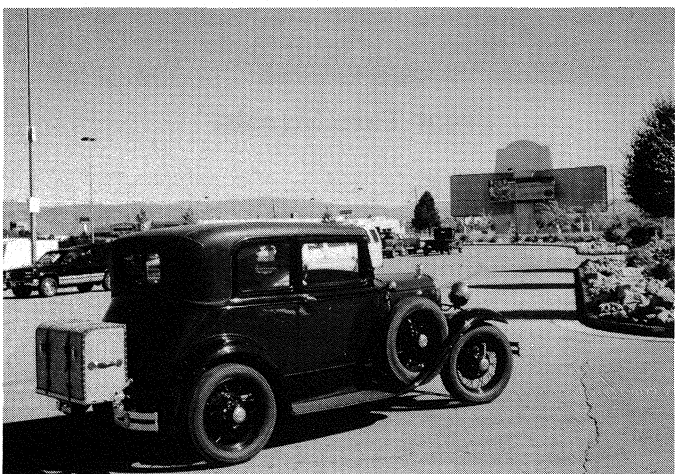
Full house from California!



A pair to draw to!



Jacks or better!



Dealer takes one!



An ace in the hole!



Classified Ad's!

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
413-596-6067.

FOR SALE:

Victoria rear floor pan. Dropped section only. Small rust out. \$150.

Victoria rear seat cushion and backrest. \$100.pr.
Can deliver to Hershey. Everett Hessels
341 McConnell St. Box 181
Blyth, Ontario NOM 1HO
519-523-4337

FOR SALE:

Model A Ford Victoria. Early 1931 (inside gas shut off), restored steelback, Kewanee and Elkpoin, hydraulic brakes, luggage rack, overdrive, 16" wheels, dual fender wells, \$14,000. **See below.

FOR SALE:

1931 Model A Ford Deluxe Roadster. Indented firewall, total restoration, less than 1000 miles, blue with blue wheels, 6 new Firestones, luggage rack, overdrive, stoneguard, step plates, F-100 steering, \$14,000. **See below.

WANTED:

A set of Victoria window curtains that were sold recently by the Victoria Association.
**See below: Contact either

Brian Martin
843 Church St. E.
Monmouth, OR 97361
503-838-0026

Jack Speer
4074 Ibex NE
Salem, OR 97305
503-393-7185

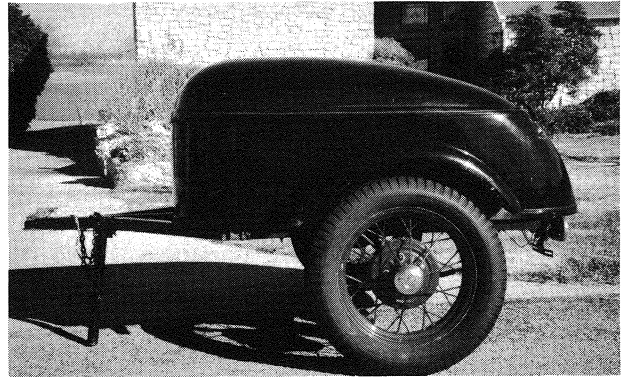
FOR SALE:

new sheet metal door opening headers.

Leatherback door opening header (the piece with the tabs and fingers) \$68.50 plus 10% postage.
Steelback door opening header strip (the piece that goes just under the drip rail). \$28.50 plus 10% postage. Don Vargasky 757-8909547 after 6PM
108 Beatties Landing Rd. Yorktown, VA 23692

FOR SALE:

Mullins Trailer (replica) teardrop shape, fiberglass. black\maroon, 30\31 Model A Ford wheels. Tow it along behind your Model A. \$1000. Charlie Viosca
972-625-2922



WANTED:

Model A Ford Victoria. Older restoration that is still in good mechanical condition and presentable inside and out. Midwest area preferred. Would consider trading my 1931 Deluxe Roadster for the right car. Lew Palmer
1218 Pyle Ave. South Bend, IN 46615

WANTED: (for a Victoria)

Rear spare tyre external mounting bracket.
Right rear fender.

The Ford part number for the fender is A16165B. Parts can be shipped to California for consolidation and later shipment.

Keith Watson

92 Nigel Road, Browns Bay, Auckland, NZ 1310
home phone 6409-4782899
mobile phone 025-931-029

FOR SALE:

1931 Victoria. Green with black fenders, 6 volt alternator, Mallory distributor, Weber down draft carburetor, electric fan. \$14,000.
Marilyn Chambers 714-540-6332 Santa Ana, CA
(appeared in September issue Orange County Model A Ford Club newsletter, the *Distributor*.)

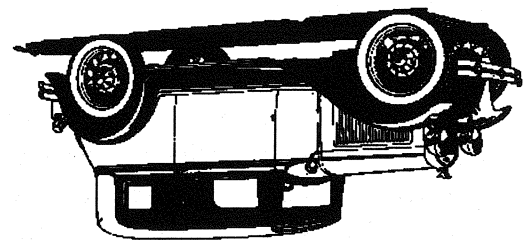
First Class Mail



11084 Windhammer
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.