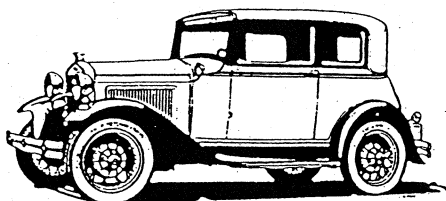


Victoria Association



VOLUME 8

NUMBER 3

NEWSLETTER

AUGUST 1993

VICTORIA SHADE DRAMA

I am sorry it has taken so long to run down the Victoria shade information.

Through a member Mr. Martin Ottersberg of Pueblo, Colorado, I was able to locate a fellow that knew of a lady in Phoenix that can make duplicate material for the Victoria shades. The problem we have now is the fact that we have turned up two different patterns of Victoria shades. Several of our members have original Victoria's and comparing them, we come up with a Diamond pattern and a Braided Twill Pattern. There is a sheet attached to this newsletter as well as a letter from Mrs. Jacquie Kelly that is self explanatory about making the material. What we have to decide is which material we want to duplicate as I do not think it feasible to do both patterns.

We need all of you members with original Victoria's to look at your shades and tell me which pattern you have and if there is anyone out there with a different pattern besides the two we have.

I also need to know how many of you will be interested in ordering shades? How many just want the rear shade material and how many want the $\frac{1}{4}$ window shades. The price will be approximately \$30 for the rear shade and \$27 each for the $\frac{1}{4}$ window shades. There will be a \$10 shipping and handling charge to each order. Jacquie would like me to take all orders and send them to her and she will ship them to me to mail to you.

So, now we have to decide which pattern to make and how many of you want to order. **AT THIS TIME WE DO NOT WANT ORDERS, JUST HOW MANY ARE INTERESTED IN ORDERING.**

Please let me hear from you concerning this as it is important. We want to finalize everything by the next newsletter and be ready to order the material depending what feedback we get from you, the members.

PLEASE, IF AT ALL INTERESTED, GET BACK TO ME IMMEDIATELY, DON'T DELAY - IF YOU DELAY, YOU MAY BE LEFT OUT.

This may be a one time deal. I'm waiting to hear from you.

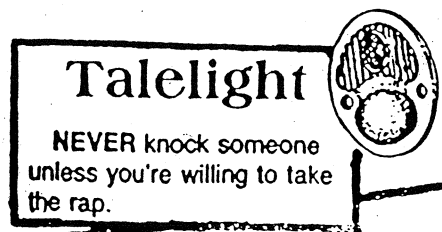
Charlie Viosca

MODEL A TRADER

If you get the Model A Trader, you saw the nice cover of Don Crum's Victoria. Inside there was a write up about the Victoria Association as well as a write up on Don's Victoria.

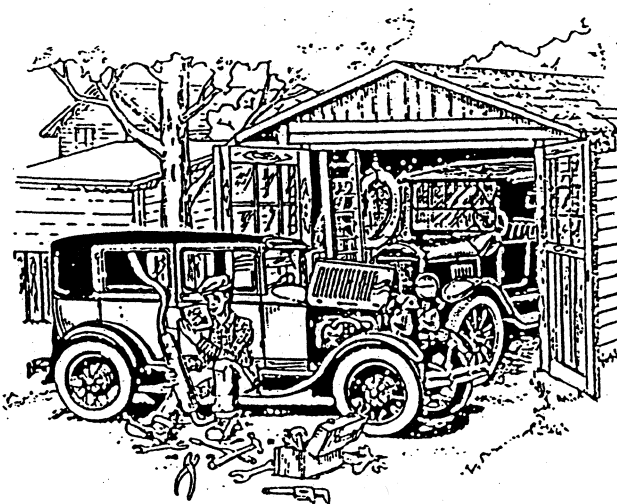
This is a nice magazine and has a lot of valuable information in it on the Model A as well as a directory of where to obtain Model A Items.

If you are interested in subscribing, here is the address: Model A Trader, Automated Graphics Design, 1247 Argonne Rd., South Euclid, OH 44121. Cost for one year is \$16 and you get six issues and a free ad in each issue.

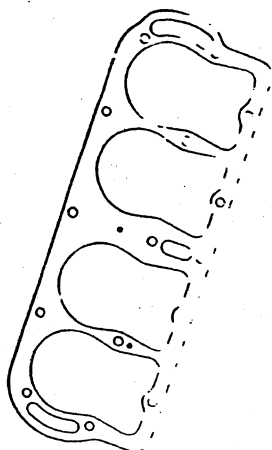
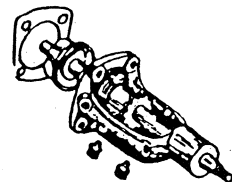


YOU WILL NOTICE TWO PAGES WITH CARTOONS INSTEAD OF VICTORIA OR MODEL A RELATED MATERIAL. I DID NOT HAVE ENOUGH TO FILL 16 PAGES. WE HAVE TO PRINT IN MULTIPLES OF 4 TO DO THE NEWSLETTER IN THE BOOK FORM I USE. HOW ABOUT YOU MEMBERS SENDING IN SOME ITEMS FOR USE IN THE NEWSLETTER?

CHARLIE VIOSCA



Did you hear about the son who wanted to follow in his father's footsteps, until he realized his dad was wearing work shoes instead of loafers.



LEATHERBACK FRONT TOP MOULDING

Awhile back, I received a letter from Michael Chaney of McPherson, KS., in which he inquired about the moulding that goes across the top of the Victoria Leatherback, in the front.

Since I do not have a Leatherback, I had to ask members with one. I am informed that the "E" moulding shown on page 6 of the January, '90 newsletter, is the correct one. This is dated until 3/31 on the Victoria and then changes to the K type after 2/31. Both of these mouldings are listed as aluminum. (This newsletter is Vol. 5, No. 1).

Don't forget, one of the functions of this organization is to answer questions.

RESTORER/TEC. Q & A

In the July/August Restorer, in the Technical Question and Answer column, I read a question from our member, Charles McKeown from Antioch, Ca. His question was whether the wood frame is screwed only or glued and screwed? The answer from Mr. Robert Trousil was that they were glued and screwed.

I don't know where Mr. Trousil got the answer but I do know that when I took my Victoria apart 10 years ago, that it was only screwed and not glued. Whenever I removed a screw from a joint, it came apart. There was no sign of glue. At the time, I checked with some knowledgeable Model A people and was told that gluing would stiffen the joints and possibly cause splitting or cracking of the joint or wood.

My, screwed only joints, have been driven over 30 thousand miles and they are not showing any kind of loosening or screws coming out.

It would be nice to hear from you members on what you did, GLUE OR SCREW OR BOTH? Let me know and I'll pass it on in a future newsletter.

A side note, Ken referred to his Victoria as a '30. I'm sure he knows when his car was made, however, all Victoria's were sold as '31's, (there were 19 made in 1932). I would like to know if Ken's has a '30 radiator shell and fenders and splash aprons? I have heard from a few members with these items. We all know that FORD used some parts on cars even though they were wrong for the year.

EARLY SEAT BRACKETS

Roger de Socarras of Revere, Pa. wrote told me that two other Victoria owners were of the opinion that the three hole passenger seat bracket was wrong, that it should be one hole. Actually both are correct. Some Victoria's had both driver and passenger seat brackets with the three hole adjustment. Some had the three hole on the drivers side and one hole on the passengers side. I do not have a date on these items but whichever you have is OK. (Of course, the later seat was sliding driver and passenger seat had the "EYE BOLT" type brackets).

Any questions on this, let me know.

Roger has four other Model A's, a restored 1930 Pick UP, restored 1931 Standard Phaeton, a restored 1931 Woody and an unrestored original 1931 Straight Window Town Sedan.

Roger and his wife Christine are going to drive the Woody to Tacomea in 1994. They have driven the Victoria over 20,000 miles since 1987. Remember the photo of his Victoria with the trailer with the fellow with the machine gun on top)?

We'll see you in Tacoma.

MYLAR DRAWING LIST

The July 1989 newsletter had a list of all the mylar drawings we have copied from the MAFCA Archives. By request, I am reprinting the list. If any of you have a need for any of these drawings, let me know. There will be a copy fee which is not much. Probably around \$200 with postage.

As most of you know, there is never a profit charged on any of the items we sell to the membership. It is all done at cost as a service to the members.

MYLAR PRINTS

It took awhile to get the mylar film but we finally got it and I went to my Son's office and ran the duplicates myself. By doing it this way, it cost us \$107 instead at least \$250. I appreciate my son offering to do this for us. It only took me about two hours to do the job. I think you can see that I am not wasting the Association's money.

Here is a list of the mylar drawings we have, made from the Original Ford drawings:

Drawing number	Item
A-190030 & 31	Floor side sill rear
A-190040 & B	Floor cross sill front
A-190050	" center
A-190055	" rear
A-190148	Floor board rear
A-191608 B	Rear 1/4 panel back assy. 5pg.
A-191612 & 13	1/4 lock pillar face panel
A-191660 & 61	Header assy RH & LH
A-191670 & 71	Belt Rail RH & LH
A-191670 & B	" " " "
A-191688 & 9	Lock pillar RH & LH
A-191694 AR & B	Pillar RH & LH
A-191740	Strainer RH & LH
A-192064 & 5	Back panel side str. L & RH
A-192066	" " center strainer
A-192074 AR6 & B	Window frame assembly
A-192088 B	Belt rail assy.
A-192232 & 3&B	Roof rail side block assy.
A-192238	" " front assembly
A-192250	" " rear "
A-192260 & AR	" " side inner "
A-192274AR	" rear bow assembly
A-192275	" " " strainer assy.
A-192280&B	Roof rib #1

3
A-192281&B " " #2
A-192282&B " " #3
A-192283&B " " #4
A-192284AR & B " " #5

Note that the "B" is for the Steelback.

Anyone wanting blue print copies of these drawings can have them at our cost plus postage. Just write and ask for the numbers you want. Until I have some requests I am estimating the cost at about \$3. I don't know the postage and will have to advise after shipping because this will depend on the number of pages.

MODEL A ENGINES

During the Victoria meeting in Winston-Salem, someone mentioned that it would be a good thing to make a list of all the things that used a Model A Engine. We know they were used in combines, air compressors, boats and airplanes (as well as the Model A, of course). If you know of other things, please let me know and I will add it to this list and see what we come up with.

CLUB SHIRTS & PATCHES

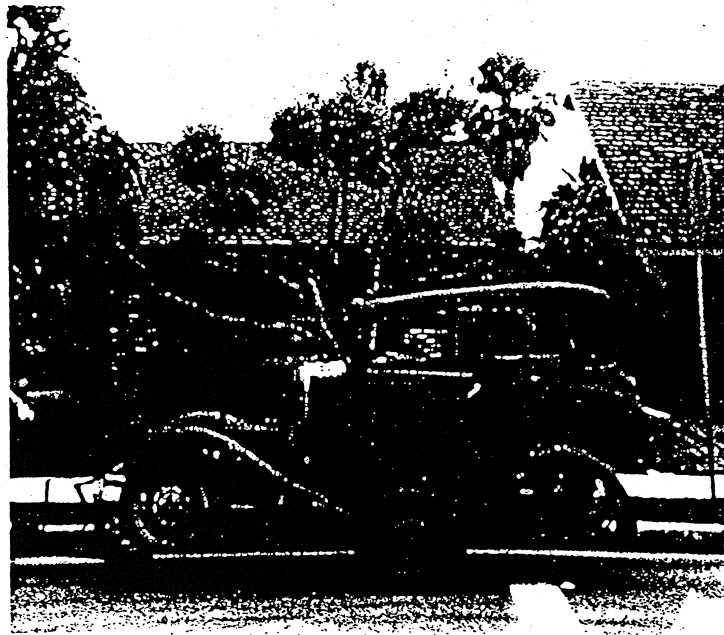
I now have in stock all sizes of "T" Shirts, Golf Shirts and patches. When we have sold all of this stock, I will not order any more. Prices are: "T" Shirts \$6.50, Golf \$15 and Patches \$3 and this includes postage. If you want one, better get your order in.

NEWSLETTER AWARD

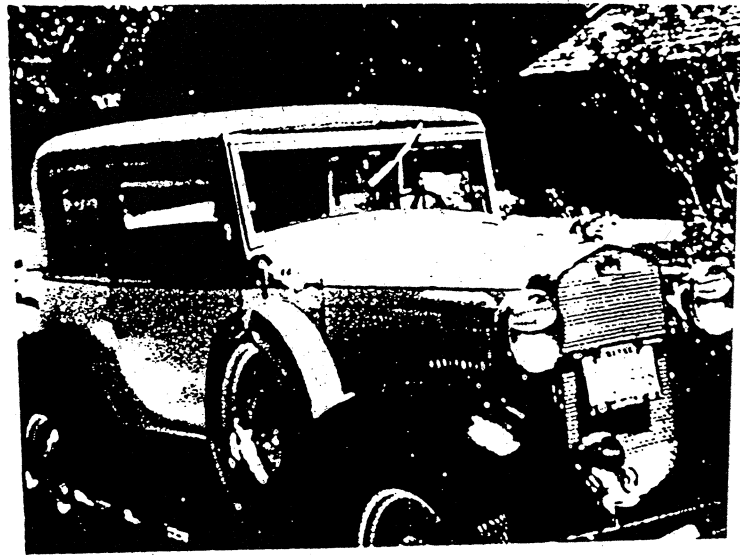
Once again, MARC has awarded the Victoria Association Newsletter an AWARD OF EXCELLENCE. This and the good comments from the membership makes all the work worthwhile.

It all began when Marion and I went on the Imperial Palace Auto Run in 1986. We took our 1920 "T" touring. Along the way Marion said "My! it would be nice to have a closed car again". Having seen a couple of Victoria's, I said, "Fine, we'll get a Model A Victoria". The car I bought was located in Bismark, North Dakota. In May of 1987, I set off pulling a light two wheeled auto trailer behind a 1974 Pinto station wagon. In Utah, I fried the Pinto engine as the idiot light wasn't working. In a blinding Montana rain storm I had a flat on the trailer. In Richmond, North Dakota I had the transmission and throw out bearing repaired. Finally arriving in Bismark, we loaded the Victoria and started our way back home. Another trailer flat in Idaho and the idler pulley fell off. In Pocatello, Idaho the rear wheel bearing went out. Believe it or not, we had smooth sailing on home to Orange, CA., arriving on Memorial day. After parking in front of the house, the neighbors went crazy and thought I was too. From all the bullet holes in the Victoria, they thought it was Bonnie and Clyde's car.

I had a Model A as a kid but I had never worked on it. Restoring the Victoria was a new experience. Thirty one months after starting the restoration, the Victoria was ready to roll. Later I installed hydraulic brakes and a 1937 V-8. In June of '92 I was back on the road with the sweetest little driving car ever.

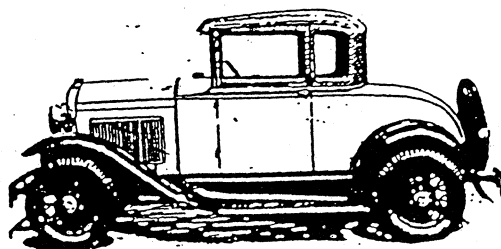


BEFORE



AFTER

PATRONIZE OUR ADVERTISERS



FOR SALE

1930 Leatherback Victoria ground up restoration, all new wood, no Bondo. Correct wood graining, Le Baron Bonney Bedford Cloth interior with new seat springs. Show or go car \$16,000.

Warren McWilliams, 603 Pheasant, Harrisonville, MO. 64701 - (816) 884-4013.

FOR SALE

2 right hand door, window risers, needs restoration, 3 rear window frames, Steering column extender (late 31), 2 metal seat backs for early Victoria.

Mei Hodde, 1285 Quince Ave., Atwater, CA. 95301 (209) 358-4928.

FOR SALE

John Hash restored my gas cap. It is as good as new. If you have an **ORIGINAL** gas cap for restoration or need one, you might try John.

John Hash, 33209 177 PL. SE., Auburn, WA. 98002.

FOR SALE

1931 Victoria, Black with red wheels and stripe. Has overdrive. Eldon Brown, RR2 Box 164A, Liberty, IN 47353, 317-458-5204.

For Sale: 400-A. New engine and paint. Bronson Yellow, Seal Brown with Orange stripe and wheels. Has sport light and original metal trunk. \$25,000.

Charlie Viosca, 68 Windjammer, Frisco, TX 75034 (214) 625-2922.

Bert's Model A Ford Center has a just completed restoring four Victoria Vacuum windshield wipers. Trico original 2 5/8" shaft- switch on right, \$160 each or \$15 exchange for a good original to rebuild. Also many other Victoria parts. Contact us with your needs.

Bert's Model A Ford Parts, 3560 Chestnut Pl., Denver, CO. 80216 - 800 321-1931, ask for Steve, and be sure to tell him the Victoria Association sent you.

WANTED * * WANTED

I need a driver's side door for a 30-31 closed cab pickup. John Icenhower, 1613 Ryan Rd., Sulphur Springs, TX 75482, 214-885-6748.

WANTED * * WANTED

An Original floor mat in good condition, late 1931 shock arms with HE and F340 (front) or F341 (rear) on them, and a rear window curtain metal roller (26.5") in good condition.

Bill Cilker, Jr., 1657 Milpitas-Alviso Rd., San Jose, CA 95134, (408) 263-0692.

WANTED * * WANTED

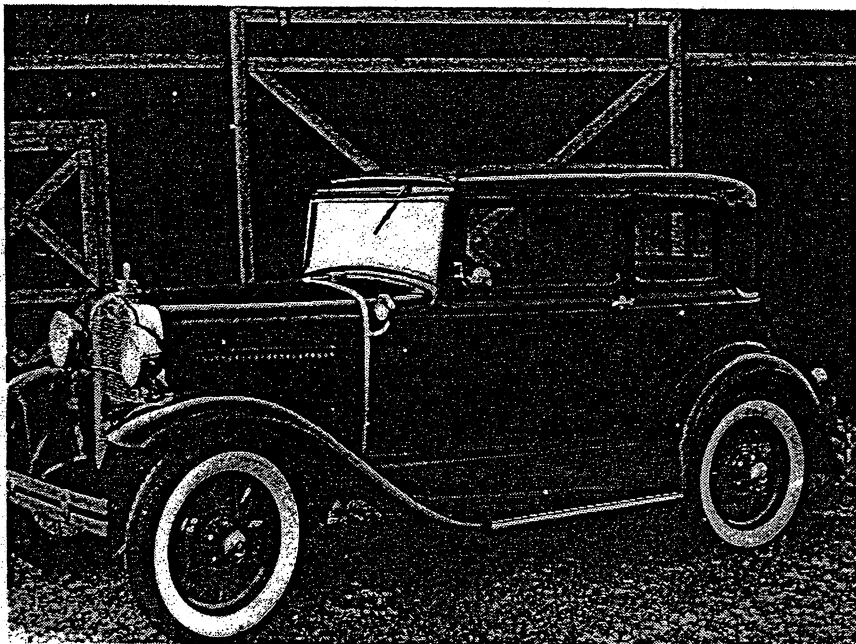
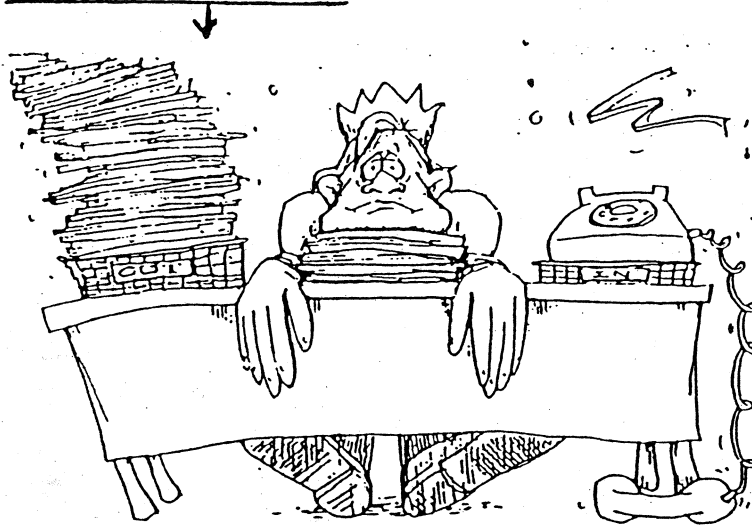
I need the EYE BOLTS that hold the passenger seat to the floor boards and the bolts and acorn nuts that hold the seat fitting to the eye bolts. This is the passenger seat that goes with the sliding drivers seat. I have the rest of the hardware that mounts to the seat.

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

I need the rear body skirt (apron) for the Victoria. This is the part that goes on the bottom of the body between the two rear fenders. Mine is in terrible shape. Sure could use a better one.

Gene Taylor, Rt. 1, Box
237 J, Madison, AL 35758 (205)
232-9000.

THE EDITOR.



THIS BEAUTIFUL VICTORIA BELONGS TO FRED & VIVIAN SERNEL FROM CONCORD, OHIO. THIS IS A MAROON & BLACK CAR WITH VERMILLION WHEELS AND STRIPE. LOOK AT THE NICE GARAGE BEHIND THE CAR.



It's the time of the year when many Model A'ers start planning their vacation for next year!. If your plans include a trip to Washington State to be a part of the 1994 MARC/MAFCA Joint Meet, that's great.

If you are still undecided, maybe we can help. Here is a suggestion. How about joining the Early Bird Club and read over the newsletters and look at the map of our state in issue #3 and see if it wets your appetite to come and be part of the action!

What the Early Bird Club Newsletter does is keep you informed as to what is being planned and it also gives you a chance to register early and be able to have first chance at the motel and hotel rooms, RV space, and camping space.

We actually started sending out the Newsletter in November of '92. Issue No. 2 was February '93, and No. 3 was this last May. No. 4 will be out in August '93 and then they will be sent out every two months.

When you join, we will send all the back issues and place you on the mailing list to receive the remaining issues. We will publish a total of 8 issues. We are trying to make them interesting and worth your while. Subjects like the Model A Outposts, weather, local National Parks, daily newsletter, seminars, souvenirs, Blake Island Salmon Bake and a number of other subjects have already been discussed.

The cost is \$8.00 - send it today to:

Early Bird Club
1994 MARC/MAFCA Joint Meet
P.O. Box 1930
Woodinville, WA 98072-1930

492 Main Road Hope,
R.D.1. Richmond.
Nelson.
New Zealand.

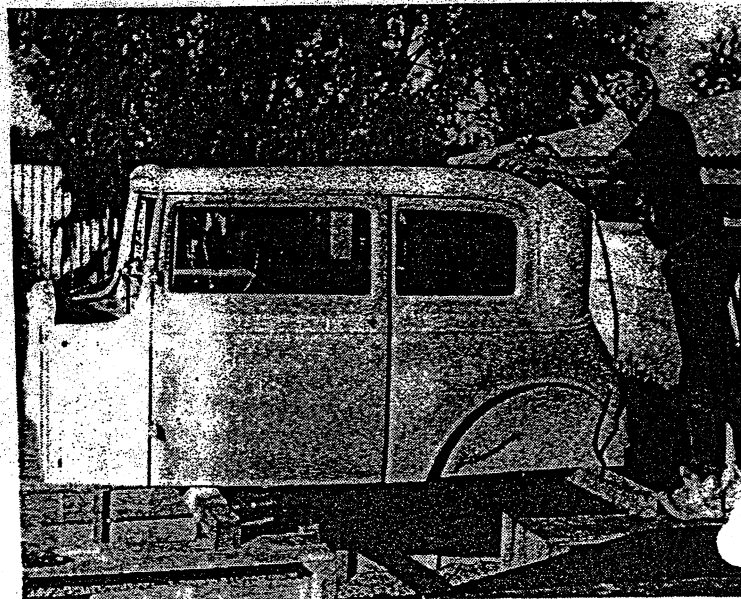
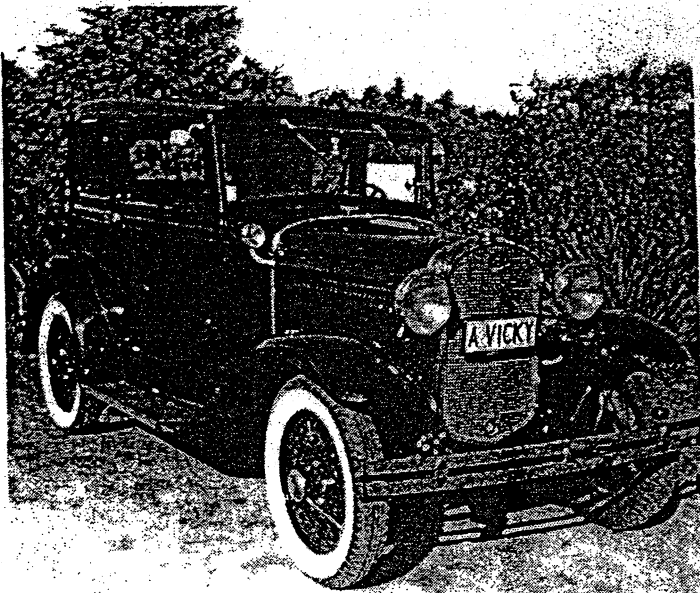
April saw New Zealanders hold it's 3rd Nationals in a City called Hamilton which is in the North Island, some 600 miles from where I live in Nelson. To get from Nelson (South Island) involves a 70 mile drive and then a 3 hour Ferry crossing through some of the roughest waters in the world. We struck a good crossing, perfectly calm. The Ferry 1 of 3 takes a full Train on lower deck and has two more decks just for cars, upper 2 decks being for passengers.

This was the first outing for our Vicky, having only completed it 15 minutes before leaving time,. Along with 8 other cars from Top of the South A's. We overnighted half way up and arrived with no problems the next day. 2 runs took up the first day of the Rally, 2nd day involved Mandatory run for Concours of some 150 miles. Next day was Concours Judging and Formal evening. Our Car licence plate number A VICKY won best 30-31 closed, this put Judy & myself over the moon considering there was some 50 cars entered for Concours out of over 200 cars. The bubbly flowed while the other cars received their Trophys. then it was time to announce the overall winner, Best of Show, the Top Car, now I've never been short of something to say but when our car was called out, I was speechless. So N.Z's only Vicky had won. It was 1 of only 2 L.H.D. Cars at the meet, the other from our Club a 28 Std Coupe, also won best 28-29 Closed & 3rd in Concours.

I've included a photo of our completed car & hope you will take some credit Charlie as you helped me with lots of things during the restoration. Thankyou.
Foot Note.

Some 45 Americans attended the Meet from Seattle, Carson City Nevada, Texas, Arizona, California & Colorado. See you in '94 at Tacoma.

Derek & Judy Thomason.
Nelson. New Zealand.



The Alexandria, LA. Old Car Club newsletter The Town Talk, had a nice write up on adding top oil to our cars. I am reprinting it in this newsletter as it is good information for all of us.

Servicing oldies

The Town Talk, Alexandria
LOUISIANA

Saturday, May 15, 1993

Sometimes added oils work wonders for ca

Q: Our antique auto club would like an article concerning the addition of automatic transmission fluid or mystery oil to gasoline in our cars.

A while back you advocated this, but shortly thereafter you recanted.

I have used it, my 1951 Ford Crestliner, 1959 Edsel and 1965 Ford convertible.

They are running better than ever.

You also suggested that us old car guys install hardened valve seats, so our engines can handle the unleaded gas.

That has made, in my opinion, all the difference in keeping these cars rolling smoothly! Thanks. — Cliff F., CENLA Old Car Club, Alexandria, La.

A: Everyone listen very carefully. If your vehicle is a classic like Cliff's or does not have a catalytic converter, then the addition of "mystery oils" or ATF is good idea.

To do so with a newer car is a major mistake and will cause damage to the sensors and computer controls on most new cars, costing lots of money.

There are several fuel supplements on the market that offer some lubrication to the top end of the engine, that will have no adverse impact with the converter systems.

"If your vehicle is a classic like Cliff's or does not have a catalytic converter, then the addition of "mystery oils" or ATF is good idea."

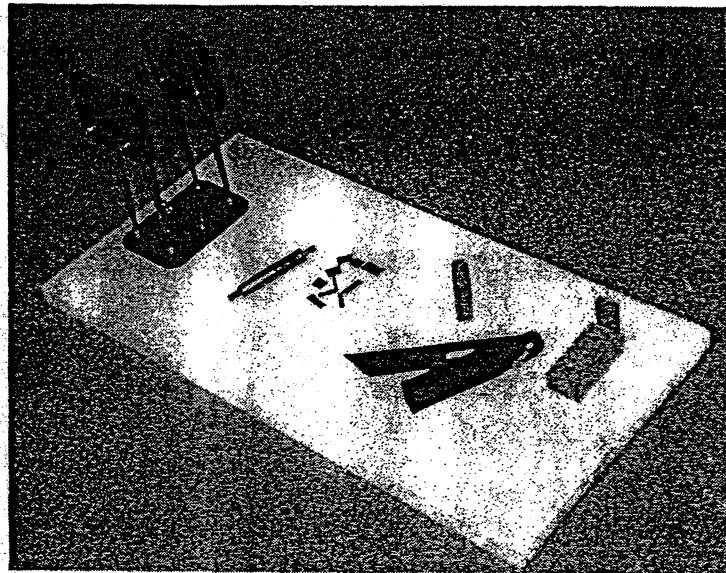
Don Garlits

Tribune Media Services



Please Note: Add 4 ounces of ATF to 10 gallons of gas... 8 ounces 20 gallon tanks.

Thanks Don for coverage.



Aldie Johnson of the postal A'S SENT ME THIS PHOTO OF HIS DUBRO FAN BALANCING ARRANGEMENT. NOTE HOW HE MOUNTED IT ON A WOOD BASE. Next in the photo is the fan shaft, lead weights and a peg to hold the fan while checking the pitch and track. Note the carpenter's adjustable T-bevel for checking the pitch. Aldie says it works great.

Charlie Viosca
68 Windjammer
Frisco, TX 75034

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Dear Charlie,

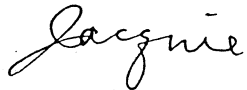
It was good to talk with you yesterday, and I think we are getting somewhere on the Victoria curtain information. It will be interesting to see how many people respond for each type of pattern - and if any new patterns are reported!

I've enclosed printouts of the diamond and braided twill patterns as we talked about. The diamond is magnified about 20% more than the braid, just from the variabilities of hand scanning, but both are about three times actual size.

I don't know what your newsletter publication schedule is, or how reader responses will come in. Would it be reasonable to expect orders by the first of the year? My main concern is time to order the materials, and wait for backordered colors, which happens frequently.

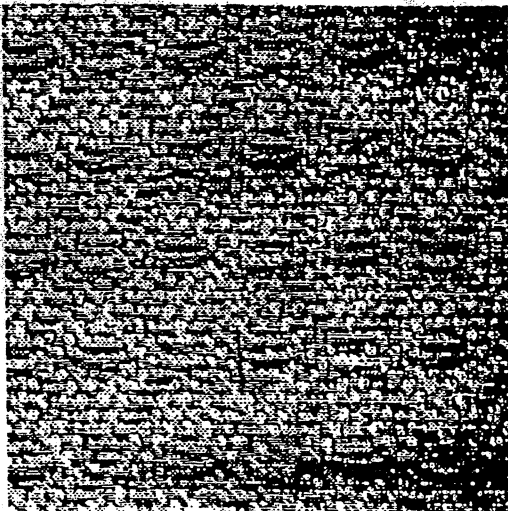
We will be in touch as things develop.

Sincerely,

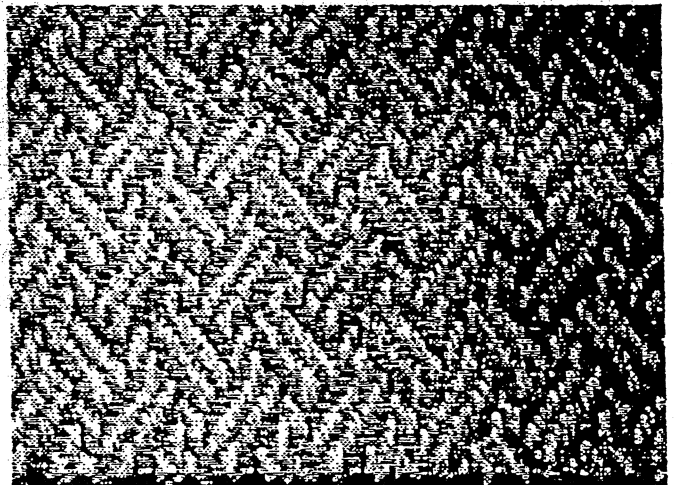


Jacquie Kelly

Two Curtain Fabrics from Model A Ford Victorias



Diamond Pattern



Braided Twill Pattern

[Note: Both these pictures were scanned from original fabrics, but they do not have the same magnification.]

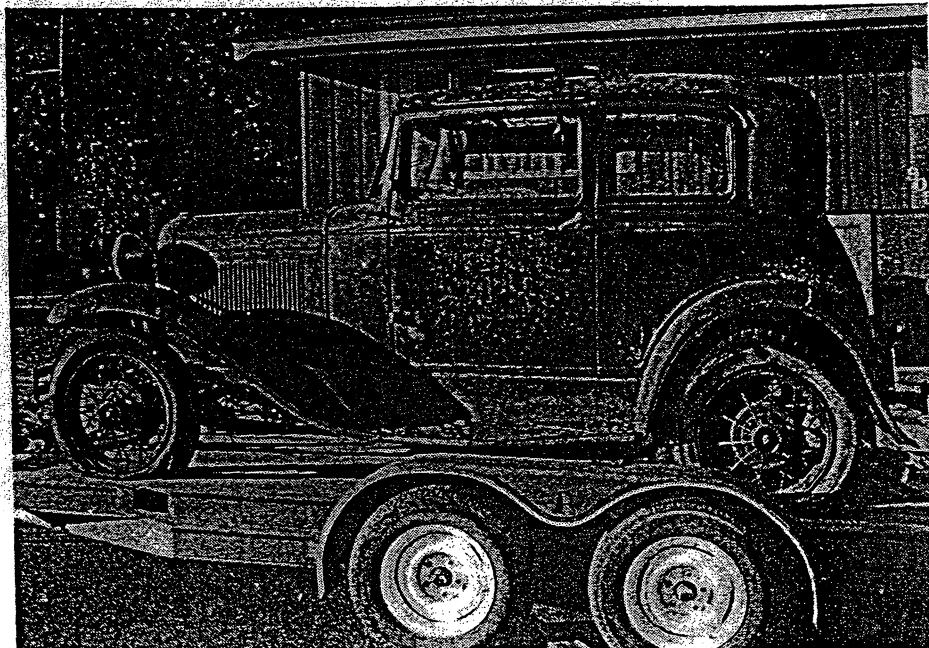
Charlie,

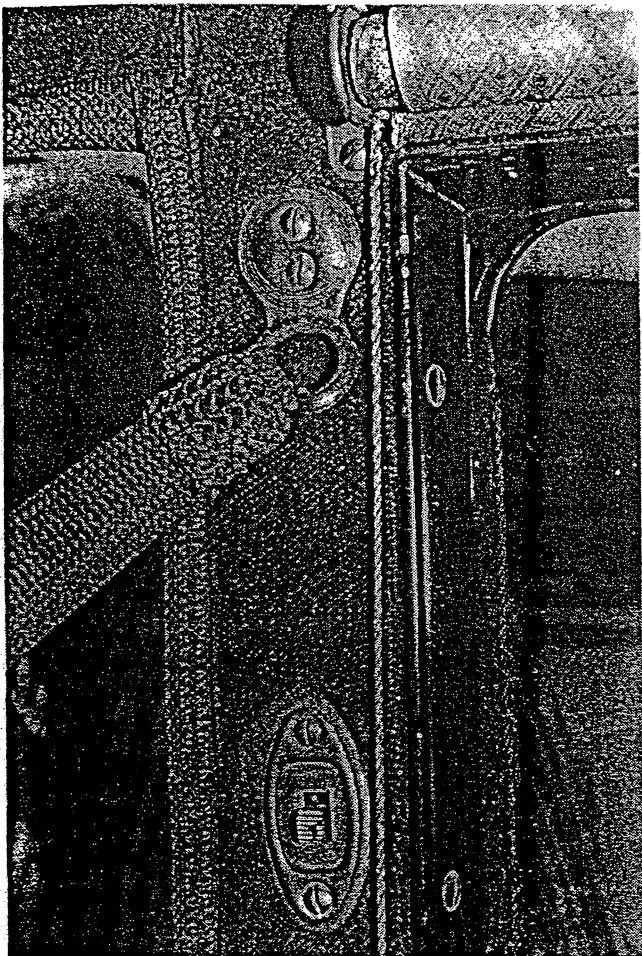
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Here is a little more info on my '31 Victoria Leatherback. The body number is 22555 and the frame # is A4494774. Although my '31 Tudor has an indented firewall, the Vicky does not. The driver's seat adjusts merely by changing the hole the long bolt goes into under the seat. It was a surprise to me to learn that the windshield slide knob actually "belonged" on the end of the bolt. I bought the car in August of 1991. On a lead that I was going to look at a "coupe" for sale. I was contacted one Monday morning by phone and told that my cars had been seen in a parade that past weekend and he (Bob) wondered if I wanted to buy another Model A. He told me that he was in the process of purchasing a piece of property from a man in Illinois (about 20 miles from my house). When he discovered the car in an old barn, he was informed that the owner wanted to sell it. Bob said that it was a coupe, nothing more. I told him I wasn't looking for a coupe (actually I had hopes on finding something like a Phaeton, Victoria or A400) but I usually don't pass up any leads so I will be there. Armed with a camera and a flashlight I entered his dimly lit, foul smelling old barn. My first sight was the '31 radiator shell and then the light hit where the sun visor was suppose to be. I said to myself, "What is this thing anyway?" When I walked around to the side, I spotted the bustle and exclaimed under my breath, "Hey! This is a Victoria!!" Well I did a little negotiating with the owner over the phone in Illinois and I had my Vicky. My surprises were just beginning. As I mentioned I usually don't pass up on leads on Model A's. Whether I buy one or not is another matter, but I usually take pictures if nothing else. My scrapbook revealed a snapshot of a Victoria that I had seen about 13 years earlier in the area. Comparing photos, I realized that the license plate matched my car. I now had the car I had turned down 13 years before and for less money than I would have had to pay for it then. Thirteen years ago, I knew "beans" about Model A's, but now I'm glad I did. I'm enclosing a picture of my car as it was when I hauled it home. With the car apart for a "ground up" restoration, my neighbors don't even recognize it as a car now. Armed with patience and enthusiasm I know that one day it will be again. And Charlie I must thank you and the Victoria Club. I have learned so much from your newsletters. Keep up the good work.

Sincerely,

Ken Manninen
Ken Manninen

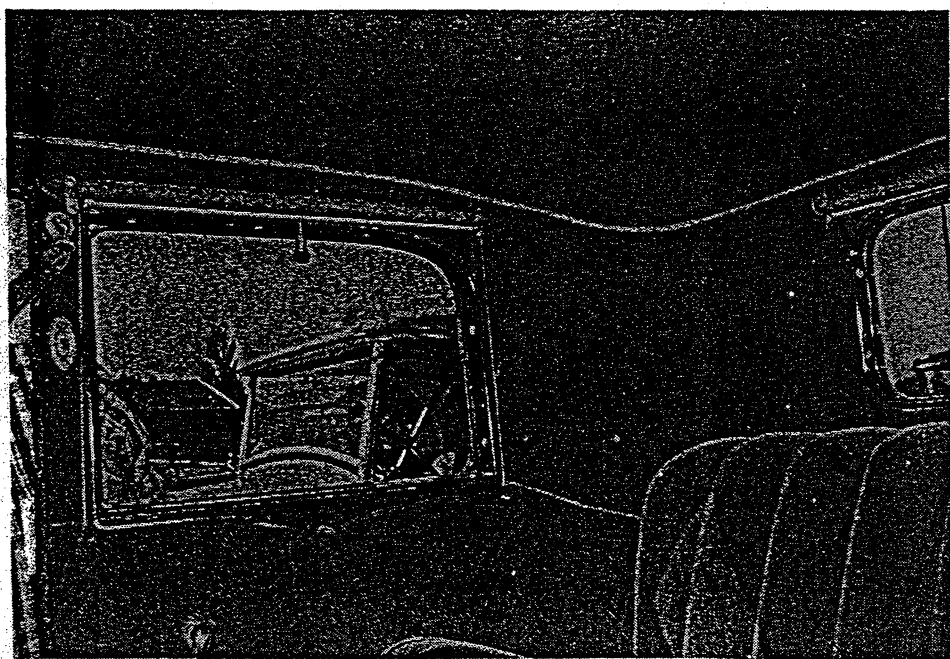




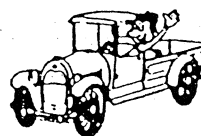
This beautiful Maroon and Black Leatherback Victoria is owned by Walter and Donna Ramsey of Kent, Washington. Walter has sent me more photos of his interior and I plan to run them in the next newsletter.

Please note the Diamond pattern in his shades. This is an ORIGINAL Victoira on the inside. Also, note the assist strap screws are over and under. This is correct.

Thanks Walt for the photos.



In this issue, I have printed an updated merchants list. If there are any of you out there that are in the business of making or selling anything for the Model A or especially the Victoria, please let me know and I will be pleased to include you on this list as well as place your business card in the newsletter.



HARRY'S
EARLY FORD PARTS

Bill & Millie Harry

8175 WEST EVANS CREEK RD.
ROGUE RIVER, OR 97537
(503) 582-0526

ORDER DESK
1-800-833-2580

(((INTERNATIONAL MODEL A FORD VICTORIA ASSOCIATION)))

Revised 7-14-93

(((MERCHANTS LIST)))

These merchants are reputable and have been dealt with by our association members. They have good products and deal with you fairly. We invite members to send in additional merchants names to add to this list.

None of the members of this association assume any responsibility in connection with the recommendation of this list. You must deal with them on an individual basis.

Note, ** denotes Victoria Association member.

- | | |
|--|---|
| ** William H. Bond
1040 Old Squaw Pass
Evergreen, CO. 80439 | Victoria Visor brackets
Floor board steering wheel covers
Female dove tails & other Victoria items 303-670-3283 |
| ** Terry Burtz
345 Budd Ave.
Campbell, Ca. 95008 | Style 1 molding for installing over roof header
on both Leatherback and Steelback Victorias.
408-378-8666 (after 6 pm Calif. time). |
| ** Harry's Early Ford Parts
8175 West Evans Creek Rd.
Rogue River, Or. 97537 | Send for catalog
To order - 800-833-2580
503-582-0526 |
| ** Steve Cannon
Classic Wood Mfg.
1006 N. Ralfeigh St..
Greensboro, NC. 27405 | Model A Wood for the Victoria
Well recommended
919-691-1344 |
| ** Tin Lizzie Model A Parts
Fred Laurita
6378 S. Chase St.
Littleton, Co. 80223 | Model A parts and service.

303-798-3863 |
| ** Del Swanson
2009 McDaniel Ave.
San Jose, Ca. 95128 | Model A Parts and restoration

408-246-1915 |
| ** Ron Mc Intosh
121 N. Johnson
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