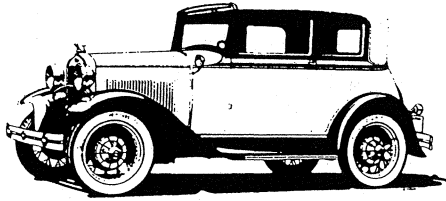


Victoria Association



Vol.6 No.2

NEWSLETTER

April 1991

I HAVE A LOT TO WRITE ABOUT THIS NEWSLETTER SO I'D BETTER GET STARTED.

I HAD A LETTER FROM A MEMBER THAT QUESTIONED THE WINDSHIELD RUBBER ITEM LISTED IN THE 1990 ACCOUNTING, AS PRINTED IN THE JANUARY NEWSLETTER (6-1). HE ALSO QUESTIONED THE BUSINESS CARDS.

FOR THOSE OF YOU THAT DO NOT UNDERSTAND THESE ITEMS, LET ME EXPLAIN.

I RECEIVE THE CABRIOLET CLUB NEWSLETTER AND THEY SENT TO EACH MEMBER, FIVE BUSINESS CARDS. I THOUGHT THIS WAS A GOOD IDEA AND A GOOD WAY TO PROMOTE THE CLUB. I DID THE SAME THING AS THEY DID AND AS YOU KNOW, THERE IS A PLACE FOR THE MEMBERS TO ADD THEIR NAME WHEN PRESENTING THE CARD TO A PROSPECTIVE MEMBER.

THE WINDSHIELD RUBBER ITEM: BRUCE WATERMAN WENT TO CONSIDERABLE EXPENSE TO HAVE THE COMPLETE SET OF WINDSHIELD RUBBER FOR THE VICTORIA, DUPLICATED. I HAVE BOUGHT THE LAST REMAINING RUBBER HE HAD IN STOCK. THAT'S WHAT SHOWS UP AS A \$340 EXPENSE. I ALSO SHOW \$40 AS AN INCOME ITEM WHICH WAS THE SALE OF TWO SETS.

SINCE THERE WILL PROBABLY BE NO MORE OF THIS RUBBER MADE, AND IF IT IS, IT WILL BE AT A MUCH HIGHER PRICE. SO AS A SERVICE TO THE MEMBERSHIP, I DECIDED TO GET THIS LAST STOCK

AND HAVE IT AVAILABLE TO THE MEMBERS. I DO THIS WITH THE MONEY FROM THE INITIATION FEE. I ALSO DO THIS AS A SERVICE TO THE MEMBERS AND I MAKE NO PROFIT FROM THIS ITEM. I DO THE NEWSLETTER AS A SERVICE TO THE MEMBERSHIP AND RECEIVE NO COMPENSATION FOR ANY OF THE SERVICES I PERFORM FOR THE VICTORIA ASSOCIATION. I ALSO PAY MY DUES LIKE ALL THE MEMBERS.

I JUST WANT TO BE SURE ALL OF THE MEMBERS UNDERSTAND WHAT I AM DOING. IF ANY OF YOU HAVE ANY QUESTIONS, PLEASE WRITE. ALL OF YOU HAVE THE RIGHT TO QUESTION WHAT I DO WITH YOUR MONEY AND I HAVE THE OBLIGATION TO ANSWER YOU.

I DID ANSWER THE MEMBER THAT QUESTIONED ME BUT HE MUST NOT BE SATISFIED AS HE NEVER RENEWED HIS 1991 MEMBERSHIP.

NEWSLETTER PRINT

ONE OF OUR MEMBERS TOLD ME THAT HE HAD A HARD TIME READING THE PRINT. I MUST APOLOGIZE FOR THAT. IT WAS MY MISTAKE IN SELECTING THE INCORRECT SPACING OF THE LETTERS. HOWEVER, I BOUGHT A NEW PRINTWHEEL FOR MY TYPEWRITER AND NOW, THE TYPE SHOULD BE EASY FOR ALL TO READ. THANKS FOR THE SUGGESTION, PAUL.

VICTORIA SEATS

DON ROSS WROTE TO ME TO CONFIRM THAT THE SEAT FRAME AS SHOWN IN THE LAST NEWSLETTER (ON THE RIGHT) PAGE 10, IS AN EARLY VICTORIA SEAT. THAT IS THE ONE WITH THE SOLID PLYWOOD BASE. THE CROSS BAR LOCATED JUST ABOVE THE HINGE POINTS INCLUDES A TACK STRIP. THE UPHOLSTERY "FLAP" TACKS TO THIS TACK STRIP AND TO THE PLYWOOD BASE. THE PLYWOOD BASE HAS A HALF-DOZEN SMALL HOLES FOR VENTILATION.

MR. DON ROSS IS AN AUTHORITY ON VICTORIA SEATS. DON HAS AN EXCELLENT ARTICLE ON THIS SUBJECT. RECENTLY, I WROTE TO DON ABOUT UP-DATING HIS ARTICLE WITH PHOTOS OF THE VARIOUS VICTORIA SEATS AND BRACKETS. DON IS WILLING TO DO THIS BUT WE NEED HELP. I WOULD LIKE TO ASK YOU, THE MEMBERSHIP, TO LET ME KNOW IF YOU HAVE ANY GOOD PHOTOGRAPHS OF ANY OF THE VARIOUS VICTORIA SEATS, THE FRAMES, THE WOOD, THE BRACKETS AND ANYTHING ELSE, AND I WILL SEE ABOUT HAVING DON UP-DATE HIS ARTICLE.

A MEMBER, MARSHALL LEWIS, SENT A BLUE PRINT OF THE VICTORIA REAR SEAT FRAME, UPPER AND LOWER. THIS PRINT IS NOT FULL SIZE BUT IT DOES HAVE THE MEASUREMENTS ON IT AND YOU CAN USE IT TO MAKE YOUR VICTORIA REAR SEAT FRAMES. I WILL LOAN IT OUT TO ANYONE THAT NEEDS IT. DON MIGHT WANT TO ADD IT TO HIS ARTICLE.

PLEASE LET ME HEAR FROM YOU MEMBERS, THIS WILL BE A GREAT VICTORIA ITEM FOR US TO KEEP. THE VICTORIA SEATS ARE THE MOST ASKED ABOUT ITEM OF THE ENTIRE CAR.

LEATHERBACK TOP MATERIAL

IN THE PAST, I HAVE BEEN RECOMMENDING THE TOP MATERIAL FROM STURM UPHOLSTERY OF NENAH, WISCONSIN. UP UNTIL NOW, I HAVE HAD NO COMPLAINTS ON THIS MATERIAL. HOWEVER, I DO HAVE A MEMBER THAT WROTE TO TELL ME THAT WHILE THE COLOR IS O.K., (NOT EVEN A CLOSE MATCH TO THE ORIGINAL), THE MATERIAL IS NOT ACCEPTABLE. HE EXPLAINED THAT THIS MATERIAL HAS NO STRETCH TO IT AND THAT MAKES IT TOO HARD TO WORK. HE WAS UNABLE TO HAVE A VERY GOOD CAR SHOP DO THE LEATHERBACK TOP FOR HIM USING THE STURM MATERIAL AND HE OPTED TO GO WITH THE LE BARON BONNEY MATERIAL.

I HAD A CALL FROM LE BARON BONNEY WITH REGARD TO ANOTHER ITEM AND I BROUGHT UP THE VICTORIA LEATHERBACK MATERIAL THAT THEY ARE SELLING. (A LOUSY COLOR NOT EVEN REMOTELY CLOSE TO THE ORIGINAL).

SO FAR, NO ONE SELLS ANYTHING EVEN CLOSE TO THE ORIGINAL MATERIAL THAT FORD PUT ON THE VICTORIA LEATHERBACK. SEVERAL MEMBERS HAD SENT VERY GOOD SAMPLES OF THE ORIGINAL MATERIAL OFF OF THEIR VICTORIA. I SENT A SAMPLE OF THIS TO LE BARON BONNEY AND THEY ARE LOOKING INTO OBTAINING SOMETHING CLOSE TO THE ORIGINAL. THE MATERIAL COULD BE DUPLICATED BUT THE MINIMUM COST WOULD BE \$6,000 AND PROBABLY MORE. I DO NOT KNOW OF ANYONE THAT WANTS TO MAKE AN INVESTMENT LIKE THAT. IT WOULD BE PRETTY HARD TO GET THE INVESTMENT BACK.

SO FAR, I HAVE NOT HEARD FROM LE BARON BONNEY BUT THEY SAID THEY WOULD LET ME KNOW WHEN THEY FIND SOMETHING.

IF ANY OF YOU HAVE ANY THOUGHTS ON THIS SUBJECT, PLEASE WRITE TO ME.

TWO NEW DRAWINGS

I HAVE TWO NEW DRAWINGS FOR YOU. BOTH OF THEM WERE MADE FOR ME BY MY FRIEND, HOWARD BARNES. I KNOW ALL OF YOU WILL AGREE THAT HOWARD DOES EXCELLENT DRAWINGS.

ONE OF THE DRAWINGS IS OF THE BRACKET FOUND ON THE VICTORIA AND A 400 FRAME. THIS BRACKET IS NOT ON THE OTHER MODEL A FRAMES. IT IS USED TO BOLT THE BODY TO THE FRAME AND IS FOR THE BOLT JUST BEHIND THE DRIVER AND PASSENGER SEAT.

I HAVE A PHOTO IN THIS ISSUE THAT SHOWS THE THREE HOLE AND ONE HOLE FRONT SEAT BRACKETS OF MY VICTORIA. THIS PHOTO ALSO SHOWS HOW I MOUNTED MY SEAT BELTS. LOOK AT THE BOLT HOLDING THE OUTER (RETRACTABLE) SEAT BELTS. THIS IS THE BOLT THAT GOES THROUGH THE WOOD FRAME INTO THE TOP OF THE BRACKET.

I HAD THIS DRAWING MADE BY HOWARD AS SEVERAL MEMBERS DO NOT HAVE THE BRACKET ON THEIR VICTORIA. NOW, THEY CAN HAVE THE BRACKET MADE FOR THEM.

FOR THE OTHER DRAWING SEE THE NEXT ITEM.

MODIFICATIONS

I HAVE HAD MANY LETTERS FROM MEMBERS REQUESTING THAT I DISCUSS THE MODIFICATIONS TO MY VICTORIA. TO HONOR THEIR REQUEST I WILL DO THIS.

IT IS THE INTENT OF THIS CLUB TO FURNISH ITEMS FOR ALL OF THE MEMBERS. THEREFORE THERE WILL BE ARTICLES FOR THE PURIST AS WELL AS THOSE THAT CARE TO MODIFY THEIR VICTORIA.

PLEASE KNOW THAT I AM NOT ADVOCATING THAT ANY OF YOU DO ANY OF THESE MODIFICATIONS.

EACH OF YOU HAVE TO DECIDE WHICH ARE FOR YOU. I DO KNOW THAT THEY HAVE WORKED FOR ME AND I HAVE TWO CARS WITH THE SAME MODIFICATIONS AND THEY RUN JUST GREAT. THE 1929 PICKUP I USED IN THE GREAT AMERICAN RACE WAS SO SUCCESSFUL FOR ME THAT I DUPLICATED THE MODIFICATIONS ON MY VICTORIA.

HOWARD'S SECOND DRAWING SHOWS THE MODIFIED ELECTRICAL SYSTEM. THE BIG DIFFERENCE TO THE ELECTRICAL SYSTEM IS THREE FOLD. ONE, IT IS CONVERTED TO 12 V, (HOWEVER, THE SAME SYSTEM CAN BE USED ON 6 V). TWO, IS THE ADDITION OF THE ELECTRICAL PART OF THE OVERDRIVE AND THE THIRD IS THE ADDITION OF A FUSE BLOCK WHICH ISOLATES THE DIFFERENT ITEMS OF THE CAR. OF COURSE, YOU WILL NOTICE THE ADDITION OF A FUEL PUMP AND A MASTER SWITCH FOR IT.

I LOCATED THE FUSE BLOCK ON THE PASSENGER SIDE OF THE QUARTER PANEL AND MADE A CUT OUT IN THE KICK PANEL TO ALLOW ACCESS TO THE FUSES.

LATER ON IN THIS NEWSLETTER, I WILL DISCUSS THE MODIFICATIONS AS WELL AS IN SUBSEQUENT ISSUES.

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LEATHERBACK VS STEELBACK WOOD

IN PREVIOUS NEWSLETTERS, I HAVE DISCUSSED THE FACT THAT THE WOOD IN A LEATHERBACK VICTORIA AND THE STEELBACK VICTORIA ARE NOT THE SAME IN THE REAR AREA OF THE CAR. THAT IS, FROM ONE QUARTER WINDOW AROUND THE BACK TO THE OTHER QUARTER WINDOW, THE WOOD IS COMPLETELY DIFFERENT. SO WHEN YOU PURCHASE WOOD FOR YOUR VICTORIA, BE SURE TO ORDER THE WOOD FOR THE CORRECT VICTORIA.

STORING GLASS

I HAD A PHONE CALL FROM A MEMBER, ED GONZALEZ, WHO TOLD ME HE HAD STORED SOME WINDOW GLASS, FOR HIS VICTORIA, IN SOME PLASTIC BAGS. HE SAID THAT THIS RUINED THE EDGES OF THE SAFETY GLASS, IT THAT IT WAS SEPARATING AND SHOWING ON THE EDGES.

I AM JUST PASSING THIS ON FOR WHAT IT IS WORTH.

RUBBER FOR SLOT IN FRONT WINDOW FRAME.

I WROTE TO A PLACE THAT MAKES SPECIAL RUBBER PARTS TO SEE IF THEY WOULD MAKE THIS PIECE OF RUBBER. THEY TOLD ME THAT THEY DID NOT MAKE IT. NO INFORMATION OR PRICE WAS OFFERED THAT THEY WOULD OR COULD MAKE THE PART. DO ANY OF YOU KNOW OF A SOURCE FOR THIS PIECE OF RUBBER? IF SO, PLEASE LET ME KNOW SO THAT I CAN PASS IT ON TO THE MEMBERS.

BRIGGS VS MURRAY VICTORIA BODIES

I HAVE A REQUEST TO WRITE ABOUT THE DIFFERENCE IN THE TWO MANUFACTURERS OF THE VICTORIA BODIES. THIS SUBJECT HAS BEEN COVERED IN PREVIOUS NEWSLETTERS. HOWEVER, WE KEEP GETTING MORE NEW MEMBERS THAT HAVE NOT SEEN THIS ITEM. SO FOR THEM, I WILL REPEAT THAT WHILE WE HEAR THAT BRIGGS MADE BODIES FOR THE VICTORIA, WE HAVE NOT SEEN ONE. UP TO THIS DATE, ALL OF THE BODIES HAVE BEEN MURRAY. IF WE EVER GET A VICTORIA BODY WITH A BRIGGS BODY TAG, WE'LL SURE PASS THIS ON TO YOU. WE ARE TOLD THAT BRIGGS BODIES USED "D" NUTS WHERE THE MURRAY USES CAGE NUTS. ALSO, THE REAR WINDOW IS SUPPOSED TO BE DIFFERENT AS WELL AS THE DOOR WINDOW RISER MECHANISM HOLES. BOTH HAVE SIX

MOUNTING HOLES BUT IN A DIFFERENT PATTERN. THE MURRAY SIX HOLE PATTERN IS, TWO ARE ON AN EVEN PLAIN AND THEN THERE IS ONE MORE ON AN OFFSET HIGHER PLAIN. THEY ARE ABOVE AN IDENTICAL LOWER SET OF THREE HOLES. ON THE BRIGGS THE THREE HOLES ARE SUPPOSED TO BE ON AN EVEN LINE AND ABOVE AN IDENTICAL SET OF THREE MOUNTING HOLES.

WE ARE STILL LOOKING FOR PROOF OF THIS. WE HAVE OVER TWO HUNDRED VICTORIA DATA SHEETS AND THEY ARE ALL MURRAY. I SURE WOULD LIKE TO DISCOVER A BRIGGS IF THEY DO EXIST.

NEWSLETTER INDEX

WOULD THERE BE ANY OF YOU COMPUTER BUFFS THAT WOULD LIKE TO TACKLE THE JOB OF MAKING UP AN INDEX FROM THE PAST NEWSLETTERS? IF SO, PLEASE LET ME KNOW. IF YOU HAPPEN NOT TO HAVE A COMPLETE SET OF NEWSLETTERS, I'LL GLADLY SEND A SET TO YOU TO KEEP WHEN YOU ARE THROUGH.

FRAME SPREADER

VICTOR DUNCAN MADE UP A MODEL A FRAME SPREADER. THIS WAS PUBLISHED IN THE DALLAS CLUB NEWSLETTER. I AM REPRODUCING IT IN THIS NEWSLETTER AND WANT TO THANK THE QUAIL TALE EDITOR, SONDRAL CARLTON FOR LETTING ME USE IT. SURE DOES WORK GREAT.

INSIDE VICTORIA DOOR LOCK?

A MEMBER FROM AUSTRALIA, ROD McMULLIN, WROTE TO INQUIRE IF THE VICTORIA HAS AN INSIDE DOOR LOCK ON THE PASSENGER DOOR AS HIS VICTORIA ONLY HAD OUTSIDE KEYED LOCKS.

THE ANSWER IS THAT HENRY FORD BUILT ALL MODEL A'S WITH

THE KEYED DOOR HANDLE ONLY ON THE PASSENGER (RIGHT) DOOR. THE DRIVER DOOR HAD A LOCK BUILT INTO THE MECHANISM WHEREBY YOU COULD LOCK THE VICTORIA DRIVER DOOR BY LIFTING THE HANDLE. HOWEVER, IF IN AUSTRALIA THEY DRIVE AS THEY DO IN ENGLAND, THE DRIVER IS ON THE RIGHT. I DO NOT KNOW IF THE SYSTEM WAS CHANGED OR NOT. IT IS POSSIBLE THAT THE SYSTEM REMAINED THE SAME AS THE AMERICAN CARS. IF ANY OF YOU KNOW IF THE SYSTEM WAS CHANGED FOR RIGHT HAND DRIVE CARS, PLEASE LET ME KNOW.

LETTER FROM BILL McELROY

PLEASE READ THE INTERESTING LETTER FROM BILL WITH REGARD TO HIS FINDINGS ON LEATHERBACK VICTORIA PAINT.

AS MOST OF US KNOW, THERE WERE PAINT JOBS (ORIGINAL), AS EVIDENCED BY OBSERVATIONS SUCH AS BILL'S. THE PROBLEM WITH PAINTING YOUR CAR OTHER THAN WHAT THE JUDGING STANDARDS SAY, WILL RESULT IN POINT DEDUCTIONS WHEN YOU SHOW YOUR CAR. IF YOU ARE NOT SHOWING YOUR CAR, YOU CAN PAINT IT AS YOU WISH. THERE IS A PROVISION IN THE JUDGING STANDARDS THAT WILL ALLOW YOU TO DO SOMETHING FOUND ON AN ORIGINAL CAR BUT THE BURDEN OF PROOF LIES WITH YOU. YOU HAVE TO WRITE TO THE JUDGING STANDARDS COMMITTEE AND SHOW PROOF THAT WHAT YOU HAVE DONE IS IN FACT AUTHENTIC BUT DIFFERENT THAN WHAT THE JUDGING STANDARDS SHOW.

THE DIAGRAM AND PAINT SCHEME I PRODUCED IN THE LAST NEWSLETTER (6-1) WAS COPIED DIRECTLY FROM THE JUDGING STANDARDS. THE ONLY THING I ADDED WAS THE DRAWING OF THE VICTORIA THAT (POSSIBLY) MADE IT EASIER TO UNDERSTAND. NONE OF THE INFORMATION WAS MINE, I DID NOT MAKE UP ANYTHING. THOSE OF YOU THAT MAY NOT AGREE WITH THE INFORMATION I

PRINTED CAN TAKE IT UP WITH THE JUDGING STANDARDS COMMITTEE. IF YOU GET INFORMATION THAT I CAN USE IN THE NEWSLETTER, PLEASE LET ME KNOW.

VICTORIA SUN VISORS

ONE OF OUR MEMBERS, CARL BAUMAN OF KENTWOOD, MI. WROTE TO ASK ABOUT THE SUN VISORS. HE SENT A PHOTO FROM THE FORD ARCHIVES THAT WE SEE IN SOME OF OUR MAGAZINES. FROM THE PHOTO, TAKEN FROM THE PASSENGER SIDE, IT APPEARS AS THOUGH THE SUN VISORS ARE IN THE WRONG LOCATION DUE TO PHOTOGRAPHIC DISTORTION. I AM INCLUDING IN THE PHOTO PAGES OF THIS NEWSLETTER, JUST HOW THE SUN VISORS ARE INSTALLED. AS YOU CAN SEE, THE SUN VISORS ARE INSTALLED TO THE BRACKETS WITH RIVETS AND SET WITH A BRAKE RIVET TOOL. BILL BOND, OUR MEMBER THAT MAKES AND SELLS THESE BRACKETS, HAS THE CORRECT RIVETS AND MOUNTING SCREWS. IF ANY OF YOU THAT MIGHT HAVE ORIGINAL SUN VISORS THAT MIGHT BE MISSING ANY PARTS, BILL CAN FURNISH YOU WITH THE MISSING PARTS. HIS ARE EXACTLY LIKE THE ORIGINAL AND FITTING IS NOT A PROBLEM.

THE VISORS ARE MOUNTED ON THE FIRST BOW BACK FROM THE FRONT HEADER. THIS BOW IS WIDER AND WAS MADE ESPECIALLY TO MOUNT THE SUN VISORS ON. WHEN FOLDING THE VISORS, THEY FOLD FORWARD TOWARD THE WINDSHIELD. WHEN IN USE, YOU FOLD THEM DOWN AND TOWARD YOUR FACE. ALSO, NOTICE THAT THE MOUNTING BRACKET IS MOUNTED IN-BETWEEN THE HEADLINER AND THE VISOR. THE BRACKET DOESN'T SHOW WHEN FOLDED UP INTO POSITION.

CARL ALSO SENT A SKETCH OF THE VICTORIA FRAME AND WHERE THE MOUNTING BOLTS GO. THIS DRAWING SHOWS THE CORRECT BOLT SIZE AND TYPE. HE DREW

THE TWO LARGE WASHERS THAT GO UNDER THE BOLT HEADS AND WHICH BOLTS THEY GO ON. CARL DID SOMETHING, NOT CORRECT FOR THE VICTORIA BUT HE IS NOT SHOWING HIS CAR SO HE CAN DO WHAT HE WANTS. THIS IS TO COVER THE BOLT HEADS THAT GO IN THE #5 SLOT AS HE SHOWS. THESE WOODEN PLUGS MAKE THE CARPET SMOOTH OVER THE HOLE. IF YOU MEMBERS WANT TO DO THIS, IT IS FINE BUT DO NOT DO THIS IF YOU ARE GOING TO SHOW YOUR CAR. I APPRECIATE THE DRAWING FROM CARL. THE SKETCH IS INCLUDED IN THIS NEWSLETTER.

LET'S TALK ABOUT MY MODIFICATIONS

NOT ALL OF YOU WILL AGREE WITH ME BUT OVER THE YEARS, MY EXPERIENCE HAS SHOWN THAT THE MODEL A HAS SOME WEAK AREAS OF RELIABILITY. THE FOUR AREAS OF CONCERN FOR RELIABILITY ARE THE CARBURETOR, THE DISTRIBUTOR, THE WATER PUMP AND RELATED COOLING SYSTEM AND THE GENERATOR. I DID NOT INVENT THESE MODIFICATIONS. MOST OF THEM I HAVE COPIED FROM OTHER PEOPLE. ONE SUCH PERSON IS OUR VERY KNOWLEDGEABLE MEMBER, MARSHALL LEWIS OF CALIFORNIA. SO, WHAT CARBURETOR TO USE? THERE ARE MANY AVAILABLE BUT I HAVE FOUND THAT THE STROMBERG 97 DOES WELL ON A STANDARD MODEL A ENGINE WITH THE DOWNDRAFT MANIFOLD. A MALLORY DISTRIBUTOR WITH TWO SETS OF POINTS IS A GOOD INVESTMENT. (THERE IS AN ELECTRONIC VERSION BUT IT IS NOT PERMITTED IN THE GREAT RACE). I HAVE DRIVEN ONE OF THESE DISTRIBUTORS FOR OVER 12,000 MILES AND THE POINTS ARE STILL SET AT .020. I HAVE NOT HAD ANY PROBLEMS AT ALL WITH EITHER THE CARBURETOR OR DISTRIBUTOR FOR THAT LENGTH OF DRIVING. INCIDENTALLY, I AM TALKING MODERN MALLORY NOT THE ORIGINAL MALLORY USED IN THE MODEL A DAYS. INCIDENTALLY, THE TWO SETS OF POINTS GIVE

YOU A LONGER TIME FOR LOADING THE COIL AND THEREFORE YOU GET A HOTTER SPARK. THEY ARE NOT THERE AS A SPARE IF ONE GOES BAD.

CHANGING YOUR CAR TO 12 V IS A GREAT IMPROVEMENT. THE CAR RUNS BETTER AND THE BATTERY IS MORE RELIABLE. I HAVE COME TO THE CONCLUSION THAT BUYING A CHEAP BATTERY DOES NOTHING BUT CAUSE YOU MISERY. I BUY THE BEST INTERSTATE BATTERY THAT FITS INTO THE MODEL A BATTERY RACK. I HAVE NOT HAD ANY BATTERY PROBLEMS SO FAR. NOW, WHEN YOU CHANGE YOUR BATTERY, YOU HAVE TO REVERSE THE TWO LEADS ON THE AMMETER. THIS IS BECAUSE YOU SHOULD HAVE CHANGED THE SET UP FROM POSITIVE GROUND TO NEGATIVE GROUND. DOING THIS MAKES NO DIFFERENCE IN THE RELATED ITEMS EXCEPT THE AMMETER, AS MENTIONED. NOW THAT YOU HAVE CHANGED THE SYSTEM TO 12 V, YOU CAN CHANGE ALL OF YOUR LIGHT BULBS TO 12 V AS WELL AS YOUR HEADLIGHTS. THERE ARE 12 V HALOGEN LIGHT CONVERSION KITS AVAILABLE. OUR MEMBER, BILL HARRY OF HARRY'S EARLY FORD PARTS, 8175 WEST EVANS CREEK RD., ROGUE RIVER, OREGON 97537 HAS THEM IN STOCK. BILL HAS A 800 NUMBER FOR ORDERING, 1-800-833-2580.

HERE ARE THE NUMBERS FOR THE 12 V LIGHTS YOU WILL HAVE TO CHANGE TO:
COWL & DASH #67, TAIL LIGHT #1003 AND BRAKE LIGHT # 1073.

SINCE I SAID THE GENERATOR WAS A PROBLEM, WHEN YOU GO TO 12 V YOU SHOULD DEFINITELY CHANGE TO AN ALTERNATOR. (YOU CAN GET 6 V ALTERNATORS ALSO). REMEMBER, THIS IS IMPORTANT, IF YOU CHANGE TO AN ALTERNATOR AND INSTALL THE HALOGEN HEAD LIGHTS, IT IS A MUST THAT YOU CHANGE YOUR AMMETER TO THE 0-30 METER. IF YOU DO NOT, THE FIRST THING YOU WILL DO IS BLOW THE AMMETER. IF YOU

CHANGE TO THE HALOGEN HEAD LIGHTS, YOU HAVE TO GO TO AN ALTERNATOR. IF YOU DO NOT, YOU WILL BURN UP YOUR GENERATOR.

IF YOU ARE GOING TO DRIVE IN VERY HOT CLIMATES, YOU MIGHT CONSIDER HAVING A RADIATOR SHOP INSTALL A NEW MODERN CORE, 17 FINS PER INCH RADIATOR, USING YOUR TANKS AND STRAPS. THIS IS WHAT I HAVE DONE AND HAD NO TROUBLE IN THE HEAT OF THE DESERT AND THAT INCLUDED CLIMBING THAT DESERT MOUNTAIN INTO SAN DIEGO. THE HEAT OUTSIDE WAS 118 AND MY TEMPERATURE GAGE ONLY WENT UP TO 150 DEGREES.

THOSE ARE THE MOST IMPORTANT CHANGES TO MAKE FOR RELIABILITY.

FOR SAFETY, YOU CAN CHANGE TO HYDRAULIC BRAKES, THE HALOGEN HEADLIGHTS (I MENTIONED PREVIOUSLY) AND AN EXTRA REAR WINDOW MOUNTED BRAKE LIGHT.

GOODY ITEMS INCLUDE, AN OVERDRIVE, MODERN FUSE SET UP (SEE DIAGRAM IN THIS NEWSLETTER), 4 LB. PRESSURE RADIATOR SET UP. AND 16 INCH WHEELS AND TIRES.

IF ANY OF YOU HAVE ANY QUESTIONS RELATING TO THESE ITEMS, PLEASE FEEL FREE TO WRITE. I'LL ANSWER BY LETTER AND ALSO IN THE NEWSLETTER.

IN THE NEXT NEWSLETTER (JULY), I WILL DISCUSS OVERDRIVE'S AND OTHER ASPECTS OF THE MODIFICATIONS I HAVE MADE TO MY PICKUP AND VICTORIA.

FOR SALE * * FOR SALE

I HAVE THE TOP OF BOTH DOORS AND THE TOP OF BOTH QUARTER WINDOWS OF A LEATHERBACK VICTORIA. THESE PIECES WERE APPARENTLY FROM A CHOPPED VICTORIA. I WOULD SELL THEM AT A REASONABLE PRICE TO SOMEONE WHO COULD USE THEM.

JOHN BUTLER, 18301
HOPEWELL RD., MT. VERNON, OH.
43050.

FOR SALE:

1931 VICTORIA
LEATHERBACK, MAROON/BLACK, OFF
FRAME RESTORATION FROM GOOD
STRAIGHT ORIGINAL. ALL NEW
WOOD, BEAUTIFUL INTERIOR.
\$17,000 OR BEST OFFER.

TOM HALFPENNY,
612-738-0838 (MINNESOTA).

FOR SALE:

MURRAY, STEELBACK
VICTORIA BODY. VERY ROUGH BUT
HAS DOORS, GAS TANK, OLD SIDE
WOOD, 3 REGULATORS (DRIVERS
SIDE MISSING). NO REASONABLE
OFFER REFUSED. IT'S IN TWO
PIECES (COWL AND REAR BODY) SO
IT WILL FIT IN A PICKUP TRUCK.
PERHAPS ONE OF OUR VICTORIA
CLUB MEMBERS CAN USE IT FOR
PARTS. (203) 677-4861.

GEORGE GOODRIDGE, 21
CEDAR RIDGE DR., FARMINGTON,
CT. 06032.

FOR SALE:

VICTORIA ITEMS FOR SALE,
FLOOR PAN- \$250 VERY GOOD
CONDITION \$250, WINDSHIELD
FRAME \$75, SPARE TIRE CARRIER
\$25, PLUS SHIPPING.

BARRY LOUCKS, 55 NORTH
PLAZA BLVD. #416, ROCHESTER
HILLS, MI. 48307 (313)
853-0797.

FOR SALE:

FOR VICTORIA - OUTER
HEADER PANEL \$40, REAR REST
PLATE FOR FRONT SEATS \$30,
INNER HEADER UPHOLSTERY BAR
\$30.

WM. BOND, 1040 OLD SQUAW
PASS, EVERGREEN, CO. 80439
(303) 670-3283 EVENINGS.

WANTED *** WANTED *** WANTED

I NEED BOTH QUARTER
WINDOW FRAMES FOR MY VICTORIA.

ROBERT MCDANIEL, 1745
S.W. 17, OKLAHOMA CITY, OK.
73108.

WANTED: VICTORIA INSIDE
DOOR HANDLE AND ESCUTCHEON AND
ORIGINAL WINDOW SHADES.
CONTACT PHILIP WEBB, P.O. Box
#420, NOTTINGHAM, PA. 19362 -
(215) 932-4088.

THAT'S ABOUT IT FOR THIS
TIME, PLEASE MAKE PLANS TO
COME TO DALLAS IN '92. YOU'LL
BE GLAD YOU DID. WE ARE
PLANNING ON SOME GREAT THINGS
FOR THE YOUNGSTERS SUCH AS SIX
FLAGS AND WET & WILD. DON
KNIGHT OUR YOUTH ACTIVITIES
CHAIRMAN HAS A LOT PLANNED TO
ENTERTAIN THE YOUTH MEMBERS.

DON'T WORRY ABOUT THE
HEAT. IN THE SUMMERTIME, IT'S
HOT EVERYWHERE. BESIDES, WE
ARE PLANNING MOST OF OUR
EVENTS IN THE AIR-CONDITIONED
ARLINGTON CONVENTION CENTER.

TWO AD'S FROM HEMMINGS

parts, \$20-\$100; complete pair 1931 Victoria front seats,
\$350; original pair 31 headlights, \$100 complete; 1928/9
coupe/Tudor dash rail, \$40; NOS A4616 race, \$40; NOS
valves, set of 8, \$75; original 31 roadster rear window
frame, \$150; restored Ames horn, \$180; early 1928
starter switch, \$40; 30/31 cowl lights, complete,
\$160/pair; 28 gas gauge, perfect, \$40; 31 AA outside
rearview mirror, \$80; restored locking coupe/Tudor 30-
31 door handle, \$65; rebuilt chrome vacuum wiper,
closed car, \$120; new Victoria/A-400 female dovetails,
\$50 pair; restored 1929 cowl lights, \$190 pair; 1928/9
coupe/Tudor doors, \$90 each; front shock arms, \$50 pair;
very nice complete 30/31 coupe seat assy with adjuster,
screw and knob, \$250; original forged runningboard
braces, \$20 each; NOS 30/1 kingpin set, \$150 set; thou-
sands more parts, call or send list & SASE. Berts Model
A Center, 3560 Chestnut Place, Denver, CO 80216, PH:
303-293-3673.

REAR pan between fender A-400 moldings, left window
A-400, Vic 28-29, 30-31 coupe, 1/4 window, side win-
dow, 28-31 sedan and misc for doors, C1 & C3 jack,
early late tire pumps, 1928, 1929, 1930 owner manuals,
28-29 sport coupe belt rail, 1930 cabriolet body (no top
hardware), misc other parts, call or send needs. Jim
Fellows, Rt 3, Box 346, Shelby, OH 44875, PH: 419-
347-7148.



THIS IS THE CORRECT MOUNTING
FOR THE VICTORIA WINDSHIELD
WIPER. WIPER PARKS ON THE LEFT.

→ FOR THOSE OF YOU THAT
HAVE NOT JOINED OUR EARLY BIRD
PROGRAM, I SUGGEST THAT YOU
SEND YOUR \$7.50 TO: DALLAS '92
EARLY BIRD, P.O. Box 797402,
DALLAS, TEXAS 75379-7402. YOU
WILL NOT BE SORRY.

HOPE TO SEE YOU IN '92.

Charlie

CHARLIE VIOSCA

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.

2649 Stewart Drive
Rittman, Ohio 44270

Dear Mr. Viosca,

I am writing to you to tell you about some discoveries that I have made concerning the paint schemes and stripe patterns used on the Model A Victoria.

I have been restoring my 1931 Leatherback Victoria for the past four years. During this time I have looked into how the Victoria was painted and striped by reading literature and looking at Victorias that have the original paint still on them. The following examples sum up my findings for Leatherback Victorias:

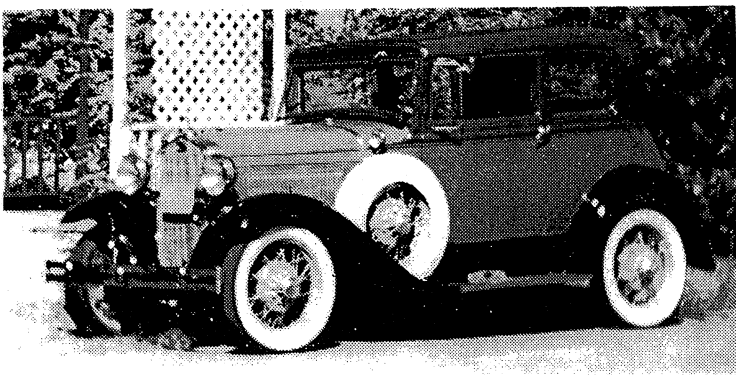
1. There is a Leatherback Victoria located in Medina Ohio whose body has never been repainted. The car is maroon and black. The body, reveals and lower body molding are painted maroon. There is one red stripe on the car starting at the radiator and following the upper belt molding around the car. There are no signs of any other stripe on the exterior. There is also a red stripe on the raised portion of the gas tank inside the car. The rear skirt is black and the gas tank welting is also black.
2. There is an article and picture in Ford Life magazine Vol. 1 #5 pp. 32 showing a Leatherback Victoria painted brewster green and black. The body and reveals are painted brewster green. The upper and lower body moldings are painted black. There are two stripes on the car. One stripe starts at the radiator and follows the upper belt molding around the car. The other stripe is around the windows. The color of the stripe is apple green.
3. In another issue of Ford Life magazine (Vol.4 #2 pp.14) there is a picture taken in March 1931 of a chicle and copra drab Leatherback Victoria. The body is painted chicle drab. The reveals, upper body, upper body molding and lower body molding are painted copra drab. There are two straw stripes on the car. One starts at the radiator and follows the upper belt around the car. The other stripe is on the lower body molding going around the car. There is no stripe around the windows.
4. My Leatherback Victoria was originally black with an apple green stripe around the upper and lower body moldings.

5. I was told by a member of the Penn-Ohio Model A Ford Club Inc., that he had an original Leatherback Victoria that had three stripes. One stripe around the windows, one stripe around the upper belt molding and one stripe around the lower body molding. The car was brewster green with brewster green reveals. The lower body molding was black. I never seen this car therefore I can only go on this persons merit.
6. I have not located an original Leatherback Victoria painted kewanee and elkpoint green.
7. Of course, black Victorias are easy to paint.
8. In " How To Restore Your Model A Vol.1 " there is a chart that conforms to my findings concerning paint schemes for the Victoria. It also has an article about how stripers sometimes deviated from specified stripe patterns.
9. The new M.A.R.C. and M.A.F.C.A. judging standards do not mention reveals only upper and lower body. They also do not mention the different stripe patterns that I have found in the above items.
10. I do not have any information on steel top Victorias.

In the April 1990 Victoria Newsletter, you mentioned that the lower body molding is lower body color and that the reveals are upper body color. Also, it is stated that there was no stripe on the lower body molding. I would like to know which paint scheme and stripe pattern is correct - the ones that I have presented or the ones that you stated in the newsletter. It is difficult to dispute original photos and original cars.

If you would like a photo of the original maroon car I will get you one. If you do not have access to the Ford Life magazine issues that I have named above, I may be able to borrow them from my friend and have the articles and pictures reproduced for you.

I will be painting my Leatherback Victoria soon (Brewster Green Med. and Black) and I want to paint it correctly. If you could get back to me as soon as possible I would appreciate it greatly. Keep up the good work!



Sincerely,

Bill McElroy
Bill McElroy

← A NICE TWO TONE GREEN STEELBACK VICTORIA BY BRIAN MARTIN OF MONMOUTH, OREGON. APPLE GREEN WHEELS, NO WINDOW STRIPE. BRIAN SAID IT RUNS GREAT.

Model A Frame Spreader - the restorer's friend

In every Model A restoration, there comes a time when the completely restored and painstakingly finished engine will be "dropped" into the car. This typically occurs after the firewall has been gorgeously painted, the fenders all rubbed out, and the front cross member and rear motor supports finished like a marble counter top.

Too often, it is not until this moment that one considers how the Model A frame has sagged in the middle over the years (sort of like the owner), and the rear motor

supports turn out to be too darned close together. Seems like it always lacks about 1/8 inch to be wide enough to accept the flywheel housing at the rear of the engine.

This is generally followed by a frantic and futile exercise in trying to force the engine into place by wedging 2 x 4 blocks between the engine and the frame with a lever of some kind, or by removing one rear engine mount--getting the engine bolted onto the other mount--and attempting to drive the first mount back into place with a sledge ham-

mer. The resultant job almost always includes broken paint on the firewall, scraped-off paint on the front of the crankcase, chipped paint at the rear mounts, and a terrible case of owner frustration.

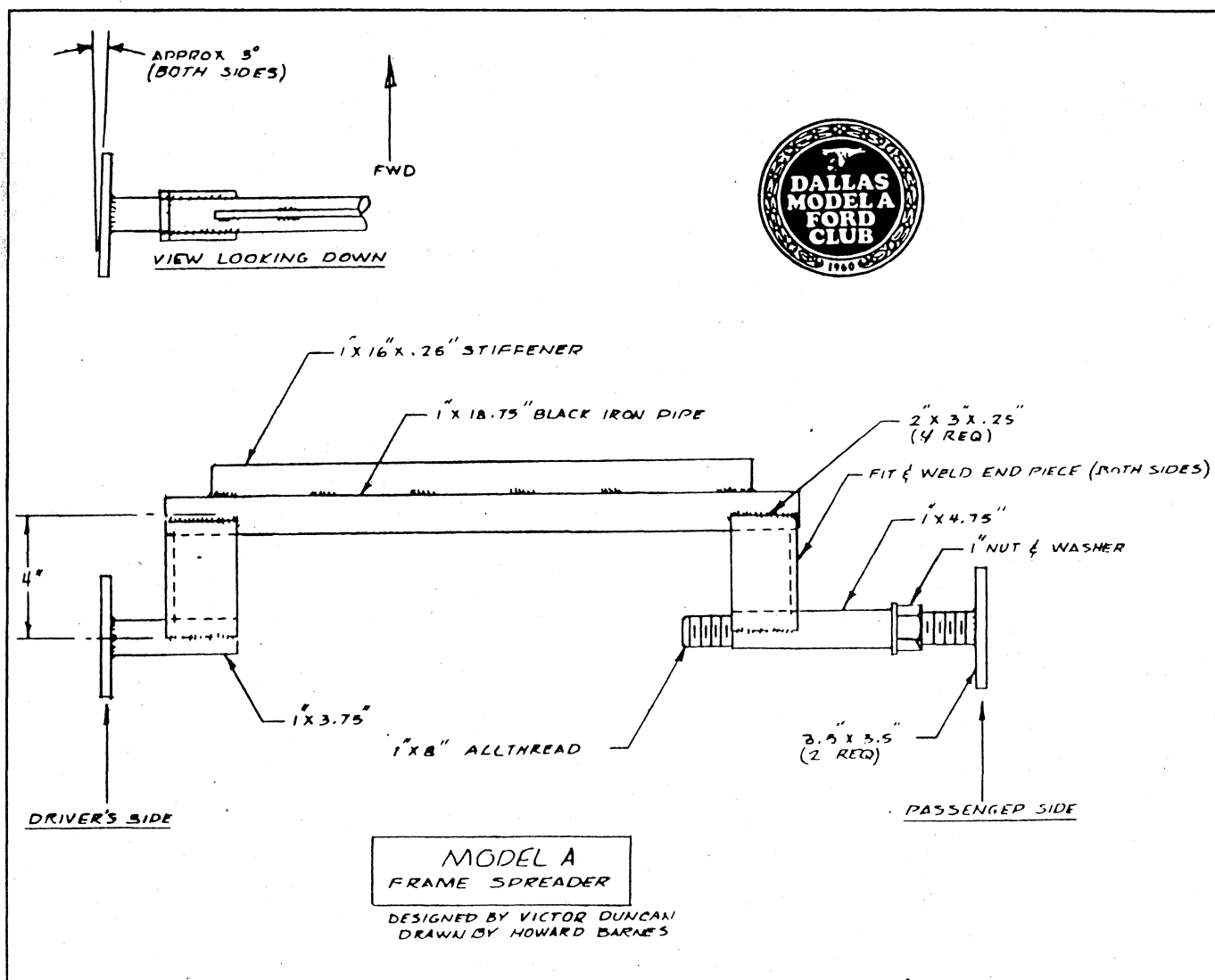
There is however, an easy way to do the job, with a simple tool which I call the "Frame Spreader." You can make one yourself if you are a welder, or any good shop can make one up for you at a nominal cost. The trick is to get one made up well ahead of time so it will be ready to use when needed.

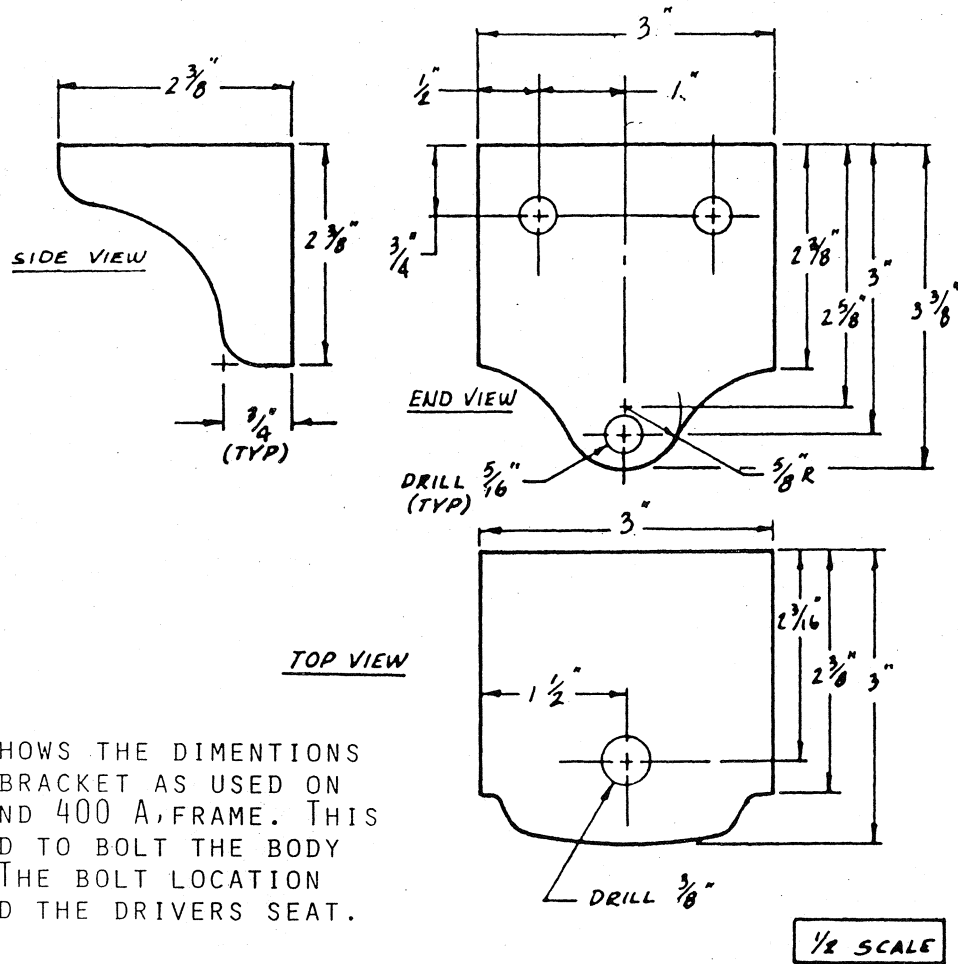
A drawing with dimensions is attached herewith, thanks to our good friend, Howard Barnes.

It fits over the top of the transmission just a few inches behind the rear motor supports. With only a little pressure, you can easily add 1/4 inch, 3/8 inch, or more to the space between the rear motor supports.

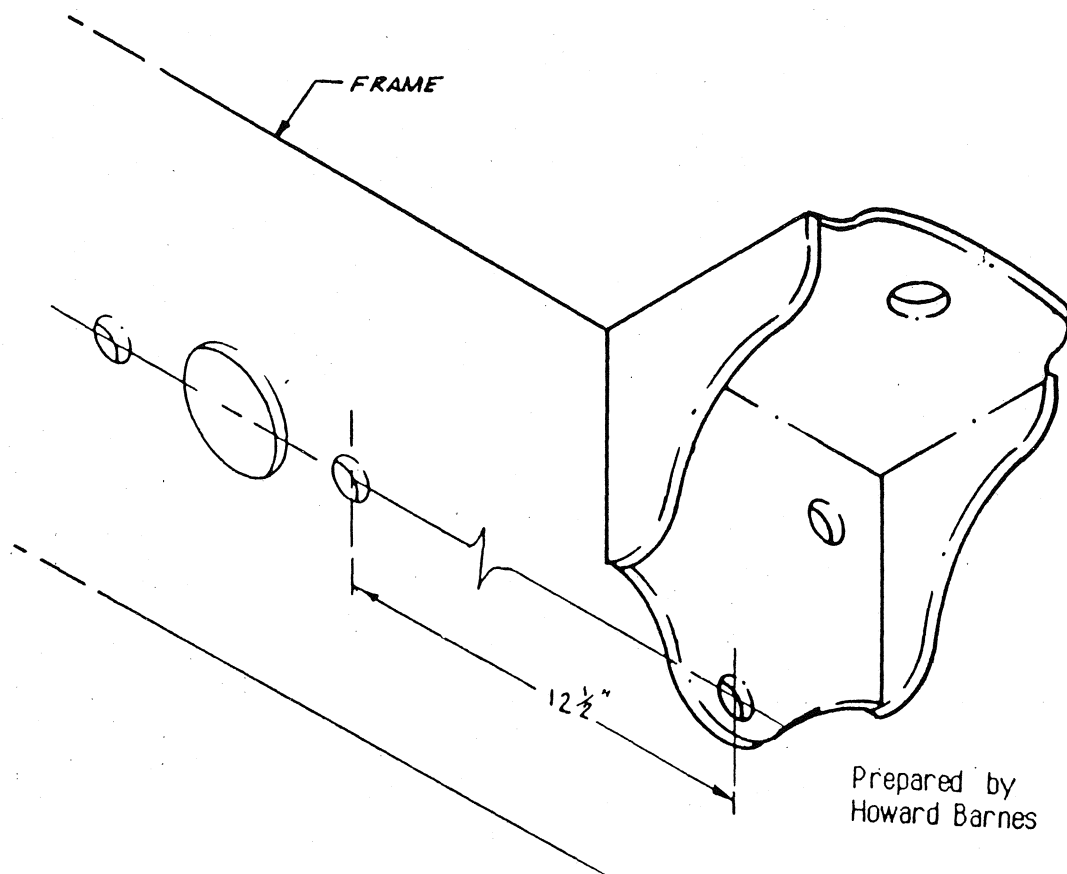
Paint it black (or engine green). Use it. Then hang it on the wall in your garage. You can make a lot of friends with a frame spreader.

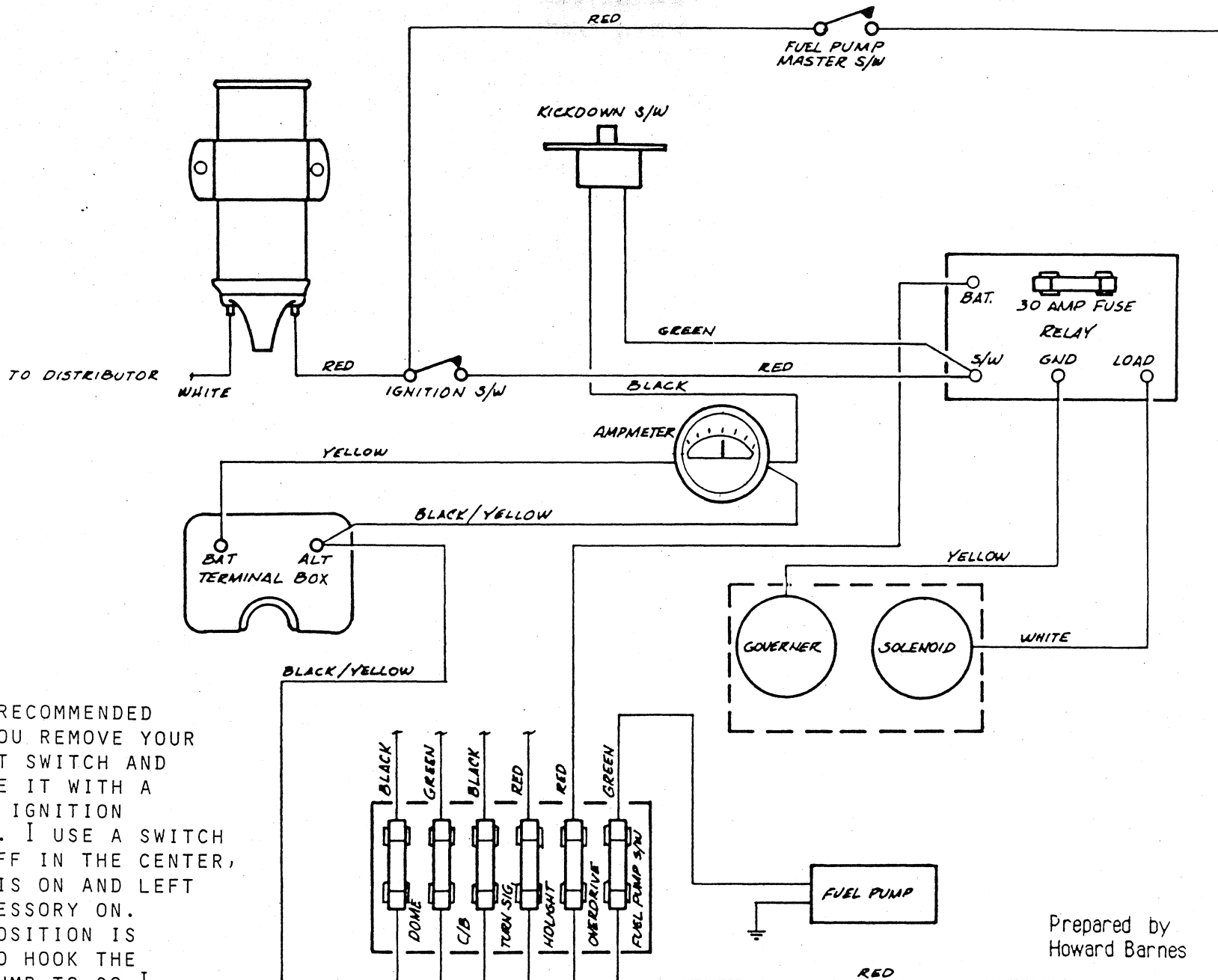
Victor Duncan





THIS DRAWING SHOWS THE DIMENSIONS FOR THE ANGLE BRACKET AS USED ON THE VICTORIA AND 400 A, FRAME. THIS BRACKET IS USED TO BOLT THE BODY TO THE FRAME. THE BOLT LOCATION IS RIGHT BEHIND THE DRIVERS SEAT.



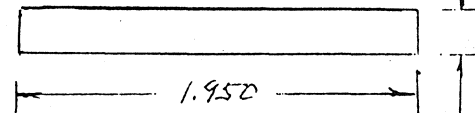
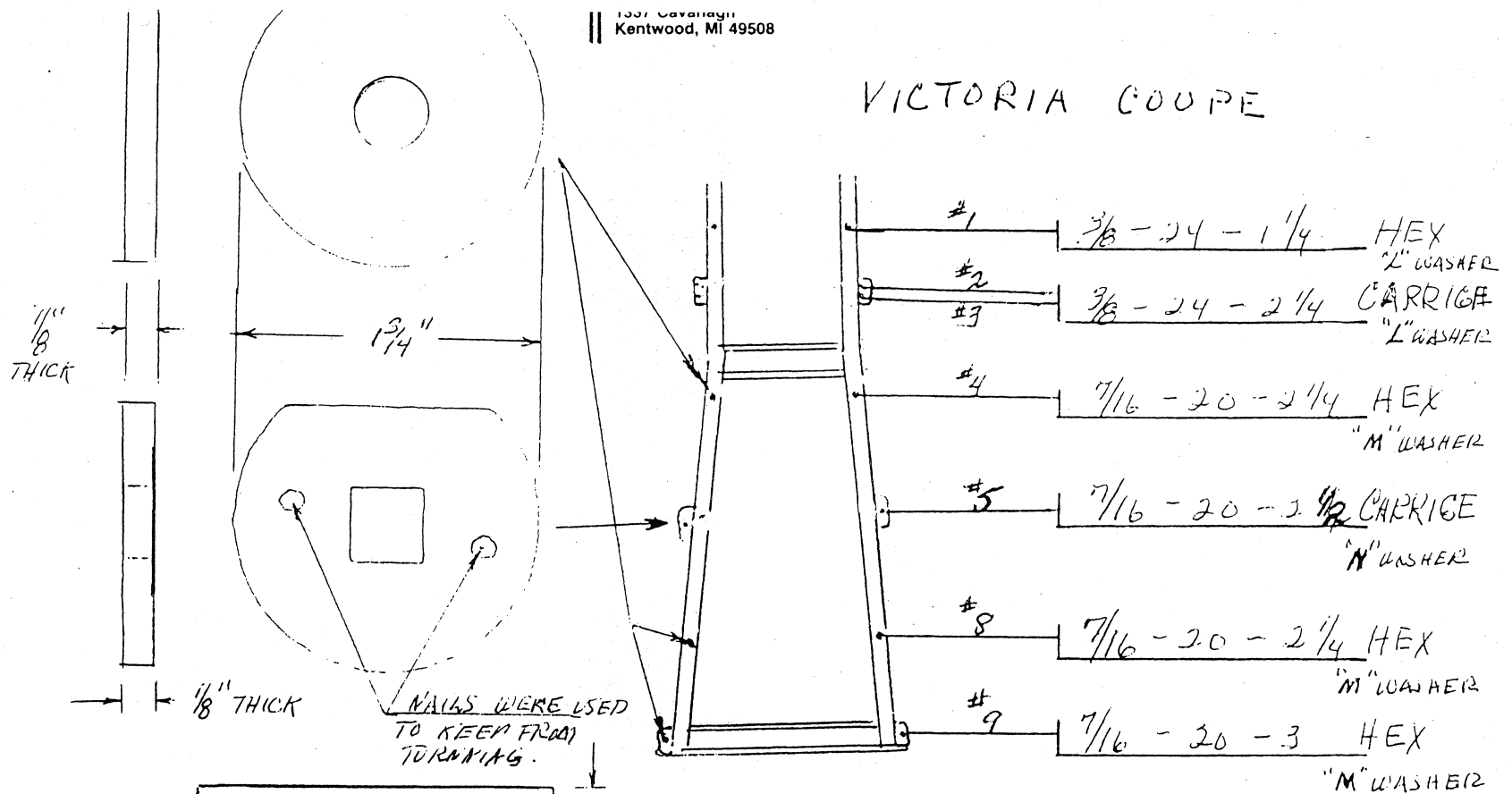


IT IS RECOMMENDED THAT YOU REMOVE YOUR POP OUT SWITCH AND REPLACE IT WITH A MODERN IGNITION SWITCH. I USE A SWITCH WITH OFF IN THE CENTER, RIGHT IS ON AND LEFT IS ACCESSORY ON. THIS POSITION IS USED TO HOOK THE FUEL PUMP TO SO I CAN TEST THE FUEL PUMP WITHOUT TURNING THE IGNITION ON.

WIRING DIAGRAM FOR MODEL A FORD, INCLUDING OVERDRIVE, FUSE BLOCK AND ELECTRIC FUEL PUMP. THIS CAN BE EITHER 6V OR 12V.

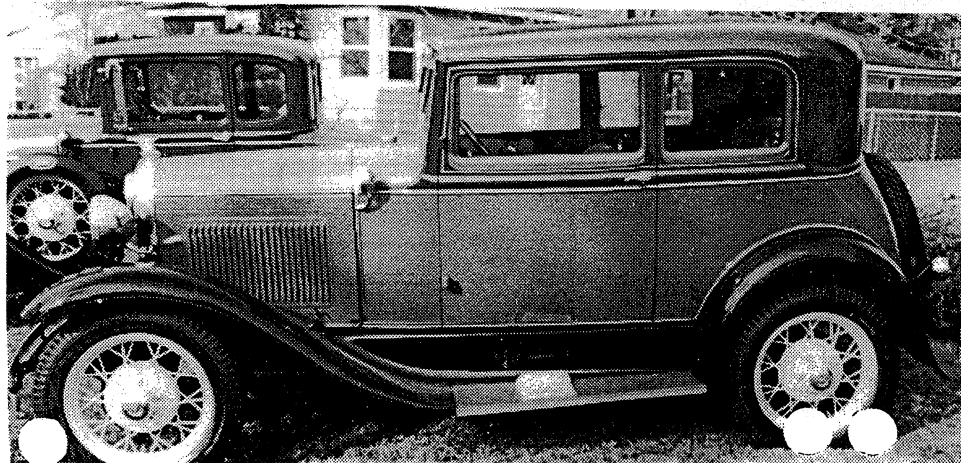
Prepared by
Howard Barnes

VICTORIA COUPE



THIS IS A WOOD DISK THAT FITS OVER #5 BODY BOLT HOLE.

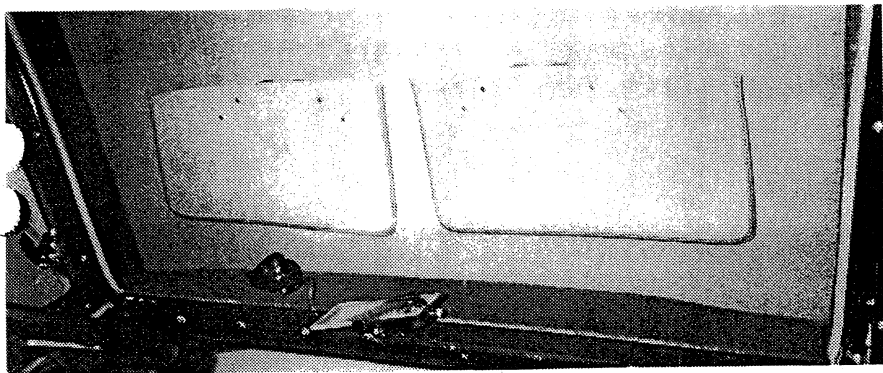
#5 BODY BOLT IS CARRIAGE. BACK THEN THEY MADE THEM THINNER ON TOP.



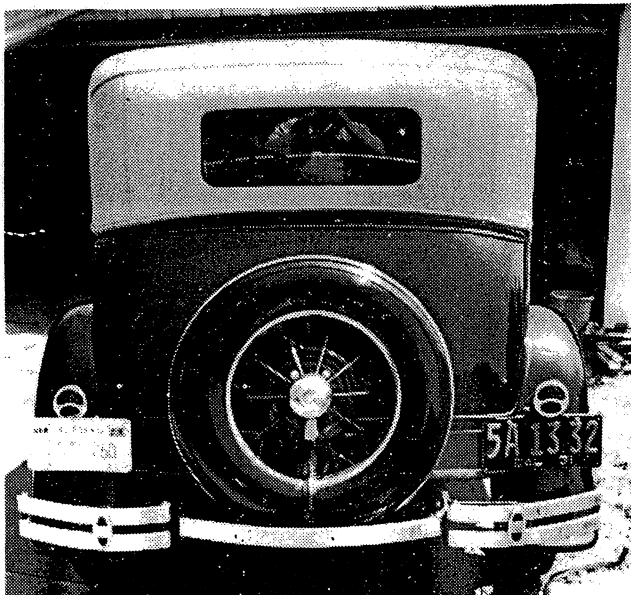
THIS IS CARLTON BAUMAN'S STEELBACK DECKED OUT IN WASHINGTON AND REVIERA BLUE. HE HAS STRIPED IT AROUND THE WINDOWS, THE MOLDING, UPPER AND LOWER. STRIPE AND WHEELS ARE TACOMA CREAM.

HERE ARE THE MODIFICATIONS TO MY GREAT RACE 1929 MODEL A FORD ENTRY. I HAVE STUDIED THE REGULATIONS AND HAVE FOUND THE MODIFICATIONS TO COMPLY WITH THE RACE REQUIREMENTS.

DOWN DRAFT CARBURETOR-STROMBERG 97
 MODERN 6 BLADED NYLON FAN AND MACHINED ALUMINUM PULLEY
 MALLORY DISTRIBUTOR (NO ELECTRONIC IGNITION)
 12 V. ELECTRICAL SYSTEM
 ALTERNATOR (12 V).
 12 V. HALOGEN LIGHTS (INSTALLED INSIDE ORIGINAL LIGHT BUCKETS AND LENSES. (NOT DETECTABLE BY LOOKING)).
 TURN SIGNALS
 MODERN SHOCK ABSORBERS
 ELECTRIC WINDSHIELD WIPER
 HYDRAULIC BRAKES
 OVERDRIVE
 SPARE TANK IN THE REAR OF VEHICLE UNDER THE PICK UP BED SIMILAR TO MODERN CAR INSTALLATION & LOCATION.
 ELECTRIC FUEL PUMPS
 FUEL SELECTOR VALVE TO SWITCH FROM THE ORIGINAL TANK TO THE REAR AUX. TANK.
 FUSE BLOCK TO ISOLATE ELECTRICAL ITEMS (FOR SAFETY)
 SPEEDOMETER WITHOUT ODOMETER.
 MODERN RADIATOR CORE IN THE ORIGINAL RADIATOR SHELL



HERE IS A PHOTO SHOWING THE PROPER VICTORIA VISOR MOUNTING. REMEMBER, THE VISORS FOLD DOWN FROM THE FRONT TOWARDS THE DRIVER.

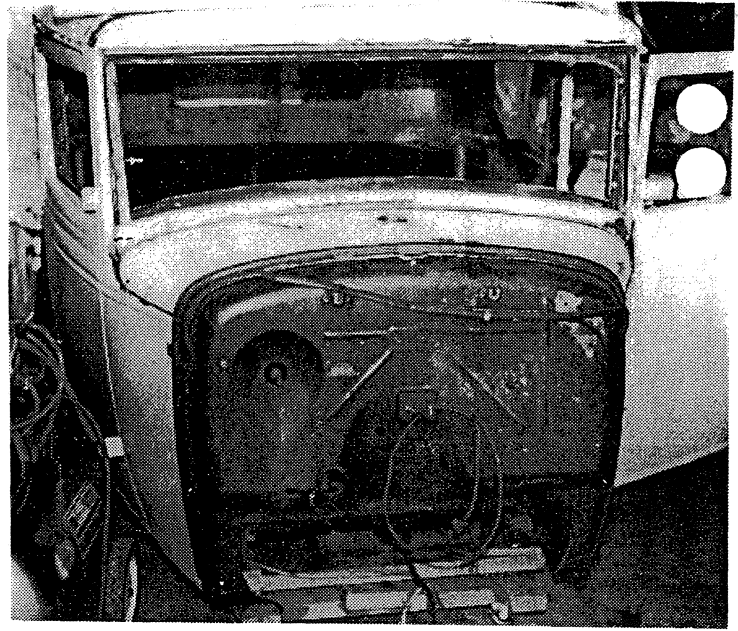


THIS OLD LOOKING MODEL A BELONGS TO A DALLAS MEMBER, BOB WILLIS, WHY NOT FOLLOW HIM TO DALLAS IN '92.? (THE CAR RUNS GREAT AND IS MECHANICALLY SAFE.

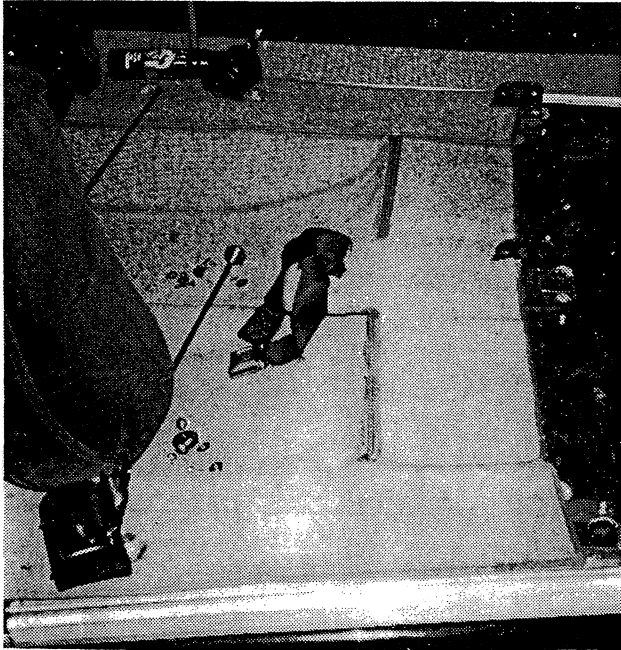
THIS MAROON AND BLACK VICTORIA LEATHERBACK HAS VERMILLION STRIPE AND WHEELS. IT BELONGS TO AL CARRION OF SEBASTOPOL, CA. A VERY NICE VICTORIA.



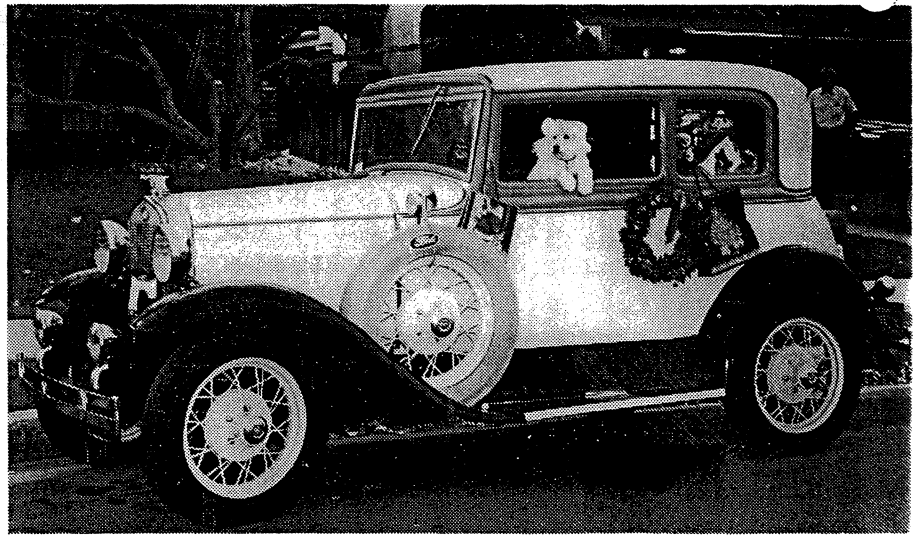
I JUST WANT ALL OF YOU TO KNOW THAT A MODEL A RUNS GREAT IN THE SNOW. WE MADE A SKIING TRIP TO WINTER PARK, CO., 3200 MILES.



THIS IS THE INDENTED FIREWALL OF ED GONZALEZ, OF SOMERS, N.Y. THIS IS THE CONDITION OF THE CAR WHEN ED GOT IT. THE STEELBACK VICTORIA IS WELL ON IT'S WAY TO A COMPLETE RESTORATION. FOR THOSE THAT DO NOT KNOW WHAT AN INDENTED FIREWALL LOOKS LIKE, NOW YOU KNOW.



THIS PHOTO SHOWS MY FRONT SEAT BRACKETS. DRIVERS ARE THREE SEAT AND PASSENGERS ARE THE ONE SEAT TYPE, THIS IS ORIGINAL. THE COIL SEAT BELTS ARE MOUNTED ON THE BODY BOLT THAT GOES THROUGH THE ANGLE BRACKET ON THE FRAME.



THIS IS JUD PALMER'S BEIGE AND BROWN LEATHERBACK VICTORIA. IT REALLY IS A NICE LOOKING VICTORIA. OF COURSE, THE FENDERS ARE BLACK.

January 8, 1991

Dear Charlie:

I thought I would drop you a note about my Victoria along with my dues.

I've had my Victoria for about eight years. It originated from California to Massachusetts to Rhode Island. It was a nice frame-off restoration with a "B" engine. I modified it somewhat to make it what I think is a super road car. I put in a "B" carb., "B" distributor, and overdrive. I bought my overdrive from Bert Hiller in Washington, who does an ~~ex~~ceptionally good job.

I saw my first Victoria when I was a Junior in high school in the early 40's. A girl's father would bring her to school every day in one. I would wait to see it come every day. For some reason, I remember the girl would sit in the back. I don't know whether it had a front seat or not. I think her father was a plumber and he used it as a truck. I knew then that that would be the car I would always want.

When I was 15 I bought my first "A", which was a Cabriolet, and was in mint original condition. I went into the service, came home, got married, had kids and went through the usual - boats, horses, etc. with the kids. After the kids left I thought it was about time to return to "A's" again. I am retired now and it's nice to jump into the "A" and go for a spin during the week when the traffic is a little lighter.

I would enjoy your thoughts pertaining to "Modification of the Victoria", as you stated in your January newsletter.

Gordon E. Berry

Gordon Berry
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No. Kingstown, R.I. 02852

International

Model A Ford Victoria Association



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