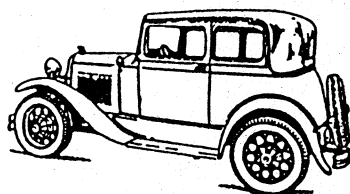




International Model A Ford
Victoria Association



Vol. 5 No. 2

VICTORIA NEWSLETTER

April 1990

It seems as though I have created some membership concern as to the future of the Victoria Association, because I was asking if someone would care to keep it going if something happened to me. I must tell you that at the present time, I have no intentions of giving up this task in the near future. In fact I was trying to insure the future of the association.

I am happy to report that one person has expressed the desire to take over if something happens to me. Possibly, there may be more than one but at least, we do have someone.

I am still going to continue to do the newsletter and I am sorry if I gave the wrong impression.

The purpose of the Association is to preserve the Model A Victoria and aid in the restoration of the vehicle. I do not want any of you to get the impression that I am for anything but the above statement.

I am here to help every Victoria owner, whether it be a ground up restoration for blue ribbon showing or should it be for a person wanting to make a driver out of it.

So far, I have been able to help many restorers. I also have letters telling me that I have inspired them to driving the car more.

First, I want to put items in the newsletter that show authentic items such as seat brackets, etc. I then put in items such as the modern shocks for the people that want to make a better driver out of their Victoria. I then place items in the newsletter that may relate only to the Model A and not the Victoria. In other words, I am trying to help everyone in whatever way I can.

The response that I get from your letters is very much in support of these goals. I do appreciate all of the good word that some have written. It makes my work in this endeavor very gratifying. I thank all of you for writing and for the information and photos that you send in. Don't stop, keep the stuff flowing to me.

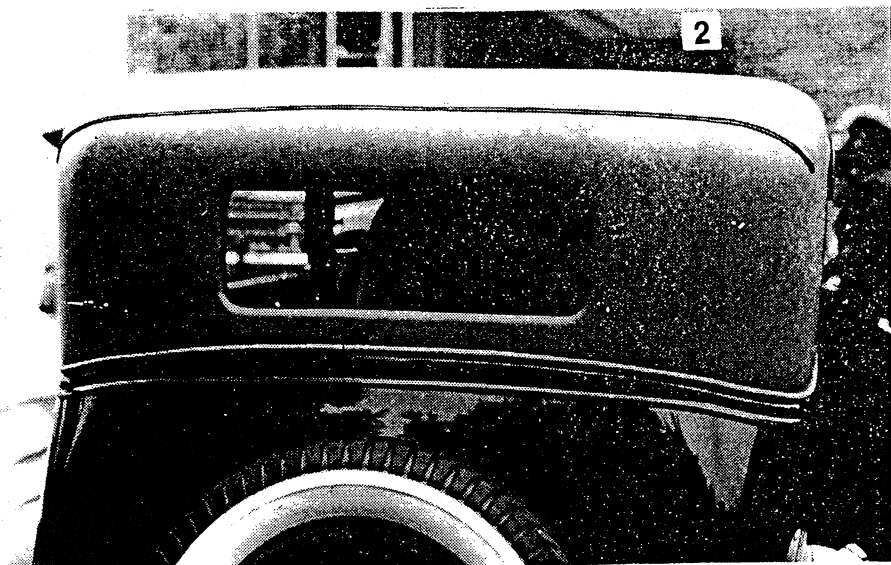
I received a very nice letter from Steve Cannon, the fellow that makes Victoria wood. You see his ad in the want ad section. Steve is very appreciative for the business the members of the association have given to him. He was nice enough to send a Victoria front wood header as a donation to the association. For those of you that would like to have this item, I will ask that you write to me and bid on it. I'll ship it to the highest bidder. The money will go into the association treasury. The price for this item if you order it from Steve is \$50.

I'll be looking for some of you to make an offer on this header.

On behalf of the Association, I thank Steve and his company, Classic Wood MFG., 1418 NC 150 W., Summerfield, NC. 27358 - 919 643-7373.

I want to state that Steve is a member of the Association and does not pay for his advertisements. The ad's are open to all members and is a free service of the association to it's members. If any of you have anything for sale or if you want to locate anything, please let me hear from you.

From the feed back I get, the want ad section is paying off. Many of the items for sale have been bought through the newsletter as well as some that have located items that they need.



This is Dean Larson's Leatherback Victoria showing the fine detail of the window and top and mouldings.

I mentioned in the last newsletter that I would run photos of some of my favorite cars that I saw in South America. Sorry, but I forgot to run the photos. You will find them in this issue. As you can see, there are some real beauties. I sure would love to have that 1936 Packard Victoria.

NEWSLETTER LABELS - ROSTER

Since the inception of the Victoria Association, Mrs. Patti Jones of San Jose, California has been doing the roster and newsletter labels for us at no charge. Patti is no longer able to do this for us. I want to thank Patti on behalf of the entire association membership. I certainly appreciate all of her help with this item, it was a big help. Many, many, thanks Patti from all of us.

If any of you, that have a computer, would like to undertake this task, please let me know. Patti has sent me two disk's, one is the master roster and is a Lotus 123. The other is the mailing labels and is an IBM program called Volkswriter and anyone should be able to make it into an ASCII file. I sure could use some help in this area. Any expense incurred would be paid by the association.

LICENSE PLATE SEMINAR

If you are interested in knowing how to restore your original ANTIQUE license plates, please attend my seminar on how to do this. I think you will enjoy it.

REAR SKIRT

I have received several questions about the color of the lower rear panel sometimes referred to as the rear skirt. This body part was always black no matter what color your lower or upper body color. Also, the lower body molding is lower body color. The window reveals on the Victoria are the same as upper body color.

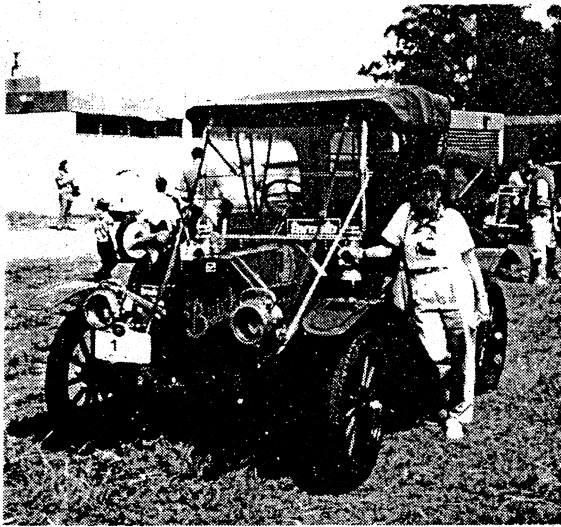
The paint section of the new Judging Standards and Restoration Guidelines (14-1) states, Fender wells, Rear fender wells were body color, if it was a dark color, or painted black on light colored bodies. In 1930-31 some were painted the trim color if this was darker than the body.

The striping was approximately 3/32" wide. 1930-31 deluxe vehicles also had a stripe outlining the raised portion of the gas tank inside the car. This includes the Victoria.

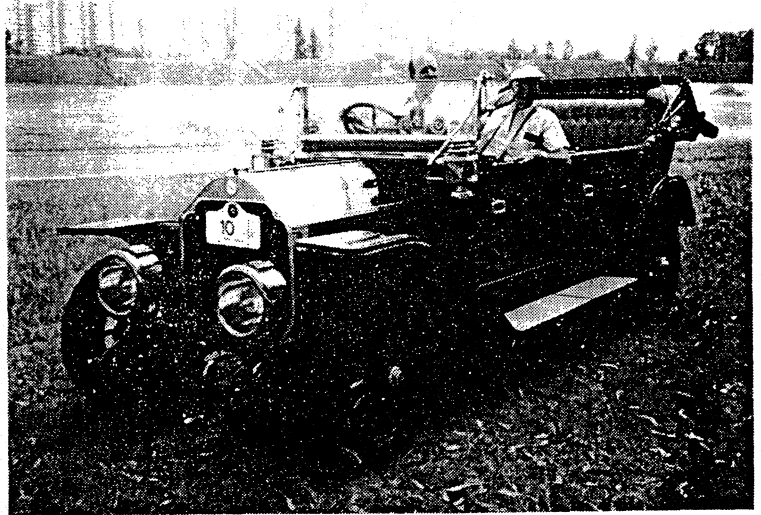
As previously stated, the correct stripe for the Chicle Drab body color with the Copra Drab belt and moulding is Straw.

Under the section on wheels (22-1) the colors for the Victoria are: Black, Apple Green, Vermillion and Tacoma Cream. It was thought, previously, that the stripe and the wheels always matched. The new judging standards has this differently.

The standards (14-8) has this to say about the Victoria striping; stripe on moulding and body: Upper stripe around the two windows on upper body. Lower stripe begins at radiator shell and follows the belt moulding around the car.



1907 Buick, a beautifully restored car. It ran well and participated in the car games. From Argentina. My wife Felicia standing.



1911 Stoddard Dayton, another fine example of an old car restoration to new. The engine in this car was monstrous and sounded like an old tug boat. Ran great and was from Uruguay but was trailered to Buenos Aires.

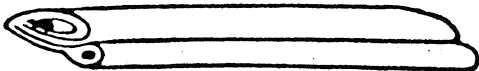
Some members were wondering if the lower belt moulding had a stripe and the answer for the Victoria is, no.

LEATHERBACK MOULDING

This is what the standards say about the Leatherback moulding's and top material.

(9-3) Closed Car Top Materials. 1930-31 Leatherback, Material, two-tone Diagonal grain artificial leather. Trim Binding, Type "C" - Tan two-tone Diagonal grain artificial leather.

Marco Tahtaras told me that the small bead overlapped the cut edge of the material when it is installed.



LOST NAME

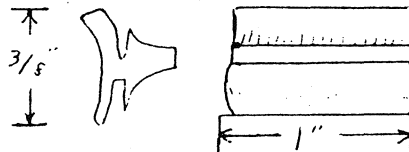
John Brutcher had made one of the male rear seat catches for someone in Colorado. When he was finished and ready to mail it, he couldn't find his name or address. If any of you know the fellow that John is talking about, please let John know. John Brutcher, 7 Mc Arthur Rd., Baldwinsville, N.Y. 13027, 315-638-2825.

John also told me that it would not be too hard to fit the rain gutter of the 31 Tudor. You members that need the drip rail should look into this.

GLASS ANTI RATTlers

Al Clarke of Wilton, NY. writes in answer to Bill Bond's question of the slots in the door and window frame. They are glass anti-rattlers.

Here's a rough drawing:



Al also modified a set of Tudor rain gutters for his car and says they are very close to original.

Thanks Al, for letting us know.

I have a letter from a new member, Norm Cross, and he asks about the sill plates that Al Lepore sells. I must say that as of this newsletter, Al probably makes the best available sill. It, may very well be the only one on the market. While Al says it is an exact duplicate, it still does not fit without some bending and fitting. Most people make their reproductions off of an old original. Of course, one has to remember that these originals have been bent out of exact shape, during removal. There was an early and late sill as mentioned in a previous newsletter, with photos I believe that Al's

is a late sill and I do not know of a reproduction of the early sill. If you need sills, this is the only one to get. If any of you know of any others, let me know.

Norm also asked about Briggs and Murray Victorias. As far as we (the Victoria Association) know, there are no Briggs Victorias. We have over 200 Victorias listed and not one of them is a Briggs. We had two people that thought they had Briggs Victorias but could give no proof. Their cars were the same as all of the other Murray Victorias. Now, we are not saying that Briggs did not make any Victorias but we are saying that we have no proof that they did. If there are any Briggs Victorias, we sure would like to have the information on the cars.

ALUMINUM PAINTING, PREPARATION

Many of our members have aluminum items to paint and simply treat aluminum as they do steel. They just prime and paint. This is not the correct method and you will have peeling in time.

The best aluminum preparation is to wash your aluminum item in Metal Prep #79 (by AMCHEM), PPG #DX 579. Next, you have to rinse well and coat with ALODINE #1201, PPG #DX503. After washing well and drying, you should prime and paint.

My paint advisor tells me that the best primer is Ditzler epoxy primer. There are several colors available, DP40 grey green, DP 50 grey, DP 74 red and DP 90 black. He tells me that the black epoxy primer can be used on frames etc., and you do not have to paint it.

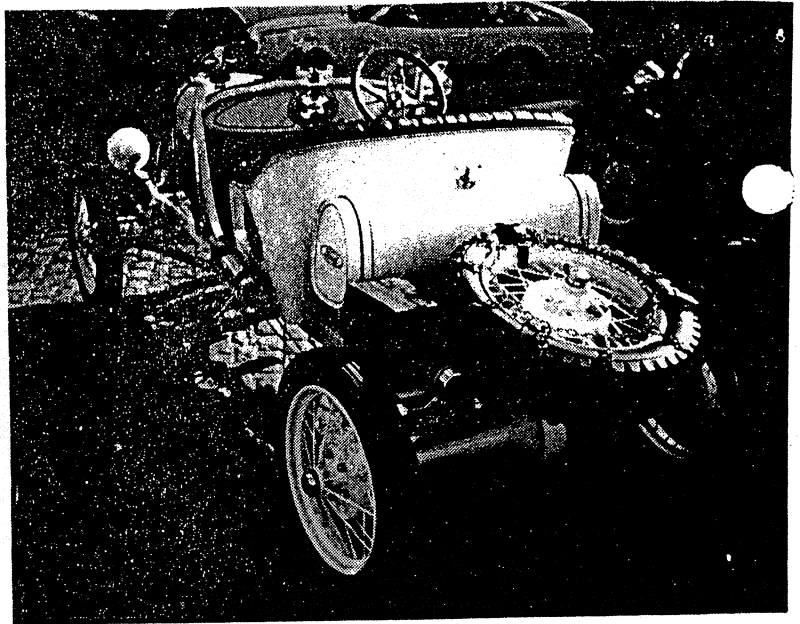
I hope that this will help all of you because a lot of our items being reproduced are of aluminum such as the roof moulding's.

GREAT RACE ROUTE CONFIRMED

I have just received confirmation of the route of the Great Race.

It will start at the Buick open at Westchester (White Plains), NY. on June 24, 1990, lunch in Stroudsburg, Pa. and overnight in Scranton, PA.

June 25 to Corning, NY. lunch and overnight in Rochester/Greece, NY.



This 1928 Model A Speedster painted white and trimmed in gold is the most beautiful speedster I have ever seen. I sure wish I had it. The workmanship was exquisite. This is another of the Argentine cars. To be fully appreciated, this car would have to be seen.

June 26, London, Ontario lunch and a pit stop in Watford, Ontario and overnight in Flint, MI.

June 27, Ludington Ferry for lunch and overnight in Milwaukee, WI.

June 28, Davenport, IA. lunch and pit stop in Cedar Rapids and overnight at Des Moines, IA.

June 29, pit stop in Atlantic, IA., Lincoln, NE. for lunch, York, NE. for a pit stop and Grand Island, NE. for overnight.

June 30, lunch in North Platte, NE., Sterling, CO., pit stop and overnight in Denver/Thornton, CO.

July 1, pitstop in Central City, CO., lunch in Frisco, CO., pit stop in Eagle, CO., and overnight two nights in Glenwood Springs, CO.

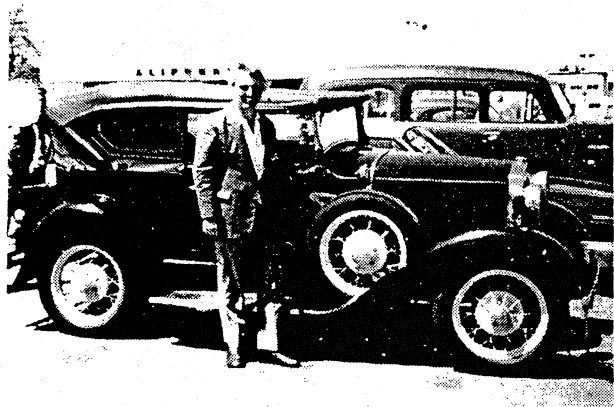
July 3, pit stop in Grand Junction, CO., lunch in Moab, UT., and overnight in Farmington, NM.

July 4, pit stop in Gallup, NM., lunch in Holbrook, AZ., pit stop in Payson, AZ., and overnight in Phoenix, AZ.

July 5, lunch in Holtville, CA. and overnight in San Diego, CA.

July 6, finish at Disneyland in Anaheim, CA.

I hope that we'll see some of you along the route. Hopefully if you come by, I'll



1931 Model A tudor phaeton, the only car to drive with us from Uruguay to Argentina.



This is me with the 1928 Model A Phaeton. It was the only Model A to make the entire trip. Note the Coke Can on the radiator. He lost his cap and the Coke can fit perfectly.

have time to visit. We will be in a 1929 Roadster Pickup and the cab is rock moss green with a bright yellow hood and a bright red bed. I'll look forward to seeing you.

VICTORIA THROTTLE LINKAGE

The judging standards has this to say about the throttle linkage (1-5).

The throttle linkage was bent approximately 3/8" on the Deluxe Phaeton, Convertible Sedan, and Victoria because of the lowered steering column. The lengths of the linkages are:

Spark control (A-9757) 17"

Throttle (A-9742) 5-3/4"

Carburetor (A-9747 10-1/2"

If someone tells you that the spark linkage wasn't bent on the Victoria, they do not know what they are talking about. Another myth is the fact that the steering wheel column shouldn't have the spacer for the dropped steering, that this was an accessory. This is not correct, all Victorias came with the dropped steering and the spacer was factory installed. This is covered in the standards (8-2).

I was asked what is the finish of the visor brackets in the Victoria. According to the judging standards, (12-4) all of the Victoria interior plating was Nickel - Butler Finish. This includes the windshield slide arms and components.

I would suggest that all of you get a copy of the New Judging Standards and Restoration Guidelines. Even if you are not going to show your car, it is just as easy to do it right as wrong. It would have an increased value if you ever want to sell it. The standards, available from either, MARC or MAFCA as it is a joint endeavor. Cost is \$20.00 plus \$3.00 postage.

The next newsletter that I will do is the October issue. I look forward to hearing from you. We need the questions, answers, articles and photos. Keep them coming.

VICTORIA FLOOR MATS

Bill Bond has noticed that the floor pan has a larger type peened carpet snap than the front peened firewall snaps. He was wondering if the Victoria ever came with rubber front and rear floor mats. As far as I know, the Victoria came only with carpet in the front and rear. Remember, it is a deluxe car. If any of you know anything different than this, please inform me.

The standards only show carpet.

VICTORIA MEETING AT SAN DIEGO MAFCA NATIONAL CONVENTION

At the MAFCA National Convention in San Diego, there will be a Victoria Body Style

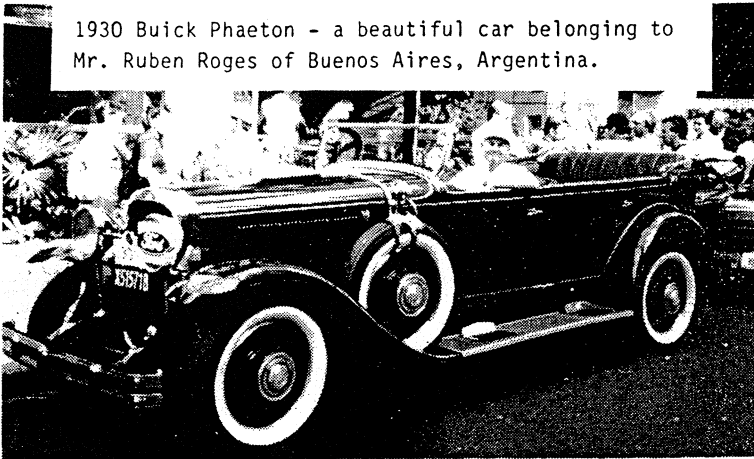
meeting. It is scheduled on Friday, July 13, from 8:30 to 11:00 AM. I know that some of you are planning to be at this convention and I hope that all of you that attend, will be at the meeting. This is a very informal get together and a chance for all of us to get to meet our fellow Victoria members. If you have any questions or problems, be there and let us know and we'll get answers for you.

I plan on having coffee, doughnuts and soft drinks (for the non coffee drinkers).

I'll look forward to seeing you there.



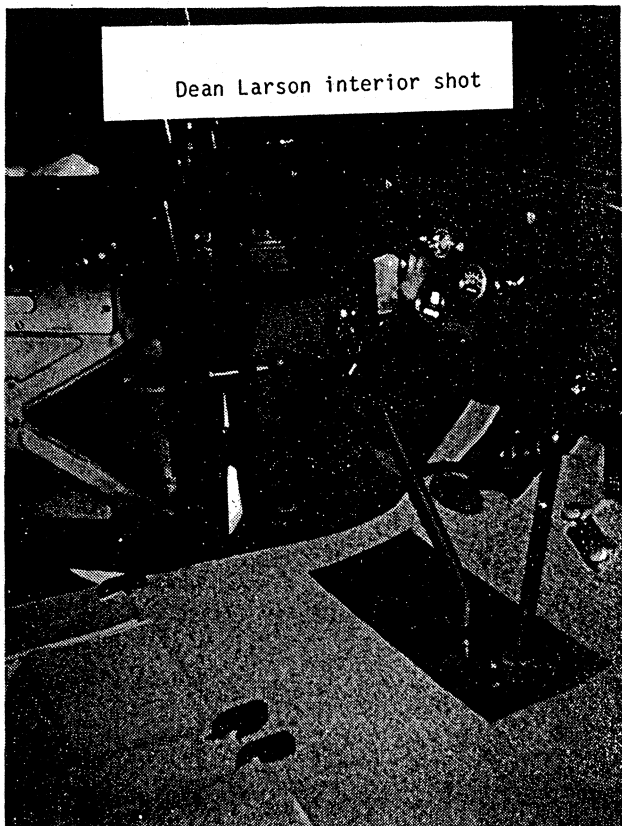
Beautiful 1941 Ford Convertible. This car was a beautiful red and exceptionally well done.



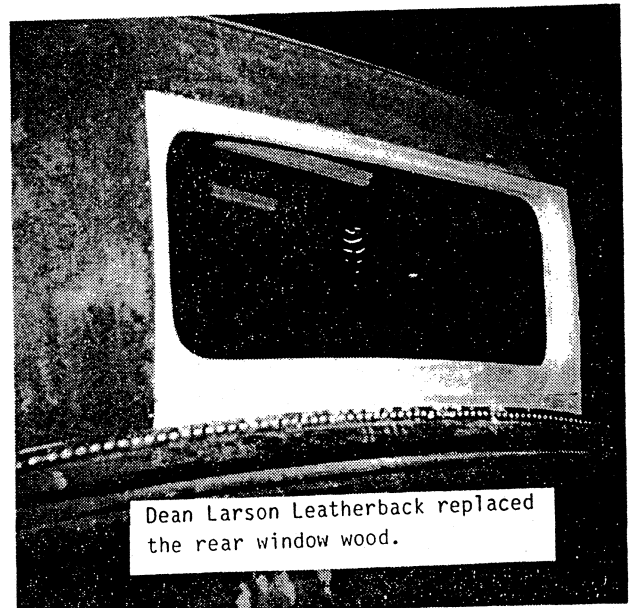
1930 Buick Phaeton - a beautiful car belonging to Mr. Ruben Roges of Buenos Aires, Argentina.



1936 Packard three position roof Victoria Coupe. This is an Argentine car. I consider it my favorite and estimate it's value at about \$150,000.



Dean Larson interior shot



Dean Larson Leatherback replaced the rear window wood.

WANT AD'SWANT AD'S

John Brutchter has the Leatherback (original) wood for sale or trade. It is good wood for use as patterns, 315-638-2825.

Bob Barnard has the complete right hand drive from his Victoria, for sale. 1700 Hickory Dr., Ft. Worth, TX. 76117, 817-834-7300. If you want it, make him an offer.

John Butler bought his door dove tails from Bill Bond and is very pleased with them. I thought the members would like to know. (C.V.)

Dove tails, steering floor board covers, visor brackets and hardware. Bill Bond, 1040 Old Squaw Pass, Evergreen, CO. 80439, 303-670-3283.

All new Victoria wood, Steelback and Leatherback. Steve Cannon, 1418 NC 150W, Summerfield, N.C. 27358, 919-643-7373.

Tim Johnstone told me that there was a company making the seat clips for the Woodie Wagons and he thought they were the same as the Victoria Rear seat clip. It took me awhile to run this down and the company does in fact make the same clip. This is the FEMALE clip that

attaches to the belt. This is not the male that attaches to the seat back. These clips are \$60 for a set of four. If at least four of you write me to order this clip, that will be \$15 each plus postage. I will order them and have them for the members. This is at cost to the association.

A potential member is trying to locate the following items: Floor pan, body wood, window moldings and windshield frame. If you have any of these items for sale, please contact him. Peter Penner, 8465 Bendbow Rd., R.R.4 Mission, BC V2V 5M2, Canada.

Bratton's now has the "K" type top molding in stock. This is the Steelback molding with the rubber insert.

Bruce Waterman will not reproduce the rubber for the windshield of the Victoria. When his stock is sold out, that's the end of it. I have ordered 10 sets to have available for the members to order. I want it known that I am not going into the parts business. I just want the members to be able to get this item when and if they need it.

Help, I need a source for the Victoria carpet studs, both drive in and peen type. Wm. Bond, 1040 Old Squaw Pass, Evergreen, CO. 80439, 303-670-3283.

Wanted, Driver side rain gutter for Leatherback Victoria. Also the rear body skirt that goes between the rear fenders below the body. Winfred Taylor, 5204 Simmons Dr., Lumberton, N.C. 28358, 919-739-7350 after 6:00 PM.

For Sale - Leatherback Victoria. This is a very nice car to restore. If interested, contact Dave Jones 2543 Westgate Ave., San Jose, CA. 95125 - 408-267-3673. I don't have a price as I just heard that this car is for sale (editor comment).

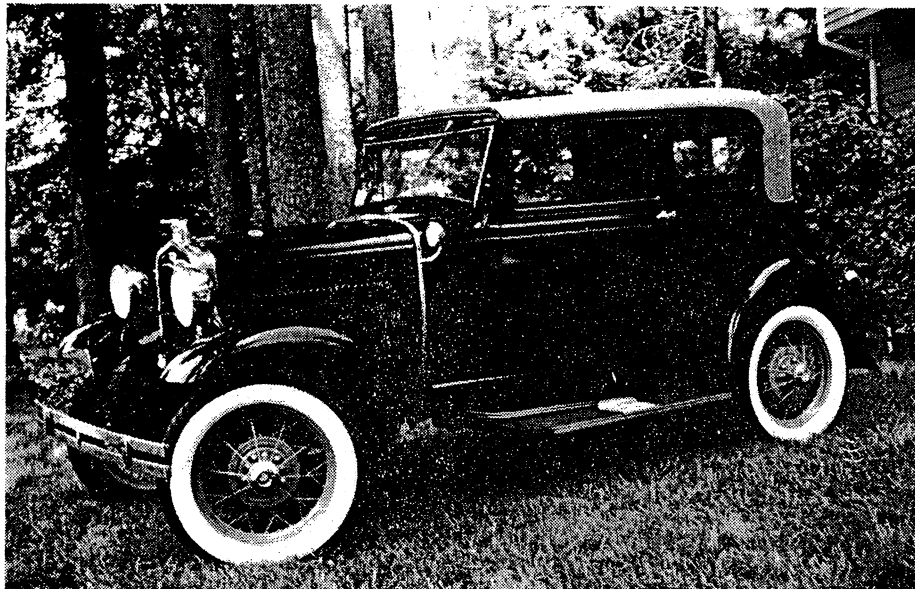
I need to trade a late Victoria passenger seat back for an early one. If any of you have one to trade or sell, please contact me. Jerry Bengel, 2596 Warrego Way, Sacramento, CA. 95826 916-362-3183.

VICTORIA
ASSOCIATION NEWSLETTER

The International Model A Ford Victoria Association newsletter is a Body Style Chapter of the Model A Ford Club of America and a Region of the Model A Restorers Club. The purpose is to aid its members in the authentic restoration of this (Victoria) particular body style. To achieve this purpose the newsletter is published by the Editor on a completely volunteer basis. It is written, edited, typed printed and mailed from 68 Windjammer, Frisco, Tx. 75034. It is our intent to furnish you with as accurate information as possible. Reprint or quotes from this newsletter is granted, provided due credit is given.

*International
Model of Ford
Victoria Association*

68 WINDJAMMER
FRISCO, TEXAS 75034



This beautiful car belongs to Dean Larson of Hanson, Ma. Unfortunately I can not print the photos in color. Black and white do not show these cars as they should be shown.