

# *The Victoria Bustle*

*International Model A Ford*

*Victoria Association*

*Founded 1986 - Frisco, Texas*

*Model A Ford Club of America - Model A Restorers Club*

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Newsletter

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Editor: Tom Endy

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*Kansas City or Bust*

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(I hope I got them all correct)



## **Charlie Says!**

by Charlie Viosca

### **Dues are due**

As you know, the October issue of the Victoria Bustle is the last one for the year. It is in this issue we remind you to send in your dues for next year. I know from past experience, some of you will wait until after the first of the year, and that leads to forgetting. My suggestion is to mail it in now and you will not forget. Actually, it is the dues for next year and it doesn't make any difference whether you pay it now or later, it's the same price. There will be a reminder card sent out at the same time this newsletter is mailed.

### **New members**

We have quite a few new members so this next bit is more for them than the older members, however, it will serve to let all members know the three prime movers of the club.

### **Charlie Viosca - President**

Charlie is the fellow who started the Victoria Association back in 1986 and did everything until John Icenhower and Tom Endy came along. Charlie was then relieved from the money responsibility and the newsletter "Bustle" production. Charlie is the person to call when you have problems, or want technical information concerning how to do something relating to the Victoria. He will answer your questions and if he doesn't know the answer, he will get it for you.

### **John Icenhower - Treasurer**

John is the fellow who takes your money and deposits it in the bank so we can use it to pay for the printing and mailing of the newsletter. John also sees to the printing of the back issues of the newsletter and mails them to the members who order them. He also maintains the roster, and now, the e-mail roster.

### **Tom Endy - Editor**

Tom took over responsibility of Editor of the Bustle, he produces it four times a year and sees to it that the printer mails it to you. Tom also writes many articles about the Model A Ford. We are fortunate to have him with us.

### **Thank you**

Without John and Tom the Victoria Association would be history. I am very pleased to have them on board.

### **Why do I tell you all this?**

So that you can get question and technical information inquiries to the correct person, Charlie Viosca. And get your money to John Icenhower. And any (free) advertisements, Bustle articles, and anything else for the Bustle, to Tom Endy. Getting things to the right person saves time and money. I hope this information proves useful to the membership.

### **E-mail**

If you have an e-mail address, please send it to John Icenhower, it saves a lot of time. If I have an answer for a member, I can shoot it to them via e-mail right away. It certainly beats donkey mail and a stamp.

### **Happy Holidays to all**

Even though it is three months away, I hope everyone has a good one. ☺

Charlie Viosca  
John Icenhower  
Tom Endy

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## **On The Cover!**

Frank Young and Barney Clayton traveled from Los Angeles to the Kansas City MAFCA National Meet in this Victoria. It is seen parked in front of the old train station in Cunningham, Kansas. See feature article on page 5. ☺



L to R Frank Young, Cal Allen, Barney Clayton

# *My Original Victoria!*

by Richard Barrett

## **Kansas City MAFCA National**

My son and I attended the National meet in Kansas City. We brought with us our very original Model A Ford Victoria. Charlie Viosca asked if I would submit an article about it for the Victoria Bustle.

### **Description**

The car is a Murray Leatherback with 48,000 original miles. The interior is 100% original including the carpet, woodgrain, upholstery, gauges, headliner, etc. The leatherback top was replaced in 1953 and is now a black material. The main body paint is original except for the hood and cowl top which were repainted in 1953. The engine is original and has not been torn down beyond a timing gear. It runs excellent, turned a respectable time in the hill climb event at Kansas City and completed the Grand Tour in 90-degree heat.

### **Vital statistics**

The body tag number is 190A23055. The engine/frame number is A4509975\* (March 1931 manufacture). No indented firewall, one rear shade, and one pocket only on the passenger door. The lower body color is Kawanee Green, the upper body color is Elkpoint Green with an Apple Green stripe. The wheels are painted black. Original accessories include a spare tire guard (rear spare), and a Ford clock mirror.

### **History**

The original owner was a school teacher in Rochester, NY who lived on Genesee Park Boulevard. She used the car very little during the school year as she lived on a bus route and could take the bus to school. She purchased the car from Genesee Ford Sales and Service at St. Paul and Franklin Streets in Rochester. There is a sticker on the dash from the original dealer. In 1953 John Vanderwall purchased the car. He replaced the top to protect the interior; painted the hood, cowl top, fenders, and wheels; and attended to a few mechanical things. John also had a National prize winning 1931 Deluxe Pickup and a National winning 1931 Tudor. John took the car to the MARC International Meet in Detroit-Windsor in 1965. There is a sticker on the right rear window from this meet.

### **Acquisition**

John was a member of the Lakeshore Model A Ford Club, which I have been a member of since the early eighties. I had a 1930 Tudor at the time and often enjoyed talking to John. In 1994 John, who is now in his nineties, had to go into a nursing home. I was fortunate to be able to purchase the car from his family. His son kept the other two Model A's, but lacked space for the Victoria.

### **Citations and Campaign Ribbons**

Since we purchased the car, we have won the following awards.

**1996 MARC of Originality**, National Meet, Rochester, NY

**1998 HPOF Certification**, National Meet, Amherst, NY

**1999 MARC of Recognition**, National Meet, Lancaster, PA

**2000 MAFC First Place Original**,  
**392 points**, National Meet  
Kansas City, MO ☺

### **Editor's note:**

Richard Barrett lives in Penfield, NY



## *In Memory of*

### **Gary Jones**

A new member, Gary Jones, passed away shortly after returning home from the Kansas City National. Out condolences to his wife Carol, and his family.

### **Editor's Note:**

Gary Jones made his home in Glendale, AZ

# ***Went to Kansas City!***

by Frank Young

## **To the MAFCA Meet**

Barney Clayton and I traveled together in my Victoria from Los Angeles to Kansas City. We ran by ourselves and never saw another Model A until we reached Kansas City. In some of the towns we passed through the people we met wanted us to stay on and visit longer, however, we had a schedule and had to continue on. We had no mechanical problems during the trip east.

## **The return trip**

At the close of the National, we headed for home using a different route, this time going through Colorado. We were joined by two members of another California chapter (Art Cheverton and Gordon Ellis) driving a Model A Ford coupe with a Pinto engine in it. The coupe had a burned valve and could not go over 40 mph. We kept our speed at about 50 mph so they could catch up at pit stops. We tried to keep them in sight as much as possible.

## **Lightening only strikes once**

Near Trinidad, Colorado we ran into a violent thunder storm with pounding rain and lightning. A bolt of lightening struck the ground very near us and shook the Victoria. The car would barely run after that. We limped into the next town, which was Raton, New Mexico, just across the boarder from Colorado. The Victoria quit running just as we pulled under the overhang of the motel we stopped at. I raised the hood and found the high voltage ignition cable was fried at the distributor. After putting in a new cable and replacing the distributor, we discovered a blown head gasket between cylinders one and two. The next morning we replaced the head gasket and while torquing the head bolts we cracked an ear off of the front goose neck.

## **In search of professional help**

We got in the coupe and went in search of a welder. The welder we found put a terrible looking weld on the goose neck. We paid him for it and went back and tried to install it on the Victoria, but it broke again. A bystander told us about a friend who was retired and had some welding equipment in his shop and would be glad to weld up the goose neck for us. We jumped in the coupe and followed him to his friend's shop. The shop owner's name was Walt Oldham. He ground off the old weld, sandblasted it, tig welded it, and smoothed it off. He did an

excellent job and would not accept any payment. He told us he felt bad about the previous weld job and wanted us to remember Raton with people who care about doing good work. He then showed us his 1933 Chevy with a modified engine. He was very proud of it. It was bright lemon yellow, and a beautiful car.

## **On the road again**

We headed south into New Mexico and in Las Vegas, New Mexico a storm we thought we would miss caught us head on. It was every bit as violent at the first storm. Visibility was so bad we pulled off the highway onto a dirt road. The Victoria immediately sank into the muddy road. After the storm passed we were able to push the Victoria out of the mud and get it back on the highway. During the storm we lost sight of the coupe. We didn't know if they were ahead of us or behind us. When we got into Moriarity, New Mexico we looked for them, but to no avail. We learned later that they made it home with no problems, still with a burned valve.

## **Then it got hot**

We continued on across the Mojave Desert and traveled on part of old Route 66 where the temperature reached 112 degrees. We stopped at Amboy, CA, where there is only two gas pumps, a bar, and a water dispensing machine. Gas was \$2.98 a gallon, and water was \$.25 a quart. The bar was filled with a motorcycle group from Germany, about 30 of them. When we pulled up they all came out to see the Victoria and have their pictures taken by it.

## **Home at last**

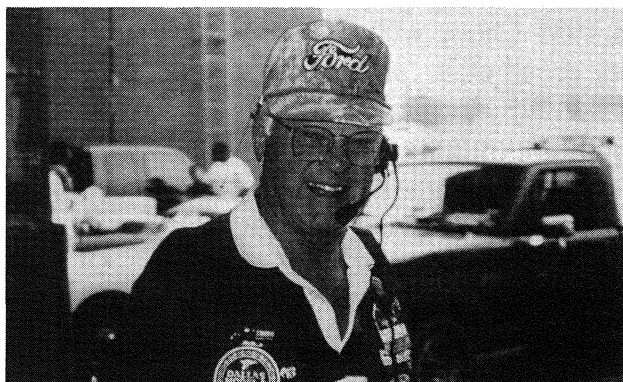
We made it back to Los Angeles with no further problems. We had a lot of fun and adventure during the trip. The Victoria traveled a total of 3,806 miles. We had a great time at the National and certainly enjoyed meeting Charlie Viosca and his wife felicia. Congratulations to Charlie for winning an era fashion award. ☺

**Editor's note:** This article is from a letter to Charlie Viosca written by Frank Young of Los Angeles, California. ☺



# *The Candidate!*

by Charlie Viosca



**George Tynan**

George Tynan is a friend and fellow member of the Dallas Model A Ford Club. He is also an energetic worker. George is running for a National Director's seat on the MAFCA Board. I would like to personally endorse George and recommend that the Victoria Association membership support him.

## **Know your candidate**

George P. Tynan grew up in Connecticut, where his first car was a '29 Roadster, no top, no upholstery, and cost \$35. Following high school he enlisted in the U.S. Marine Corps where he served for two years. George attended the University of Miami on the G.I. Bill and graduated with an Air Force commission. He completed Air Force pilot training in 1952. During his 29 years in the Air Force, George became a test pilot, served one combat tour in the Korean Conflict, two combat tours in Southeast Asia, and one combat tour in the Pentagon. George commanded the 68th Bombardment Wing, Seymour-Johnson AFB, NC, the 416th Bombardment Wing, Griffiss AFB, NY, and was Director of Operations, Strategic Air Command, Offutt, AFB, NE. His final assignment was as Deputy Inspector General, Strategic Air Command. Following his Air Force career, George continued flying in the corporate world until 1988, and stayed active in the business community until 1992. George is a graduate of the Industrial College of the Armed Forces and has an MSBA from George Washington University.

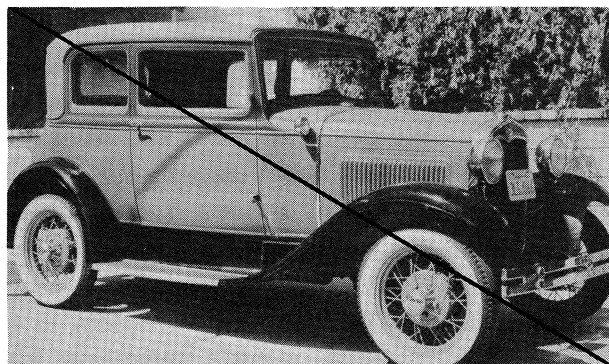
## **Model A Ford Club**

In 1992 George joined the Dallas Model A Ford Club and served as Vice President, President, President of the Southwest Swap Meet Association (this is his fifth year), Chairman of the Auction Committee fund raiser (this is his sixth year), and Chairman of the most recent Model A Ford "Texas Tour 2000". Recognized as a club leader, George received the MAFCA Service Award for 1999. He is proud of his Dallas Model A Ford Club membership and his MAFCA affiliation. I know that if elected George will do his best to follow the footsteps of past Directors in continuing to make MAFCA a viable world wide organization. ☺

## ***Nobriggs!***

by Charlie Viosca

In the last issue of the Victoria Bustle (July, 2000) we published a photo on the cover with the caption, "A Briggs Built Victoria". As it turns out, it is probably not a Briggs. The lady who does our body tag stamping, Gwyn Machacek, has intensely studied Ford body tags. After seeing the photos I sent her, she says that the body tag on the Victoria in the photo has an old reproduction body number tag on it. I realize that this fact alone does not in itself say this is not a Briggs, however, it does take away the authenticity of whether it is in fact a Briggs or a Murray. Having said that, we are trying to check other Victoria's to see if this one is exactly like all the others we know are Murray Victoria's. So, in the meantime, we are saying there is still no Briggs built Victoria Model A Fords. Hopefully, if there are any Briggs, someone will come forward and **prove there is without a doubt**. We hope so because we would like to know for sure that Briggs did build some Victoria's as we have read about in era literature. ☺



**Nobriggs!**

# Victoria Seats!

by Tom Endy

## Early Victoria's

The driver's seat in the early Victoria is adjustable by means of a long rod (like a long bolt) that goes through a hole in a floor bracket and then through a long tube bolted under the front of the seat. It passes through another floor bracket on the other side of the seat and is held by a nut. There are three sets of holes in the two floor brackets to provide adjustment of the seat.

## Late Victoria's

The driver's seat in the later Victoria is adjustable by means of a slide mechanism. On two occasions I had to remove the driver's seat from my late Victoria. I had a devil of a time getting the seat out of the car. Both times I bent some of the slide mechanism hardware. There had to be a trick that I was not aware of. Thanks to Charlie Viosca, who pointed me in the right direction, I was able to understand how to properly remove and install the seat. It seemed prudent that I pass along this profound wisdom.

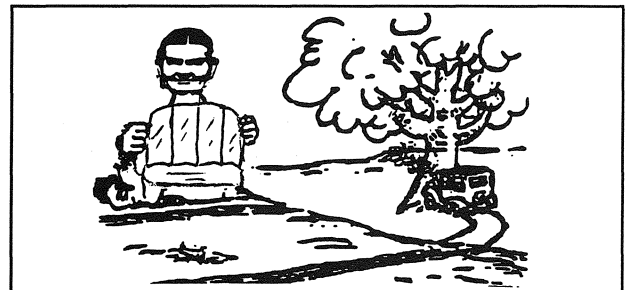
## Late seat removal

The seat can be slid forward and off of the two slide rails once the positioning mechanism is disconnected. The first order of business is to unhook a large spring underneath the back of the seat. The spring is about 3/4" in diameter and about 6" long. One end is hooked to a metal tab attached to the bottom of the seat at the back. The other end is attached to an "L" bracket that is part of the positioning mechanism and is bolted to the floor of the car. Reach under the seat from the back and unhook the spring from the tab that is attached to the seat. Lay the spring on the floor with the other end still attached. The next step is to unscrew two 7/16" hex nuts that attach the positioning mechanism to the front bottom of the seat. There are two studs that stick down through the bottom front edge of the seat frame and go through two holes in the positioning mechanism. Reach under the front of the seat and remove the two hex nuts and allow the positioning mechanism to rest on the floor directly below the seat. It would appear at this point it was Henry's design that the seat could be slid forward and off the slide rails, and it would be out. This did not happen in my car. When the seat was slid forward the leg of the "L" bracket sticking up in a vertical position

contacted the inside edge of the wooden seat frame. It is possible that an original seat frame bottom has a notch cut away so as to clear the "L" bracket. In any case mine would not clear. All was not lost however. The left side slide rail is bolted to the car floor by three 1/2" hex lag bolts. I backed each one off a 1/4" and was able to lift the left side of the seat up enough to allow the seat wood frame to clear the "L" bracket. With that I slid the seat forward and out of the car.

## Late seat installation

Reinstalling the seat is pretty much the reverse order of removing it, however, there are a couple of things you have to do first. Make sure the "L" bracket is bolted to the floor first. Place any rug segments in place that will be locked there once the seat is installed. Next slide the positioning mechanism through the square cut-out in the vertical portion of the "L" bracket. You will have to turn it sideways to get it through the square hole. Once through the square hole align the positioning mechanism such that the saw tooth engages the bottom of the square hole. Lay the positioning mechanism down on the floor lined up between the slide rails. The chrome adjusting handle will be on the right side of the mechanism. Attach the spring to the hole in the edge of the vertical end of the "L" bracket and lay it on the floor with the other end pointing toward the rear. Back off the three 1/2" hex lag bolts that attach the left side slide rail to the floor of the car about 1/4". Set the seat in front of the slide rails and start each seat rail onto the floor rails. Slide the seat back until the wood frame contacts the vertical portion of the "L" bracket. Lift the left side of the seat up and push the seat back until it clears the "L" bracket. Tighten down the three lag bolts. Reach under the back of the seat and connect the spring to the metal tab attached to the seat frame. Reach under the front of the seat and install the positioning mechanism onto the two studs and install the two 7/16" hex nuts. A little bit of grease on the slide rails, and you are done. ☺



Yo! Charlie! Did you unhook the spring?

# RIVERSIDE, CALIFORNIA HERE I COME IN "2002"

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## EARLY BIRD NEWS PREVIEW

On behalf of the Southern California Region of the Model A Ford Club of America and its 20 chapters, please accept our sincere invitation to attend the next MAFCA National Meet which will be in Riverside, California. The dates are July 21 - 27, 2002.

Location, location, location... Riverside, CA is a great location. It is an historically significant city 60 miles east of Los Angeles. It will be away from the traffic and congestion, and is close to mountain lakes and resorts, beaches, and is an easy drive to many attractions.

The Riverside 2002 National Meet Steering Committee has been at work for nearly a year. We have been busy planning for a spectacular, interesting, informative and, most importantly, a fun-filled week for you and each of your family members.

The Meet will be held in the newly-remodeled Riverside Convention Center with its 45,000 square feet of indoor meeting and exhibit space. It has everything we need for judging, meeting rooms, banquet facilities and, best of all, it is located just a few short steps from two major hotels.

The Riverside Mission Inn, a National Historic Landmark Hotel, has been selected as the Convention Headquarters and is adjacent to the Convention Center. It has 235 architecturally unique elegant rooms and 30 suites, with no two rooms alike.

The Holiday Inn Select is also adjacent to the Convention Center with its 292 newly-renovated guest rooms. We have negotiated special rates at both of these hotels and several others in town. The other motels are a short drive in your "A" or you can take the free trolley that runs every 10 minutes to the Convention Center.

For those of you trailering your A's or driving your RV's, we have ample parking and RV parks are close by.

The Convention week will be filled with parties, car and fashion judging, seminars, hill climb, grand tour, "Hubley Derby", the banquet all the other niceties that make up a National Meet.

One of the great benefits of a convention in California is what you can see on your way to, during, and on your way home from the convention. There are hundreds of places to see and be seen. Bring your children or grandchildren or have them fly in to meet you. Ontario Airport is only 30 minutes away and the hotels have shuttles. We have Disneyland, Legoland, Sea World, Knott's Berry Farm, Medieval Times, Wild Bill's Wild West, Movieland Wax Museum and Six Flags Magic Mountain.

If you like trains, we have a premier railway museum a short distance away in Perris. If you like a little gambling, there are several Indian casinos within 30 minutes. Palm Springs is only one hour away with a great tram ride, a nature museum, discount shopping and wonderful restaurants. The Queen Mary and the brand new Aquarium of the Pacific are in Long Beach. From Long Beach or Newport Beach you can take a boat or a high speed Catamaran to Avalon on Catalina Island. There are many great beaches on Catalina as well as on the mainland. In the Los Angeles area we have the Los Angeles Zoo, the Peterson Auto Museum, the famous Hollywood Bowl, Universal Studios, Greek Theatre, Dodger Stadium, Mann's Chinese Theater, NBC Studios, Warner Brothers Tour, the Huntington Museum and Botanical Gardens, the Farmer's Market, the Getty Museum, Kellogg Arabian Horse Center, Olvera Street, Chinatown and so many other places to visit, shop and enjoy.

The Early Bird Newsletters will give you much insight re: Convention information, travel, weather, etc. Subscribe now. Don't be left out. Mark your calendars for July 21 - 27, 2002, and start making your plans to attend the convention of your life.



# *Victoria Floor Pan!*

by Tom Endy

## **What color?**

There is a controversy concerning the color the bottom of the dropped floor pan in a Victoria should be painted. When I originally acquired my Victoria the bottom of the pan was painted the same color as the lower body color (green). Peeking under a number of restored Victoria's I notice that they also are painted the color of the lower body.

## **The standard**

The MARC\MAFCA Judging Standards do not speak Victoria dropped floor pan. The only reference they make to the sheet metal underneath a generic Model A Ford is that it should be painted black. There is a brief mention in a back issue of a Victoria Association newsletter (January, 1992, page 4) that the bottom of the pan can be painted either black or the color of the lower body. However, there is no authority given to this statement.

## **Two colors**

I recently removed the pan from my Victoria to do some repair work on it. The green lower body color had been applied to the entire bottom of the pan, including the flanges that sit on top of the wood frame floor of the car. It was obvious the pan had been painted green while removed from the car. After I finished the repairs, I decided I would paint it black. As I began sanding the paint surface I sanded through two additional colors. The color underneath the green was a chicle color. However, it did not cover the entire bottom of the pan. None of the chicle had been applied to the flanges, which leads me to believe that the chicle had been applied to the bottom of the pan while it was still installed in the car. The very bottom color of the pan was black and it covered the entire surface and appears was the original color applied by Henry at the factory before the pan was installed in the car.

## **An original Victoria**

Richard Barrett of Penfield, NY, who has a very nice original Victoria that has never been molested, reports that the bottom side of the pan in his Victoria is painted black.

## **What's in a color**

It would appear that newly delivered Victoria's leaving the factory had the bottom side of the dropped floor pan painted black. Somewhere down the road it became vogue to paint the underside the same color as the lower body color. The question is where and when? Was it a dealer option, painted before delivery to the customer, or was it something that has been done by the more latter day restorer? If anyone knows the answer, we would like to hear from you. ☺

# *Kansas City National!*

by Charlie Viosca

There were about 12 Model A Ford Victoria's present at the Kansas City National. We had hoped to get them all together for a Kodak moment, but were not able to do so. We did have a Victoria Association meeting on the last day of the event. About thirty people attended. Not all were Association members, or Victoria owners. One of the members who attended was Gary Jones of Glendale, AZ. I am sad to report that Gary passed away suddenly and unexpectedly soon after returning home from Kansas City. Gary's wife called to tell me this news. Our condolences to her and his family.

Kansas City was hot and humid, but a good time was had by all. The hill climb event was a blast. The pancake breakfast was terrific, they had a machine that poured about 24 pancakes on the grill at one time. It was fascinating to watch. There were many fashion entries and I won a first place with my era civilian pilots outfit. The Dallas Model A Ford Club and the Victoria A's (from Victoria Texas) each presented a check for \$500. to the following two MAFCA youth members: Jeff Bokelman of Ham Lake, MN, and Will Chuber of Ft. Leavenworth, KS. These are two fine young men and we all should be very proud of them. You will be hearing more about this subject in future Victoria Bustle issues as we are working on a MAFCA scholarship award for some future needy youngsters of the MAFCA Club. The Kansas City Model A Ford Club did an outstanding job of organizing the 2000 National Meet. ☺

## ***We Get Letters!***

### **Glen & Gwen Boire**

I recently bought a 1931 Victoria that I will be restoring for touring (it is missing a few little things like all four fenders and an interior. I will be sending a check for \$10. via regular mail tomorrow for membership in the Victoria Association. I am joining at the "suggestion" (really strong encouragement) of my friend and neighbor Les Andrews. He speaks highly of the Victoria Association and has lent me a couple of the newsletters ... good job! Our Victoria is a Murray, body number 13350, which I believe make it's manufacture date in the early Spring of 1931. The current engine is A3479348 (May 1930). Our other Model A is "Buttercup", a yellow 1928 AR Sport Coupe, and while it is a nice car, it is a little too small (and slow) for comfortable touring. My wife Gwen and I are members of the Gra-Neva A's in Grass Valley, CA. I am currently finishing my second and final year as President. We are also members of the Auburn A's in Auburn, CA. I am now looking forward to receiving my own copies of the Victoria Bustle. ☺

**Editor's Note:** Les Andrews is a Victoria Association member and Technical Director for MAFCA.

### **Gene & Sweetie Pie Marsha Lofton**

Please allow me to introduce myself, my name is Gene Lofton. I am married to Sweetie Pie Marsha and we have recently purchased a 1930 Vicky. I am a new member to the Association and just wanted to take a moment to tell you what a great job you are doing on our newsletter. Great job! Keep up the good work. ☺

**Editor's Note:** Thank you for the kind words.



**Charlie Viosca with his herd in Kansas City**

## ***Bits and Pieces!***

### **New Association Board Members**

The Victoria Association is looking for two members to volunteer to sit on the board. The volunteers must have e-mail access. The two board positions, soon to become vacant, are non job related board seats. The Victoria Association has to have a total of five board members to make a quorum. Three of the seats are President, Charlie Viosca, (who also serves as technical advisor), John Icenhower, Treasurer, and Tom Endy, Editor. The other two positions we need to fill are for voting and legal reasons only. There is no job function related to either seat. If interested contact Charlie Viosca by e-mail [cjviosca@aol.com](mailto:cjviosca@aol.com). After all names have been submitted, we will publish them in the January newsletter and the membership can vote on them. The main duties of the board is to reach decisions concerning any business that may come up during the year. There is no pay, you serve as a volunteer. ☺

### **MAFCA Raffle**

MAFCA is raffling off a 1930 Model A Ford Coupe. The Victoria Association has 25 packs of five tickets to sell. Members wishing to purchase tickets please mail a check to Charlie Viosca, payable to the Victoria Association. The price is \$5. per ticket, or five tickets for \$20. The money from the raffle will go to the Model A Youth programs. ☺

**Charlie Viosca  
11084 Windjammer  
Frisco, TX 75034**

### **Early Birds**

The MAFCA 2002 National Meet will be held in Riverside, CA July 21-27. Riverside is located about 60 miles east of Los Angeles. The host will be the Southern California Region of MAFCA. The early bird newsletter will begin quarterly circulation in January 2001. To subscribe, mail a check for \$15. payable to Southern California Region of MAFCA. ☺

**c/o Mickey Frucher  
1472 N. Michigan Ave.  
Pasadena, CA 91104**



## Classified Ad's!

### FOR SALE:

#### Victoria Parts:

- 1.) Full set of door, quarter, window molding, garnish moldings, rear window molding, windshield pillar molding and header molding. 12 pieces (everything that needs to be woodgrained except the dash). \$1,250.00
- 2.) Rear spare tire mount \$100.00
- 3.) Door window regulators left and right sides, left side \$150.00 each, right side \$125.00 each
- 4.) Quarter window regulators  
left side \$125.00 each, right side \$125.00 each
- 5.) Windshield pillar garnish moldings (extra ones)  
left side \$70.00 each, right side \$70.00 each
- 6.) Rear seats with upholstery (grey mohair)  
\$50.00 each (complete top & bottom)
- 7.) Front seat upholstery only ( grey mohair)  
\$50.00 each
- 8.) Wood for front and rear seats \$20.00 each
- 9.) Long steering column brackets, fits A-400 and late Victorias. \$125.00 each
- 10.) Windshield window frames \$100.00 each
- 11.) Rear splash apron \$125.00
- 12.) Windshield hinges \$50.00 each
- 13.) Spacer between gas tank and windshield at cowl \$125.00
- 14.) Steering column tubes (different lengths) with "C" clamps \$25.00 each
- 15.) Rear seat back retention spring (female & male part) \$30.00 each

**O.D. Hudson, 1835 Southpoint Dr.  
Sarasota, FL 34231  
941-924-4748 (after 6 PM EST)**

### FOR SALE:

#### Souvenir gear shift knobs from MAFCA KC2000.

Comes with a free logo pin. \$19.95 post paid.

To see the knob:

(Internet) //members.aol.com/agearshift/

Please send check to:

Jerry Bengel

2596 Warrego way

Sacramento, CA 95826

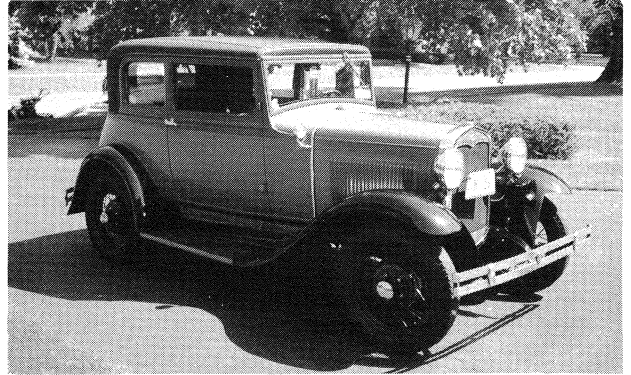
(phone) 916-362-3183

(FAX) 916-361-0750

E-mail [jerbengel@aol.com](mailto:jerbengel@aol.com)

### FOR SALE:

**1931 Victoria Steelback.** High compression head with overdrive. Runs excellent - beautiful, restored, touring car. \$14,500. Jack Nanney  
60 Sherry Ln. Leicester, NC 28738 828-683-0424



### WANTED:

**1930 Victoria,** Tim Ellis, Bloomington, IN  
812-332-0987, [tellisbloomington@compuserve.com](mailto:tellisbloomington@compuserve.com)

### WANTED:

#### Windows and rear fenders for a Victoria.

Bob Zetterberg, P.O. Box 3580 Arnold, CA 95223  
209-795-3972 [dczett@jps.net](mailto:dczett@jps.net)

### WANTED:

Victoria dome light switch and cover. Driver's side front window frame. Two original winder handles. Justin Bicknell (e-mail) [principal@hiwinui.school.nz](mailto:principal@hiwinui.school.nz)  
78 Albert St. Palmerston North, New Zealand  
06-355-77073

### WOODGRAINING SERVICE:

Authentic looking mahogany woodgraining, custom hand painted. Meets MAFCA Blue Ribbon Judging Standards. \$500. for Tudor, Coupe, and Cabriolet. \$650. for Fordor and Victoria. Plus shipping. Carole Cote, 209-296-4892. [bccote@volcano.net](mailto:bccote@volcano.net)  
(Endorsed by Charlie Viosca, says he knows of no better.)

### BALL SERVICE:

"Restorations by the Ol' Soldier". Specializing in installation of new steering arm balls.

Wiley T. Higgins, Lt. Col., US Army Retired  
4135 Nicholas Dr. Cummings, GA 30040  
770-887-7176 [whig167294@aol.com](mailto:whig167294@aol.com)

(Endorsed by Charlie Viosca, says he has a set on his Victoria.)

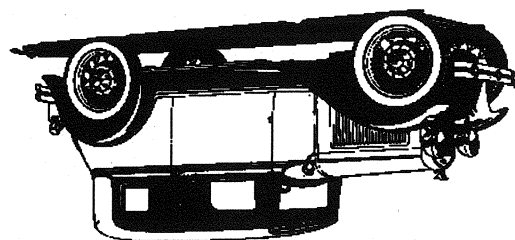
# First Class Mail



11084 Windjammer  
Frisco, Texas 75034



*International Model A Ford  
Victoria Association*



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