

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986

Model A Ford Club of America – Model A Restorers Club

October 2022

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Victorias at the MAFCA National Meet in Kerrville, TX

Victoria Association E-mail Addresses – October 2022

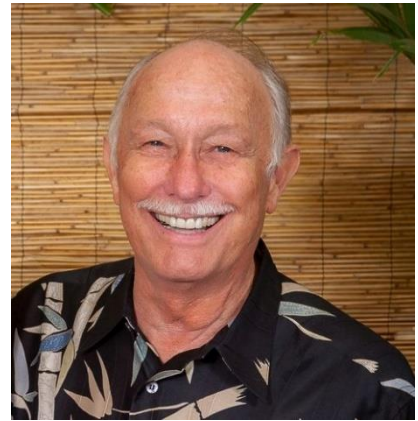
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Emails continued on last page

President's message.

The last 3 months have gone by fast. It seems like I was just mailing the July issue of the Bustle. I feel that I have not gotten anything done that I wanted to do this summer. I guess this is the same for most of you. I have not been able to work on the Victoria Association as much as I wanted to. I do have some good news. Ed Greany has volunteered to take over the Membership chair duties from Judy, and John Hooper is willing to become the Treasurer of the Victoria Association. I will introduce them later in this issue of the Bustle. Also, I have been setting up a Victoria Association Google group so that we can reach out to the membership easier. So far only the VA board are members.



I just received an email from Bill Robinson requesting information on how to access the rear quarter window because the glass had come off of the glass to regulator channel. This made me think that the VA should develop a set of procedures to help our members do various repairs on their Victoria. Read the article that Chuck Christensen and I wrote later in this newsletter. I need more articles for the next edition of the Bustle.

I would like to congratulate Doug Clayton (Past MAFCA President) for winning the Best of Show with his Victoria at the MAFCA National meet in Kerrville, TX. I also want to recognize Jim Decker for entering his Victoria in the MARC Touring Class and receiving a second place at the Morgantown PA National Meet.

The Victoria Association needs a Bustle editor.

I do not have time to do all the things the VA president needs to do and also be the editor. The bustle is produced 4 times a year and provides the only means of communication among the Association's members. Each edition of the bustle is between 8 to 12 pages in length. Someone please step up and become the Bustle editor.

The first guy says, "I hear up in Seattle it rains cats and dogs!" "Oh!" the second guy answers. "That doesn't sound so bad. I hear in New York City it's hailing taxis!"

New Members

George and Kathi Knevelbaard have joined the Victoria Association. They live in Lake Mary, Florida. George restored a chicle and copra drab 1930 170B Blindback about 25 years ago and then sadly sold it 7 years later. George and Kathi are now looking for a well restored chicle and copra drab Victoria. George let me know that he had purchased a 1931 160C Deluxe Fordor (Blindback) instead.

Michael Schafer has joined our Association from Heppenheim, Germany. Michael is a motor journalist and has written about old cars for various classic car magazines. He has just finished a buyer's guide to the Model A Ford for "Oldtimer-Markt" which is Europe's largest classic car magazine. After many years of driving postwar cars, he is interest in purchasing a Model A Victoria.

Robert & Marilyn Trafton from Mirror Lake, New Hampshire, joined in July. They have a restored Ford Maroon and Black Leather back with vermilion wheels. Robert writes, *This is my first Model A. It was completely restored in 1994. I have been learning quite a bit as I move along. Presently I am sanding and buffing the paint job as it was not done properly, almost done. In the meantime, I have changed the tires by hand and put on new Firestone's. Enjoying all the waves and smiles. Thank you for allowing me to join the group.*



New Board members

Treasurer - John Hooper

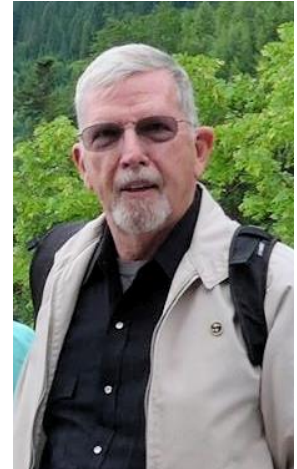
A lifelong Texan, I was born in Beaumont in 1943; attended public schools in Beaumont and obtained a BSME degree from the University of Houston. I was an employee at NASA's Johnson Space Center beginning in 1963, and worked on the Apollo Project, the Space Shuttle, the International Space Station, and the Crew Return Vehicle (X38) in the course of my 37-year tenure at NASA. The majority

of that time was associated with the spacecraft propulsion systems used in the Apollo and Space Shuttle programs.

I retired in 2000 and moved to the Texas Hill Country, where I now reside with my wife Sitha Klipple. I guess I have been a lifelong gearhead and motorcyclist but have been gradually reducing the number of motorcycles in the garage and will soon be down to just one (a new-generation Triumph Bonneville).

I bought my '31 Victoria from a friend in Luling Texas 8 years ago and thoroughly enjoy maintaining and driving it. It shares space in the garage with a Ford Focus ST, a Superformance AC Cobra replica, and a Pontiac GTO.

When I was living in the Houston area, I served on the city council of the small town of Hillcrest Village near Alvin; since moving to the Hill Country, I have been a member of the Property Owner's Association, Board of Directors of the Clearwater Estates subdivision for several terms. I was an instructor for the Texas Department of Public Safety for many years, teaching the Motorcycle Safety, Foundation's Motorcycle Safety Classes in Alvin, and then later in San Marcos after I retired and moved to the Hill Country.



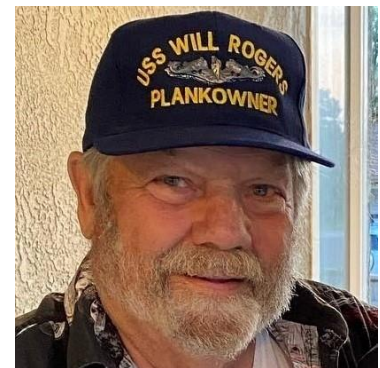
Membership - Ed Greany

Born in 1942 to a Naval officer family. Traveled all around the US. Mostly lived in San Diego where I graduated from high school in 1960. I owned 2 Model As at that time -- a 1930 2-dr sedan and a 1931 pickup. My father took over the pickup while I got my 30 running and looking halfway decent but a FAR cry from a restored car.

I worked as a collector and loan officer for Transamerica before Uncle Sam came knocking on my door. I ran down and joined the Navy and volunteered for submarines. I was a Sonar Tech Supervisor and did five 90-day Polaris missile patrols out of Rota, Spain never surfacing all 90 days.

When I got out, I went back to Transamerica and worked my way up to Sr Credit Analyst in home office and eventually as a fraud investigator when I retired from there.

Around 1980ish I bought a 1931 Vicky from a 75-year-old who had bad legs and could no longer get in or out of the car. I still have that Vicky and love it. I have many trophies she won. Later I bought a 1929 Woody from Manitoba, Canada. I love that car. It's a kick to have people look at and point as I drove my grandson to school in it.



I moved from Corona to Pinon Hills not too far from Victorville. I built my beautiful retirement home on 10 acres. My 2 As are presently in my 5-car garage for I don't drive them anymore. I live on a dirt road and just can't see myself taking that beautiful Victoria out in the dirt, so she is happy in my garage.

As for groups and volunteering, I am president of the CREST Communications Radio club for 44 years, the vice-president of the USS Will Rogers Veterans Association for (15ish years), and Secretary for Pinon Hills Chamber of Commerce. I have held other offices such as Treasurer and Director.

Email addresses -

Your President is working on setting up a Victoria Association Google Group. The Google Group will allow the Victoria Association board to send out notifications, member requests, and in the future the Bustle to membership. Then the members will get to see pictures in color. The way the Google Group works is that I will be sending an email to each member offering for them to join the VA Group. When you receive the request, you can either join or not join. It will be at your discretion. I would like all members to check the email address pages in this copy of the Victoria Bustle to see if we have your email address and if it is correct. I made them larger (2 pages) so you will not have to use an electronic microscope to see your email address. Please email me if your email address is not correct or if we do not have yours. (wcilkerjr@comcast.net)

2023 Victoria Association Dues.

Please send in your 2023 dues (\$10.00) to the Victoria Association's new Treasurer John Hooper. His address is 1289 Johnson Rd., Canyon Lake, TX 78133. If you are like me, either do it now or make a sticky tag about it and put it in your check book as a reminder. Please make checks out to the IMAFVA. We must have your payment by February 28th to have your name in the April edition of the Bustle and for you to receive a Victoria Association plaque. (see article below)

Address changes:

If you move, be sure to notify the Victoria Association Membership chairman Ed of your new address!! (crest25@verizon.net)

Also, if you change your email address, please let the membership chairman know about that.

Q: What do you call a VW bus at the top of a hill?

A: A miracle.

Victoria Association Logo Plaque *Lee Paulus, Milwaukee, Wisconsin*

MAFCA, MARC, MAFFI all have their logos on aluminum plates for mounting on your Model A, but the Victoria Association does not ... why not? ... so I decided to make one.

I started by downloading the Victoria Association logo from the website and asked permission to use it. I printed the logo, resized to the desired dimensions, on photo quality paper then spent two days looking for someone who could attach my print to an aluminum plate and make it weatherproof. No luck.

I asked my son if he had any ideas how I could get the Victoria Association logo on an aluminum plate. He had the answer, go to a trophy supplier. I had just received a dashboard plaque for the MAFCA National Convention in Kerrville, TX that came in a paper envelope. On that envelope was the name of a trophy supplier, Rallye Productions, Inc., and they were located in Waukesha, WI., only 10 miles from my home. A quick call them, (800-236-2036) and I was on my way to their showroom. They could do what I wanted.

To keep the cost within reason, I made some compromises. I wanted the plaque to be the shape of the Victoria Association logo. What I settled for was a rectangle plate 2x3 inches with a minimum quantity of 40. I supplied them with my digital copy of the logo and they did the rest of the layout on the plaque. To get a plaque the shape of the logo would require machining cutting dies which cost \$\$\$\$\$. My cost was only \$.



Two weeks later a small box was delivered to my home with 40 rectangle plaques. I had all the tools necessary to do some sheet metal work on the plaques. First I tried an ellipse around the logo, that didn't look right. Second, I tried to cut out just the logo. That took more skill, a magnifying lens, and a small file for the detail finishing work. It turned out great and is now mounted on the front bumper of my Victoria next to my MAFCA and MARC plaques.

After reading this article Bill Cilker suggested that other Association members might be interested in purchasing a plaque from me. So, I decided to contribute a 2x3 rectangular plaque, for each member renewing for 2023. It would be mailed to you in April.

Should a member desire additional plaques, they can purchase them from me for \$10 each, paid by check. I will mail the plaques directly to the member in a self-addressed stamped envelope provided by the member.

Lee Paulus, 3445 S 38th Street, Milwaukee, WI 53215. *Thank you Lee!!*

How to access the rear quarter window.

As I said in my President's message, I wrote a procedure for Bill Robinson to follow to access his rear quarter window and regulator. Please review it and let me know where I need to make changes (wcilkerjr@comcast.net). I have never had to remove the lower quarter panel upholstery to access the window regulator, so Chuck Christensen helped me write this. I hope that this will be the first in a series of procedures on how to work on the Victoria body.

How to get access to the Model A Victoria's rear quarter window glass and regulator:

You will need to remove the rear seat to access the lower quarter panel.

The rear seat cushion should be lifted up at the front with a slight push to the rear and then lifted out.

The back rest is held in place with a clip at the top, so you need to pull it forward and then it is attached at the bottom to a couple of strap hinges by 6 wood screws.

The arm rest is held in place with a screw near the rear of the arm rest and a metal bracket at the front. Remove the screw and slide the armrest forward. The bracket is shown in the photo with the trim panel removed.



The window crank is removed by pushing in the escutcheon and removing the small pin from the handle.

The quarter window moulding is in 2 pieces: the window moulding, and the lower trim piece. Remove all of the attaching screws and slide the moulding out. You may have to gently pry the moulding out as it is a tight fit.

There will be some small finishing nails hidden in the upholstery along the door edge that you will have to carefully remove. I believe that should allow you to remove the lower quarter upholstery. I am not sure that there are any nails on the rest of the panel.

The regulator and glass can then be removed by removing a series of wood screws at the front and back of the wood panel. It takes a little maneuvering of the parts to get them off the car. The glass channels are U shaped and you should see

how to remove the rear one once you have gotten this far. You will need a piece of glass setting tape to put the glass in metal bottom channel.

Bill Robinson also needs the felt/glass channel retainers and (according to someone at Snyder's) they are NOT reproduced. What have members used to replace the retainers?

Membership Question

Robert Hensz has a question for the membership. Robert has replaced the front window channels in his Vicky twice. They still keep deteriorating, getting gooey and then sticking to the window, making it hard if not almost impossible to crank the window up and down (he keeps it in a cooled garage but Texas heat does not help much). Not to mention having to relocate one of the clips (for which Robert finally found the right rivet set) is a real pain. Of course, I go back to "The Victoria Book" and the "VA Model A Ford Pictorial Guidebook" to look up how to do it. Thankfully the books have that info which is not found elsewhere! Are other Victoria owners plagued with the same problem?

Thanks

Robert (Bob) Hensz

rhensz70@gmail.com

Please respond to Robert and copy me on your email response.

(wcilkerjr@comcast.net)

Victoria Supplement to the Restoration Guidelines update.

On July 19, I (Bill) presented the Victoria Supplement to a joint meeting of the MARC and MAFCA Restoration Guidelines publication committee. It went well, but there are still a few questions to be answered and adjustments to make.

I am still looking for any unrestored Victorias with an original interior in it. I have been communicating with the owners of 6 unrestored Victorias and I know of at least 2 others, but I do not know where they are. I am especially interested in a Leather back with a Brown Bedford cord interior.

Because they had no reservations at a busy restaurant my elderly neighbor and his wife were told there would about a 45 - minute wait for a table. Young man, we're both 90 years old, the husband said, we may not have 45 minutes. They were seated immediately.

What kind of vehicle does a chicken drive? A coupe (coop).

Ads (Any VA member can put an ad in here)

For Sale; 1931 Ford Model A Victoria Leather back, Ford Maroon/Black



exterior and tan mohair interior. Model A engine and 3-Speed Manual Transmission in good condition. Body and chassis are fully restored. Interior is not installed. Includes upholstery for interior, headliner, door panels, and roof top material, all need to be installed. Has modern front seats and no rear seat assembly. Comes with extra engine, transmission, and wheel. Needs front bumper and rubber running boards. Car is drivable \$19,500

Please call Rich Gajewski, 469-576-8859
Carrollton, TX

Email to Sandra Gajewski at
sandrajgajewski@email.com

Jim Kinville is looking to purchase a late Steel back Victoria with an indented firewall and a sliding driver's seat. If you know of one please contact him at 952-941-5336 or jrkinville@gmail.com

Joel Sheldon has an urgent need for the 4 door hinges, both the door and cowl sides. Someone took them off before he purchased his Victoria 20 years ago. The hinges also are used on 160 series sedans and the 400A Convertible sedan. Please help Joel out. He can be reached at jsheldon66a@gmail.com.

Victoria Association services –

The Association has a technical director, Chuck Christenson, who is willing to answer your questions on the Model A and the Victoria. His email address you will find on the front cover.

Bob Bidonde is now using the registry of Victorias to assign Body numbers to members' Victorias that do not have one. If you need a body number for your Victoria, please contact Bob at modela1931@aol.com

We also have paper and digital window patterns for the Victoria. Please let me know if you would like to use them.

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The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America (MAFCA) and a region of the Model A Restorers Club (MARC). 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 quarterly 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 from this publication is expressly given provided acknowledgement and credit is given to the author and to the publication and no changes are made to the original article.



**International Model A Ford
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