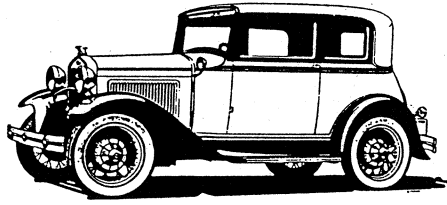
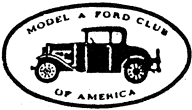


Victoria Association



VOLUME 9

NUMBER 2

NEWSLETTER

April , 1994

ADDRESS CHANGE

PLEASE MAKE A NOTE OF MY NEW HOUSE NUMBER. No, I did not move, the county changed all of the rural numbers for 911 purposes. My number changed from 68 Windjammer to 11084 Windjammer. Everything else stays the same.

WORD ON WINDOW SHADES

I talked to Jacquie about the shades and she informed me that the weaving is going slower than she thought. I will mail them as soon as I receive them from Jacquie. Better late than never. Some of you wrote after the deadline and I will fill those orders as they came in. We may have extra shades and if so, I will ship them to those that were late, if I have any extra left over. I'll put it in the July newsletter.

Don't worry, you will get the shades. I called just before I wrote this and the rear shades are complete. The side shades lacked about seven feet of weaving. Remember, Jacquie does the weaving by hand and it is taking longer than she anticipated.

REAR SKIRT INFORMATION

John Brutcher wrote to tell me that there were variations in the rear skirt color. He has personally witnessed both black and body color on many unrestored Victoria's. He says the same for the 1930 items found on the Victoria even though

they were all supposed to be 1931.

John also informed me (reminded me) that there was a service bulletin on the side curtains in late March of 1931. This bulletin also detailed the other items.

I had forgotten that Jerry Bengel had sent in these changes and I printed them in a previous newsletter.

MAFCA RAFFLE TICKETS

I have sold 5 of the 10 MAFCA raffle ticket packets. I still have five packets left. Surely there are five members out there willing to spend five dollars for six chances to win the three prizes. Send me \$5 and I'll send you six chances to win. 1st prize is a \$1,500 interior kit by LeBaron Bonney, 2nd prize is a complete set of Restorer magazines and the 3rd prize is \$300 of MAFCA club merchandise.

PHOTOGRAPH'S IDENTIFIED

It took awhile but I finally found out who really owns the Victoria on the back of issue #8-4. The proud owner is William Doughty of Redbank, NJ. I am sorry for the error and we'd like to see a photo of the completed Victoria.

1994 MARC/MAFCA JOINT MEET

To bring all of you up to date, the Victoria meeting at the Tacoma,

MARC/MAFCA joint meet, will be held on Friday, July 22 from 2:00 to 3:00 pm The meeting is in the Tacoma Dome but as yet, no room has been assigned. This will be easy to find out at the convention. I'm sure it will be on the final schedule.

Steve Hamilton informs me that we have 50 members signed up for the meeting. I'm sure there will be more. This will be the largest Victoria Association meeting ever.

I am looking forward to meeting all of you that will attend. I know there will be many new members attending. Have a good trip out to Tacoma and please, be careful.

EPOXY ADHESIVE PREVIOUSLY MENTIONED

I need to make all of you aware that the epoxy adhesive mentioned in the OCTOBER 1993 newsletter does not accept plating, as I was told.

One of our members, Tom Penty, looked into the epoxy and, to make a long story short, he found out that it does not hold up to plating. Please make a note of this in your October newsletter that it does not work for plating.

It is a great adhesive and will accept paint. I know this because I have used it to repair bad spots in a windshield frame.

I accepted the word of someone that recommended the epoxy as being able to accept plating. I'm sorry you were informed wrong.

BLANK PAGES IN THE JANUARY ISSUE

There were some copies of the January newsletter with blank

pages. I accidentally found a copy like this. My copy had blank pages on pages 8 and 9. I haven't heard from any members about this,

however, if you did get a copy with blank pages, please inform me and I will send a good copy to you.

ENGINE NUMBER STAMPS

We do have a set of number stamps to put numbers on our Model A engines. They are complete with the star.

I will ship them to any member requesting them. Please include a \$50 check as a deposit. As soon as you return the stamps, I'll return your check.

Two members have already used them. Let me know, I'm ready to ship them. They are for you to use

PAINT VERSUS PRIMER

I want to caution those of you about using the correct primer for the paint you are going to use. There are so many different paints on the market that you have to decide which paint you are going to use. Then you have to use the correct primer for the paint you choose.

Too many of inexperienced painters just use the old lacquer primer and then use some other paint over it and in time it will peel. If you want to use lacquer, then use the lacquer primer. Do not use it if you are going to use enamel or epoxy type paint.

Any reputable paint store can recommend the best paint/primer combination to you. Don't guess and then be surprised when you have bad results.

TREASURER'S REPORT

Beginning Balance 1-1-93 \$3,065.01

Income (deposits) \$6,571.89

Expenses (checks) \$4,640.03

Ending Balance 12-31-93 \$4,996.87

Submitted by John Icenhower
Treasurer, 3-1-94

MODEL A ENGINE USES

Del Swanson wrote to inform me that he saw a Crane powered by a Model A engine. So far, we have 13 different uses for the Model A engine. Any more?????

PAINT SYSTEMS

George Dinius wrote to tell me that he has purchased one of the HVLP paint systems. HVLP stands for High Volume Low Pressure.

These systems are advertised in Hemmings. George tells me that he is a beginner at painting (has a little experience) and that his first job paid for the system. He is really satisfied with the job he has done.

When you purchase the system, you do not need to buy a compressor. The system is complete. The system can not be used as a compressor. It produces low pressure by using turbines and the air is dry.

Some of you might like to investigate this system.

Thanks, George, for informing us about this system.

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

That's it for this time,

Charlie

MEMBER'S ADVERTISEMENTSWANTED * * WANTED

- 1 - Dome light lens & bezel
- 1 - dome light switch
- 1 - driver door window regulator
- 1 - driver door window moulding

Roy Van Orman
270 E. 100 So.
Bountiful, UT 84010
(801) 292-8085

WANTED * * WANTED

I need 3 original window shade tassels for my Victoria.

Wm. H. Bond
1040 Old Squaw Pass

Evergreen, CO 80439
(303) 670-3283

Steve Ryan
4950 Briarwood Dr.
Macungie, PA 18062

(610) 398-8423

WANTED * * WANTED

Overdrive, compatible with Victoria floor pan (no alterations of same); with manual linkage, vacuum or electrical (6v., convertible to 12v.)

Oil pressure and water temperature gages for mounting in aristocrat accessory instrument panel, 2 in. dia. holes; tachometer, easily adapted to model A.

I would also like templates for wheel wells, 1931 fenders, and holes, sidemount brackets to frame.

Jim McGeary
25726 Oceanwood Dr.
Dana Point, CA 92629
(714) 496-8561

WANTED * * WANTED

I am looking for a dome light lens and bezel and the switch bezel. If you can help, let me know.

John Rios
2303 Royal Acres Dr.
Denton, TX 76201
(817) 387-1155

WANTED * * WANTED

Inside door window frame molding. Need both left and right sides for a 1931 Victoria. Any condition or pieces considered, must be priced accordingly.

Also need late 1931 styled passenger seat. I have the early '31 style passenger seat for trade or sale.

FOR SALE * * FOR SALE

Left side window post garnish molding for Victoria
\$10.00.

Two original body number plates. #1, 190A 33852 \$15.00
#2, 190A 16640 \$10.

These are not mint but are usable.

Wm. Bond
1040 Old Squaw Pass
Evergreen, Co. 80439
(303) 670-3283

Don Vagasky is now making Victoria window garnish moldings. Prices are, door 30 5/8" \$42.50 each. Quarter window 19 3/4" \$32.50 each.

Please note, Don is looking for someone willing to lend him the upper door steel plates for both the leatherback and steelback Victoria. He wants to use them for patterns so he can manufacture these two (different) items. If you care to help with, please contact Don. Those not familiar with Don and his work should know that he makes great garnish and header moldings for the Victoria.

Don Vagasky
Rt. 4, Box 390
Raeford, NC 28376
(910) 875-7571

WOODGRAINING

George Dinius has recommended someone that does excellent woodgraining. George said that the first job was so good, he sent another set to be done.

George tells me that Bennie goes to Hershey so some of you may have seen him there.

Bennie Estes
7550 Richardson Rd.
Sarasota, FL 34240
(813) 379-3669

PLEASE SEE THE FULL PAGE WRITE UP "WOODGRAIN - THE WAY FORD DID IT", following this ad section. I think you will find it interesting.

SHOCK REPAIR AND SALES

Bill Bond has some shocks available at \$85 each. These are ready for installation (overhauled). Bill will also overhaul your shocks for \$30 plus parts and shipping.

If the square shaft's are loose or wiggle, don't send them unless you want him to use your covers.

For more information please contact Bill Bond - see address and phone on other ad's in this column.

VHS ON KEYS

If you are interested in the restoration of Model A locks, send for Cal Allen's VHS tape.

Club chapters - \$25 PP
Individuals - \$30 PP

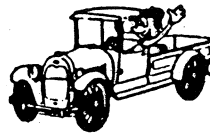
Cal Allen
392 East Campbell Rd.
Chandler, AZ 85225

MODEL A SHEET METAL

If you are looking for sheet metal patch panels for your Model A, you might be able to get them from:

Howell's Sheetmetal Co.
P.O.Box 179
Nome, TX 77629
(409) 253-2478

Send for their catalog if interested.



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William H. Bond

Restorations

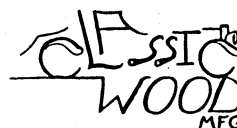


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WOODGRAIN - The Way Ford Did It

There is a small but busy shop in Sarasota, Florida that is among the handful of woodgrainers in the U.S. and one of the only ones which apply the grain using the original process of ink transfer from photo etched plates to the surface to be grained; just as performed in the Ford factories.

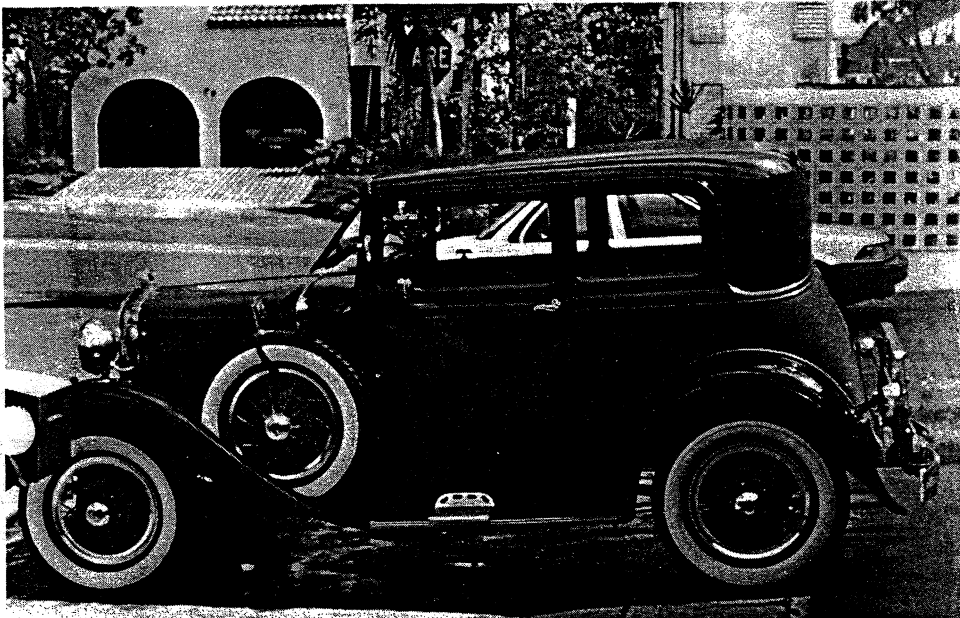
The company, Woodgrain by Estes, Inc. has been in business over 26 years and has consistently helped produce national award winners for major restoration firms and private individuals alike. While their work is not limited to Fords (over 65 makes of automobiles used woodgrain trim at one time or another) Fords do account for their largest single segment of business. The "Big Daddy" Don Garlits collection in Ocala, Florida is one of their happiest customers.

Bennie Estes, a former employee of National Cash Register (which developed this process in the early 1920's) purchased the materials and equipment after NCR ceased woodgraining in 1968. After much experimentation and research in order to incorporate modern paints, primers and inks into the process (to increase durability, not change appearance) Bennie dove headlong into woodgrain business. He moved his operation to Sarasota, Florida in 1978 and just recently moved to a new Sarasota location.

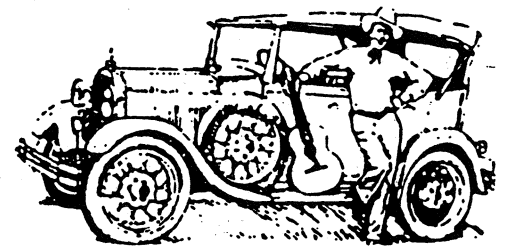
The process sounds simple but requires a great deal of patience, a deft touch, a good eye for color and texture as well as a unique plate for each variety or type of wood to be reproduced. Woodgrain by Estes has over 90 different plates in their inventory as well as an historical library of over 1600 individual jobs that have been matched and catalogued to original factory grain, texture and color.

The restoration of an item involves several steps and can take as long as four weeks in order to allow adequate time for primer, paint, or ink to cure. The first step is to weld any unwanted holes and hammer and dolly any dents or dings. This is followed by media blasting to remove any previous finishes and rust. Next comes a metal prep coating and then primer. Hand sanding and additional priming, if necessary, follows. At this point the base color is applied. This is the light "in between the grain" portion of the wood. This is followed by the appropriate ink grain transfer from the plates and then a clear urethane coating, if desired by the customer.

There are other woodgraining methods being used by restorers today but if replicating the exact same process as originally used on your piece of trim is important to you, you can contact Woodgrain by Estes, Inc. at 7550 Richardson Road, Sarasota, FL 34240. 813-379-3669



This Victoria belongs to our member in Guaynabo, Puerto Rico, Nelson D'Leon. This is a very pretty Victoria.

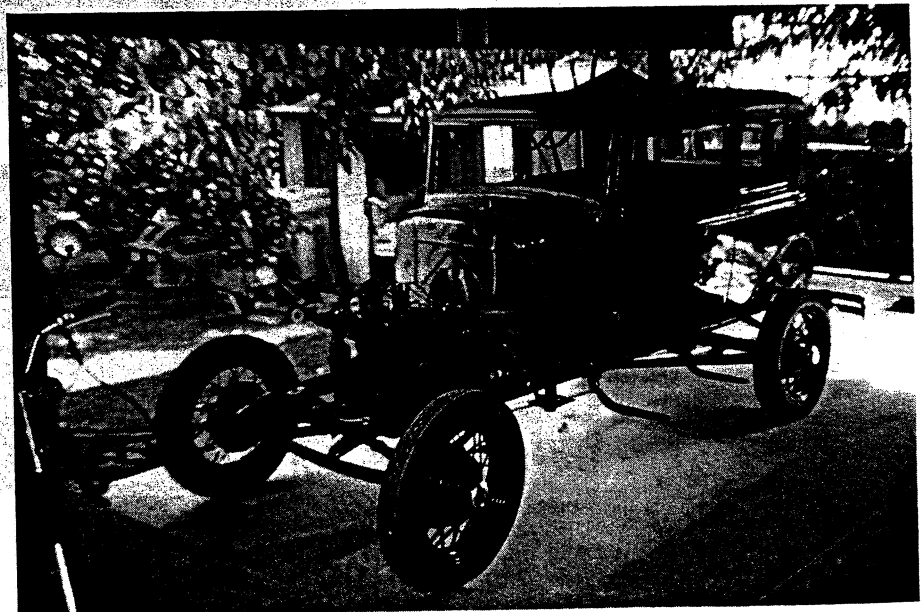


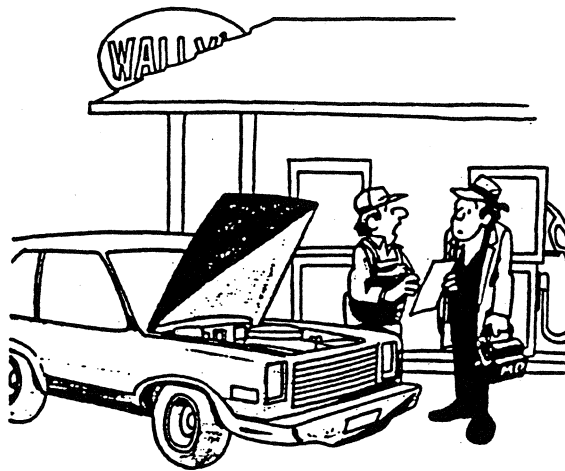
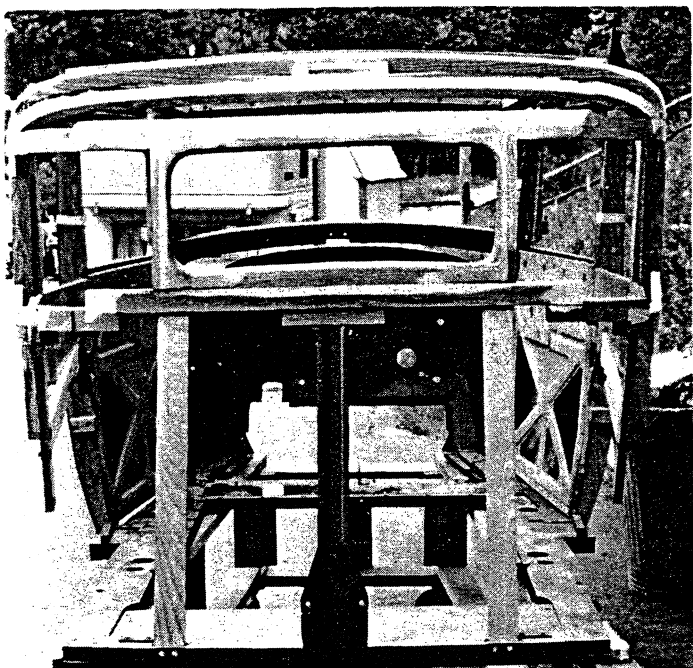
"Pard'n me, y'all! Ya got any grey poupon?"



"But, uf course!"

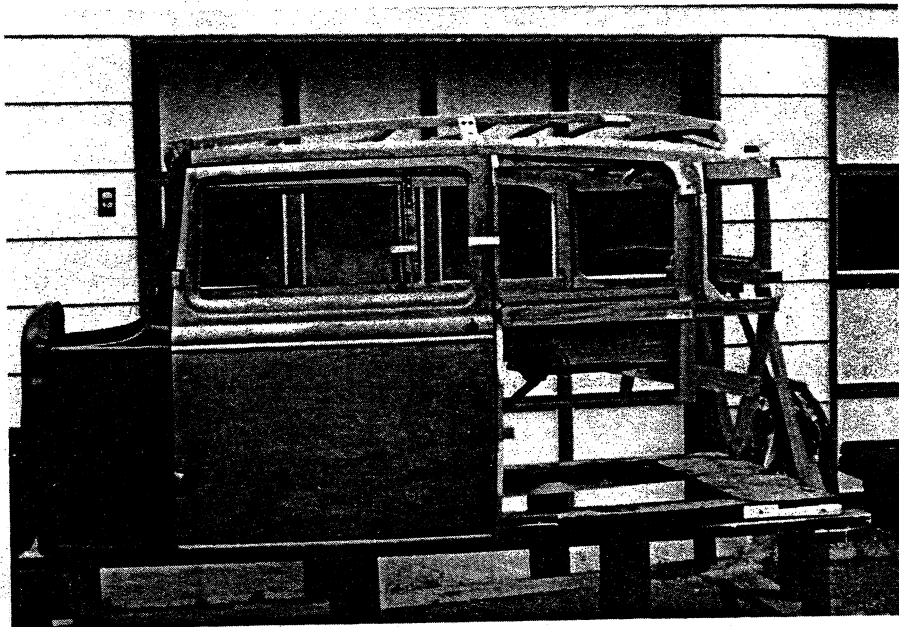
A photo of Mel Hodde's Victoria under restoration. He is doing a fine job and is trying to have it ready for Tacoma and the Joint Meet.

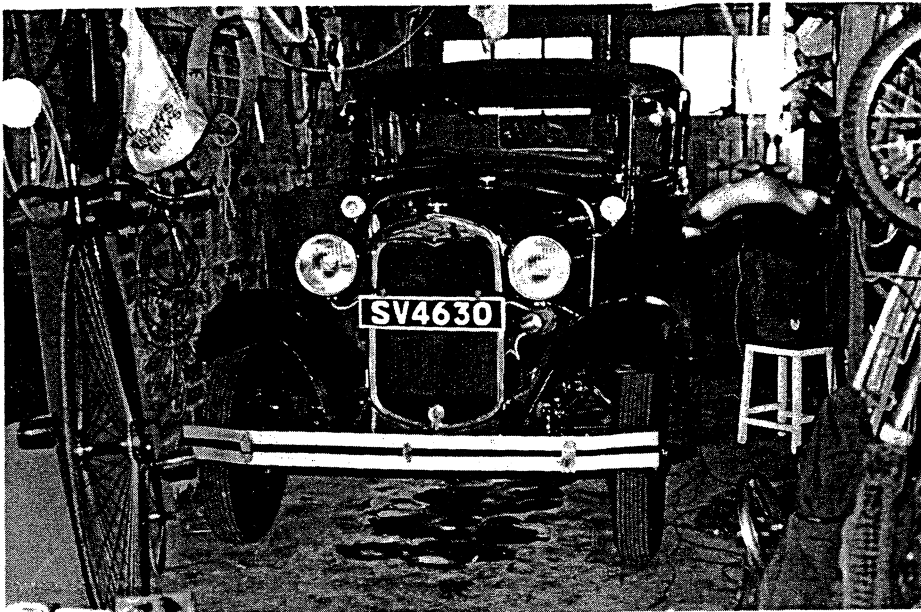




"If the estimate seems high, doctor, it's because we're concerned about the wellness of the whole car."

The top photo and the one to the right are of Bill Bond's Victoria. He is now fitting the wood frame to the floor sills and starting to fit the sheet metal body to the frame.

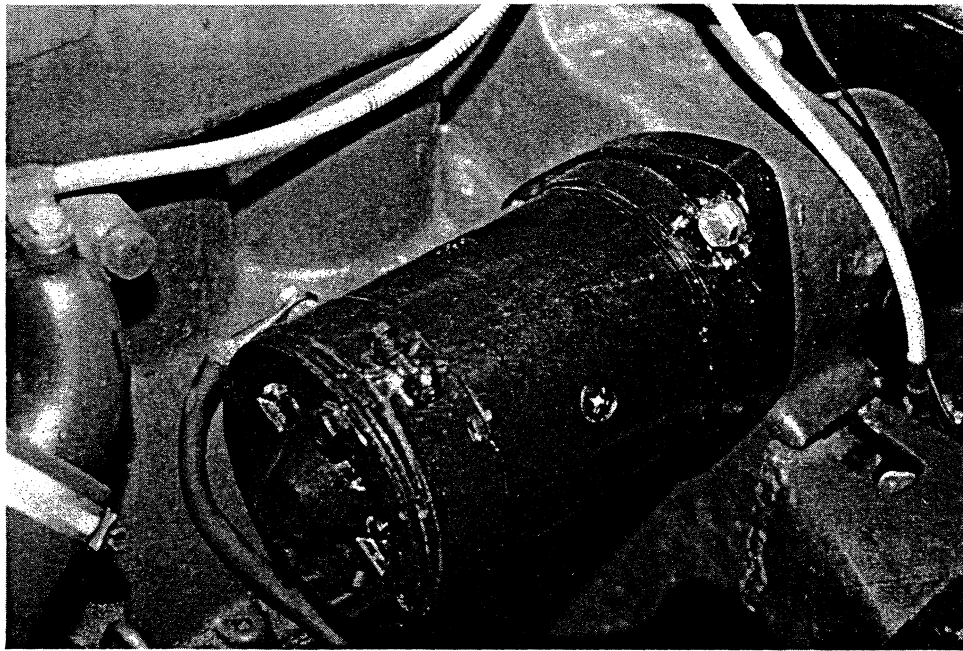




The next five photos are of Martyn Griffiths' Victoria. Martyn is our member residing in England. Perhaps some of you would care to drop him a note. His address is: 25 Lethbridge Rd., Southport, Mreseyside England PR8-6JA.

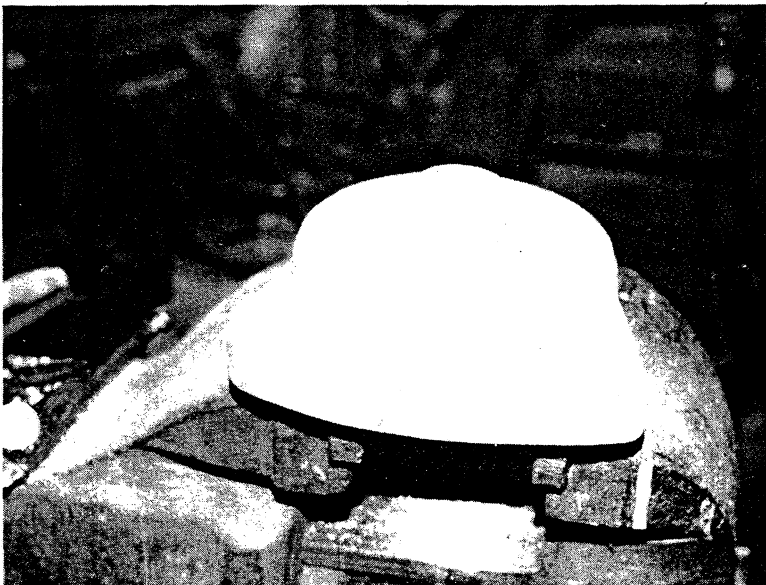
Note the bicycle in the foreground in the photo above. I'd like to try riding this one.

The photo to the right is his conversion to a modern 12v starter. As you can see, he had to cast a new end plate.



This photo shows the end plate casting to convert the 12v starter to the Model A.

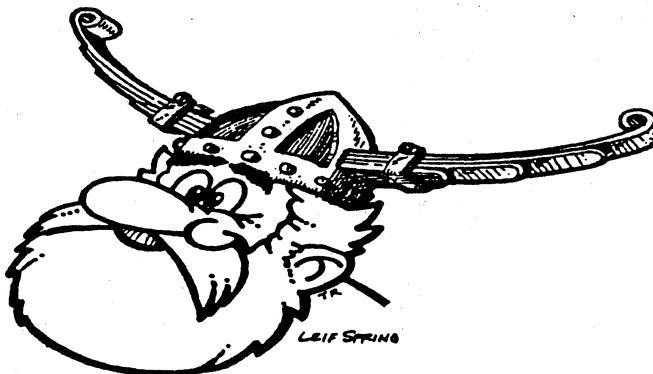
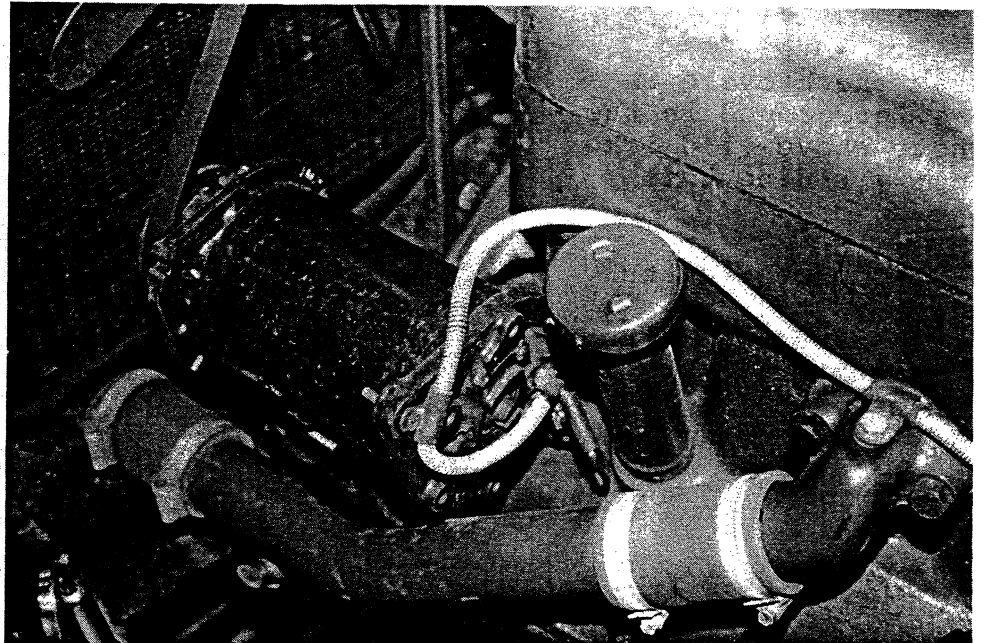
Matyn, we use the 6 v starter or we convert the coils which is a lot easier than the casting. You did a fine job





This is the carburetor from Martyn's Victoria. Markings are: MB in a circle and Industria Argentina underneath. This looks like our Tillotson. I bet our Tillotson repair kit would fit it.

This photo shows Martyn's 12v generator conversion. This is a Dynamo 15-18 amps gen. It works fine, according to Martyn. You can't argue with success. Keep in touch Martyn.



I did not have enough material to fill this page. When printing a newsletter, you have to have pages in multiples of 4.

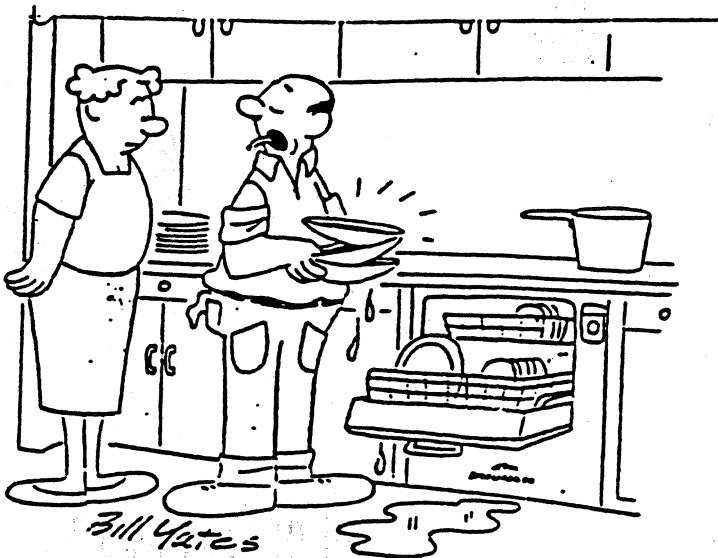
I am going to complete the page with clip art from MAFCA.

Why don't some of you send in a write up of yourself, such as what you do for a living, how long you have been in MAFCA and/or MARC and how long in the Model "A" hobby?

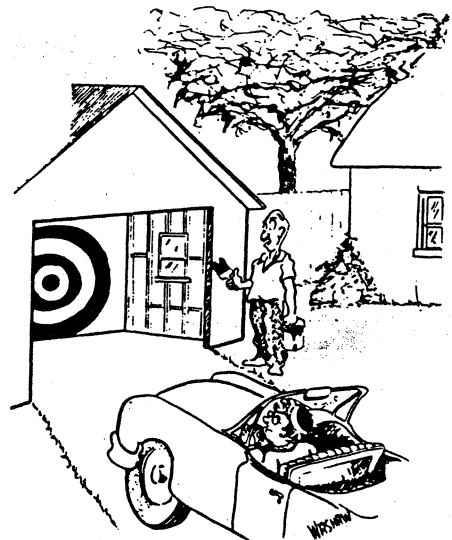
If you have any other interesting hobbies, put that in your write up. Of course, if you have a wife, write something about her especially if she is into the hobby.

Let's see who will be the first to answer this call.

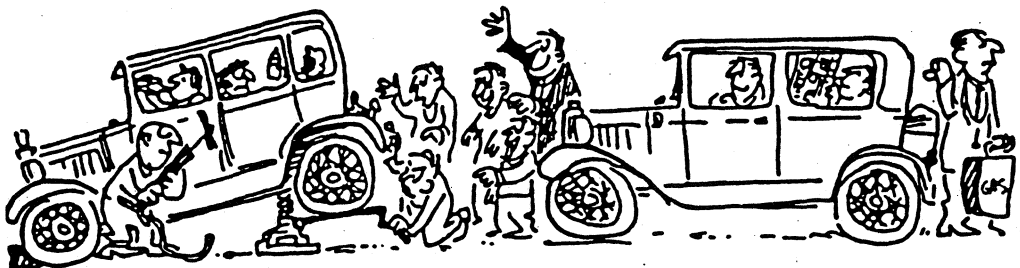
Charlie Viosca



They're hubcaps....why?



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