

INTERNATIONAL MODEL A FORD VICTORIA ASSOCIATION

Page 1.

I hope that all of you had a great Christmas and New Year holiday and that 1987 will be a good year for all of us.

I am going over all of the data sheets and notes and will pass on any information of interest to you. I purchased a new toy (a word processor) and hope that it will make the newsletter better. This is my first attempt at producing such an item and in time I hope to improve. So far it certainly has been a learning process. Always remember that I am open to suggestions and criticism and any information you can give to improve is welcome.

Donald M. Ross, 544 East Ave, J-1, Lancaster, Ca. 93534 has done an extensive research into Victoria seats and put it out in an 8 page report. Don has given permission to pass it out to you members that would like to have a copy. Since it is so long, I will send it only to those of you that request it. Make your request to me, not Don. I will make copies and send them to you as I receive the requests. Don is a new member of our association. Those requesting the report will appreciate Don's efforts as he has done a fine job. Thanks, Don.

Richard Castle, won second place with his Vickie at the World Meet. I saw his car and talked with him. He should be real proud of his car and the work he has in it. You can see it in the Restorer and Model A News.

Ernie Kelley of Crescent, Ok. writes that they have just started a club in north central Oklahoma called TERRITORIAL MODEL A CLUB. Watch for it in the Restorer. Ernie has some Victoria parts for sale and will help members locate parts if they contact him. Route 2, Box 128, Crescent, O.K. 73028, 405-969-3690.

Thomas Halfpenny, a new member wants us to send him some of our Texas driving weather to Minnesota. I must say that the Dallas Model A Ford Club has been blessed with good touring weather. Wish we could oblige, Tom.

Paul Gilliatt is also a new member. Paul is from Prince George, Va. His leatherback will take from 1 to 2 years to complete.

I forgot to mention that Don Ross has three Victorias, 1 Leatherback and 2 Steelbacks. This is in addition to 3 other model A's and 2 T's.

Larry Cradler of Cincinnati, Oh. won a National 3rd. with his Leatherback Vickie at Seven Springs, Pa. in 1981, 329 points. Picture is in Sept/Oct Model A News on p 17.

Gene Brillhart and his wife Helen from Southgate, Mi. do a lot of travelling in their Leatherback Victoria. Gene has won a 1st., 2nd. and fourth in shows. He purchased the car in August 1985 and did a lot of mechanical work on it. The picture he sent shows it to be a beautiful car.

Ron McIntosh suggests that body numbers might be of help on the Data sheets. Those that haven't sent the data sheets can include the body numbers where it says body by Briggs or Murray and add the number in that blank. Those of you that have sent the data sheets can send a note with their body number and I'll add it to their data sheet. I have discovered something interesting. Ron McIntosh has two Victorias, one Leatherback, eng. # A4063214 and a Steelback, eng. # A4376393. Murray body #11358 and 29242

Many thanks to Mr. & Mrs.
Bill Harry 8175 W. Evans Dr.
Rogue River, Or. 97537
for copying and mailing
this newsletter since I
am moving. C.V. *CV*

~~C. V. Vlass~~
3804 Wooded Creek Dr
Farmers Branch, TX 75234

Thanks also to Patti Jones for
all the computer work. Patti did
the roster and mailing labels.
She is setting up a list of
where we can buy parts. This
list is in infancy but a
beginning. C.V. *CV*

respective. Now, Charles McKeown has a Leatherback, eng.# A45466103 and body # 2465. Charles' Vickie is a 1930 car and Rons' 1931. Charles' early body number goes along with the 1930 car but his engine number is an April 1931. So Charles must have an engine that is not the original or something is not right. Charles, how about letting me know on this so we can get the record straight. This brings up a point, if you send in your engine number and body number, be sure to tell me if they are original numbers. I just discovered that Ed Hildwein of Boise, Id., has an original Victoria with original frame and engine numbers matching. It is A3783837 with body number 3776. In checking the engine number with the chart, his engine is an August 1930 engine. Victorias weren't made until November of 1930. Doesn't that blow the time allowed by the judging standards? Anyway, I think you can see where we can use the data sheets to come up with some very interesting information that can be useful to us. Those of you that have original cars with matching engine and frame numbers, please get back to me.

As of this printing, we have 77 members in our association. They come in at the rate of one or two a week. I will put an ad in the RESTORER, MODEL A NEWS AND HEMMINGS right after the first of the year. Also, I have filled out the paper work to make our club an affiliate with MAFCA and also MARC. An interesting point, of the five names required on the application to MAFCA, four of us are directors and one a past president and director. I would like to recommend that those of you that are not members of MAFCA or MARC, to become members. The price of joining is well worth the magazine you get. Both organizations print a great magazine dedicated to the Model A. MAFCA dues is \$15.00 a year for both you and your spouse (if married). Dues commences on Jan. 1st. When you send in your dues, tell them you are a member of the INTERNATIONAL MODEL A FORD VICTORIA ASSOCIATION. The address is: Model A Ford Club of America, Inc., 250 South Cypress St., La Habra, Ca. 90631. Please join, you'll be glad you did. The dues for MARC is also \$15.00 a year and their address is: MODEL A RESTORERS CLUB, 24822 Michigan Ave., Dearborn, Mich. 48124.

Marshall Lewis told me that there were about 19 - 1931 Model A Victorias built in 1932. Del Swanson says his title shows his car first sold on April 1932. There was a 1932 Victoria with all the 1932 radiator shell, dash etc. I would suspect that the 1931 Victorias built in 1932 were just using up stock. This is not an official observation but my opinion. I also want to pass out this - some states had a law that if a car was sold the following year it was built, it was titled in the year it was sold. For instance, if you had a 1931 (year built) car and it was sold in 1932, then the title would show it as a 1932 car. Texas did this and so did several other states. Remember that all states did not do this. Also if you are in this situation, you can request a corrected title form and put your car in the correct year if you so desire.

George Goodridge says that Frank Lawson wood is good. He had two major problems and Mr. Lawson supplied replacements that he requested. He also states that Auto Hardware Supply in Bedford, Ohio has Victoria hinge pins. His Vickie is a Murray Steelback and has cage nuts for the floor board hold down screws. George also told me that a friend tried the Torrington bearings as per the newsletter and that it works fine but leaks as all Model A water pumps. If it leaks, he didn't try all of the suggested modifications. He should go back and add the leakless nut in place of the packing. I have been using the leakless nut for years on several cars with no leak problems.

Floyd Bradsher writes that Don Vagasky has excellent garnish molding reproductions. We mentioned this before and he confirms this.

Sid Gough of Canada wrote that he purchased the female door post dovetail receptacle from B & H Automotive Co., Inc. RR2 Baptist Church Road, Caledonia Ontario, Canada NOA 1A0 They are not exact but they do work.

Elmer Widman 1178 S. Brentwood St., Lakewood, Co. 80226 sent drawings of the bracket that holds the front seat inner foot pads. He made his as he didn't have any. I am enclosing copies of his drawings in case some of you might have a need. Elmer also took photos of his car as he took it apart. He said that it sure helped when he put it together. He also said that he found the time he was spending in the shop was getting to his wife, so whenever he needed help he would call on her. She is part of the car now just like he is. Elmer also has a very good set of wood that could be used for patterns only. Every part is there to make a new set from. This November made Vickie has cage nuts, Elmer didn't list who made the body. Could it be a Briggs? According to the information gleaned from Restorer article, Murray didn't start making Victoria bodies until spring of 1931. If anyone would be helped with his pictures, he said to contact him.


William Cilker 1657 Milpitas-Aviso Rd., San Jose, Ca. 95134 writes that he has an original Vickie. It is a February 1931 car body by Murray #28618, Engine #A4362440. Only the fenders, wheels and stripe were repainted. This would dispute the article stating bodies were switched from Briggs to Murray in the spring of 1931. This subject needs researching. Anyone out there able to do this research?

ITEMS FOR SALE

Carlin Manufacturing & Distributing Inc., P.O.Box 3591 Beaumont, Tx. 77704, Phone 713-833-9757 wrote that the only wood they have for the Vickie is complete set of sill wood. It can be purchased either complete or by the item. Write or call if they can help you.

A new member, Bob Johnson, P.O.Box 159 Medford, Or. 97501, Phone 503-779-1550 wrote that he has had his car for 11 years and started on it then had to put aside for several years but is now back working on it. His question is where can you buy Repro. Vickie rear fenders and if they are any good? Also if anyone has some ^{ORIGINALS} for sale, please let him know. He needs them. He asked to inform you that he is an avid collector of antique phonographs and would welcome phone calls or correspondence from those who have these machines for sale.

Mel Hodde, 1285 Quince Ave., Atwater, Ca. 95301 needs front fenders, hood and garnish moulding. If you can help, contact Mel.

Clair Morrison, 722 Clay, P.O.Box 97, Wray, Co. 80758 needs the two metal covers that go on the floorboard to cover holes by the brake, clutch and steering wheel. He also needs the two seat brackets for the passenger seat. These are the single hole brackets that screw to the floor and hold the seat in place. These are the non adjusting brackets. If you can help, contact him. 

Mel Hodde wanted to know who makes seat springs. I am sure that they are available from Le Baron Bonnay. Do any of you know of any other sources of Victoria seat springs? Mel also has two Coups for sale and they are listed in the Restorer. In case any of you are interested and do not get the Restorer, his address is: 1285 Quince Ave., Atwater, Ca. 95301.

Charlie Viosca has two original dome light switches but they need restoring. One is in pretty sad shape and one a little better, the switch moves. I also have one repro switch and cover plate available. I have one dome light socket and the metal pan that screws to the wood plate. I also have one complete dome light assembly including the lense and outer trim. If any of you could use any of this, let me know.

END OF FOR SALE ITEMS

James Schoelen, 4005 Thalia Dr., Virginia Beach, Va. 23452, asks the following: Did murray number the bodies at random or as they were completed off the assembly line. His concern is that when he removed his body from the frame, he found the frame number about one foot back from where it is normally found. The number is a November number and he feels that it is not the original frame. The body number is 14,8---. He would like to hear from anyone with a Murray Victoria with a body number around the 14,800 to 15,200 that has pulled the body off the frame and feels that they have an original untouched car. The information he seeks is what month is the chasis number in relation to the body number. Another question is: were the rear seat mounting hinges welded or screwed to the floor pan? The answer is that they were welded. At least mine was. If any of you out there have different info on this, let me know so I can inform the members. When I removed my Murray body from my frame, there was no frame number anywhere to be found. It didn't appear that the body had ever been removed.

Steve Ciccalone wanted drawings of the front seat rear footings. I am going to add them to one of Elmer Widman's drawings.

One more reminder - please send in your data sheet, we need them. Also, please send in your \$10.00 for 1987 dues. As of now, I have 24 paid members. This will be the last newsletter you will receive until you pay the dues. In the next newsletter, I will put a ^{ROSE R} copy of the members and from time to time in the year I'll up-date it.

I will be moving and will give my new address in the next newsletter. Keep using this address in the meantime. Sincerely, *Charlie Viosca* Charlie Viosca

This is a plating list for the parts in the engine compartment for a 1931 Victoria. Actually it can be used on any 1931 car.

Cad plating:

Cut out - both top and base.
Generator end cap.
Steering column clamp.

Black plating or raven parts:

Choke rod cupped washer.
Generator mounting bolt nut & lock washer.
Generator wire clip on firewall and round head screw.
Generator wire clip and bolt on water side inlet.
Front engine mount springs
Castle nuts for above.
Fan blade castle nut
Two flywheel bolts holding the throttle crossover.
Oil drain plug
Oil return tube bolts
Radiator support rod nuts & washers
Radiator shell bolts
Springs on lower end of spark and throttle rods
Nut and bolt on steering column clamp
Speedometer cable
Clip and screw for above on inside of firewall
Starter mounting bolts
Four screws mounting starter switch
Timing gear cover bolts and lock washers
Timing pin
Valve cover bolts
Water inlet bolts
Carburetor mounting bolts and lock washers
Splash pan bolts and lock washers
Cut out mounting screws
Transmission plug
Rear end plug
Spring on accelerator crossover
Speedometer gear bolts
Two intake manifold mounting bolts
Transmission cover bolts
Bell housing bolts

WHEN PURCHASING PARTS FOR RESTORATION

Don't Be Fooled!

By GORDON E. HOPPER

During the process of restoring a Model A Ford every restorer will eventually have to purchase some parts for the car either new, used, or of the replacement type. Some of these parts may be original parts, however, the majority of them will be of the replacement type handled by dealers. Restorers not having a complete and thorough knowledge of the construction of their car and not having another identical car to guide themselves with, will run into difficulties of identifying certain parts to be used in their restoration project.

It is important to be very careful when buying parts because, in some cases, it is very easy to end up with parts that won't fit, or with parts on the car which are not the correct ones for the year of the car being restored. In some cases, authenticity can be retained by rebuilding certain parts using a rebuilding kit instead of trying to locate a certain part which could turn out to be the wrong one or one that is not authentic. This applies to tail lights, water pumps, oil pumps, and carburetors.

Here is a list of some of the things to be considered when purchasing parts:

- 1—The clutch assembly, including housing, disc, pressure plate, and release bearing on early 1928 models are entirely different than those used on late 1928 to 1931.
- 2—The speedometer cable and housing assembly for '28/29 differs from the '30/31. The '28/29 has a round end while the '30/31 has a square end where the cable joins the drive.
- 3—The steering sector gear on early 1928 models has seven teeth as opposed to two teeth on the later models. Also, the bushings and gasket sets are different.
- 4—The main drive gear A7017AR is used only on the early 1928 multiple disc clutch.
- 5—The radiator emblem on the 1931 differs from the emblem used on earlier models.
- 6—The radiator on the '28/29 differs from the '30/31.
- 7—The line from the gas tank to sediment bulb on the '28/29 differs from the '30/31. The line between the shut-off valve and the carburetor sediment bulb on the late 1931 is shaped different than any other year.
- 8—Cowl light lenses on '28/29 differ from '30/31.
- 9—Most replacement dash light assemblies are not necessarily authentic. The available replacements are for use on the heart shaped dash found on most '28/29 and early 1930 models.
- 10—The 1928 Powerhouse generator requires different brushes and bearings than those used on 1929 to 1931 generators.
- 11—The '28/29 head light focus spring and screw are different than the '30/31 types.
- 12—The stop light switch on '28/29 models is mounted on the transmission and is different than the '30/31.
- 13—The body mounted tail light found on many '28/29 cars (beer can) differs from the later models, and though interchangeable, the original lenses are different than those used on later tail lights.
- 14—Bumper center clamp differs between '28/29 and '30/31.
- 15—The welting around the gas tank is of smaller diameter bead than the welting used around the fenders.
- 16—Cowl lacing kits of '28/29 differ from those used on '30/31.
- 17—Door handles used on closed body style '28/29 models differ from the '30/31 models.
- 18—1928/29 gas caps and radiator caps differ from '30/31 and the gas cap must have a vent.
- 19—Hood clamps on '28/29 are a three-hole type, '30/31 is a two-hole type.
- 20—Hub caps differ from '28/29 to '30/31.
- 21—Running board matting and trim of the '28/29 models differs from the '30/31 models.
- 22—Hand brake lever pawls and lever sectors are not all alike for all years.
- 23—Radius rod socket sets were originally all steel, the newer replacement sets using a rubber ball make an easier installation.
- 24—Steering wheels and horn rods on '28/29 models differ from the '30/31 models.
- 25—Sedans, pickups, and commercial cars used a 12-leaf front spring, others used a 10-leaf spring.
- 26—Some replacement crankshaft ratchets require the use of a larger wrench than the original.
- 27—Chrome plated oil filler caps are not authentic.
- 28—Carburetor sediment bulbs on the late 1931 are not like the '28/29/30/early-31 and flat firewall models.
- 29—Tillotson carburetors are not authentic, but they are a good replacement.
- 30—Zenith carburetor gaskets are available as a kit or individually and are included in all carburetor rebuilding kits. All individual components such as shafts, screws, etc., are readily available.
- 31—Starter motors in early 1928 require a different Bendix spring and bolt set than the later ones.
- 32—Powerhouse generator pulleys are a different size than those used later.
- 33—1928/29 choke rods differ from the '30/31 type.
- 34—The battery cable grommet is the same as the ignition cable grommet.
- 35—1928/29 head light bars and radiator shells are different than those used in '30/31.
- 36—Speedometer decal sets are currently available for the '30/31 round face type only.
- 37—1928/29 windwing clamps for open cars differ from the '30/31 type.
- 38—Windshield wiper motors are not all alike.
- 39—1928/29 front shield stud sets are different than '30/31.
- 40—1928/29 open car windshield frame rubber differs from '30/31.
- 41—Door bottom weather strip for open cars currently available is for '30/31.
- 42—The 8-inch door sill plates are used on coupes.
- 43—1928/29 battery cover plates differ from '30/31.
- 44—Trim screw sets differ from model to model and from '28/29 to '30/31.
- 45—Touring cars, coupes, sedans, and pickups used an 8-leaf rear spring. Roadsters used a 7-leaf rear spring.

The above listing of differences is not a complete list, but it should suffice to make a restorer wary that there are differences and that he should proceed carefully throughout the restoration process •

Paul

I received a letter from Gilliatt, 7320 Birchett Dr., Prince George, Va. 23875 and thought I should include it in the newsletter as it might concern some of you. I want to state that I am only relating his experience and am not advising any of you to purchase or not purchase from the company mentioned. Just -- BUYER BEWARE.

I will cut his letter short but what he writes is that he sent his bumpers to QUAL KROM in Florida and they came back a mess. Qual Krom is not registered in the states where they have representatives. If you have a bad experience, you have to sue. Florida does not allow travel expense for plaintiffs.

After a year of hassle and law suit, Paul wound up over \$400.00 in the hole (after suit recovery).

Paul wrote Old Cars Weekly and Hemmings but they took no action. So, again, BUYER BEWARE. Thanks, Paul, for sharing your bad experience with us.

If any of you have bad experiences, let us know so we can bring them to our members attention. By the same token, please let us know when people do good for you.

Master Plating, 2109 Newton Ave., San Diego, CA. 92113 (619) 232-3092 has done an expert show job on the items I sent to him. My instrument panel, emergency brake and a few other items were better than I had expected. I've used him more than once.

NEW ITEMS:

I have received 52 data sheets from members -- 25 steelbacks and 27 leatherbacks. We need to get the other 22 holdouts to send in their data sheets.

Hemmings advertisement items for the Victoria. This information is for those that do not subscribe to Hemmings.

FORD nuts: a must for Ford owners, 1928 through 1934, exact reprint 17 pages illustrated 8 1/2"x11", containing over 360 pictures in actual size of nuts, bolts, screws, washers and fasteners, giving size plating, description and location on car, a rare find, \$6.50 ppd; (specify Ford reprint). Town & Country, 1109 Central Ave, Albany, NY 12205.

1930-31 decklid, \$295; 1930-31 Victoria, early passenger seat, excellent, mohair, \$250; outer header cover, \$75; inner trim, window frames, seat frames; 1931 slant windshield sedan seat frame, \$50; seat adjuster handle, new chrome, \$24; Model A heater, script, see July 1986 Model A News. A-400 main body brace, quarter sill, lh; A-400 ashtray shells, pair, nice; late 1931 rear cross brace, mint, \$85; SASE for reply, add 15% shipping, insurance. Postal money orders preferred. Roger Sowersby, 2100 Victoria, Fullerton, CA 92631.

30-1 headlamp bar; 30-1 rear door, upper trim; 30-1 Spartan horn; 30-1 Victoria dome lamps; 31 gas tank, clean; 31 intake manifold w/port for vacuum; 31 late rear cross brace; 31 late Victoria window trim, SASE. Mike Dennis, 1845 S 48th, Lincoln, NE 68506, PH: 402-489-6345.

BODY nails for attaching rain gutters, top molding and sheet metal to wooden framing, small flat head, 3/4" long with spiral shank, order #N4, 500 nails, \$6, add \$2 shipping, catalog 51. Auto-Hardware Supply, 906 Broadway, Bedford, OH 44146.

MODEL A: 1931 Victoria, very restorable, good body and fenders, very complete, delivery available. Original Parts Company, 303-284-6981, LaSalle, CO.

28-29 NOS RIGHT side hood shell, \$40; 30-31 Vicky windshield wiper motor, \$25. Bill Jones, 119 Washburn St. Northboro, MA 01532, PH: 617-393-6881.

MODEL A FORD VICTORIA REPRODUCED PARTS

MANUFACTURER

PART

Carlin Mfg. & Dist., Inc.
P.O. Box 3591 1250 Gulf St.
Beaumont, TX 77704
409-833-9757

Vicky lower body wood
I used their lengthwise sills and were near perfect with one mounting hole off (doweled/redrilled) & rear cross sill slots cut at an angle. (Their plant burned down & may not be making yet)

Frank Lawson
822 Fifth St.
High Point, NC 27262
919-885-1423

All Vicky wood
I used his top wood of which not all is installed as yet. So far it fits very well.

Myers Model A Shop
4808 N. Seneca
Wichita, KS 67204
316-838-8176

Vicky header & bows only
I have not used their Vicky wood but have used theirs in other body styles which was very good.

A & L Parts Specialties
Box 301
Canton, CT 06019

Vicky door sills
I think these are the best I've seen.

Ruby
Illinois

Vicky door sills
I have a pair which I bought when they were the only ones available but not the best detail.

Joe Opperman
3889 Lindon Ave.
Dayton, OH 45432

Vicky door sills
I have not seen these.

Don Vagasky
2220 Placita Perlozzo
Tucson, AZ 85748

Vicky scroll garnish moldings
(beneath window moldings)
I have not seen these.

Vernon Baker
1902 Pickle Rd.
Akron, OH 44312

Vicky visor brackets
I have not seen but understand they are good. *THEY ARE (C)*

Bradford Auto Supply
Fairground Rd.
Bradford, VT 05033
802-222-5714

Vicky front seats
(wooden base & metal back)
I have not seen and am not sure if still available.

MODEL A VICTORIA...

BEAUTY THAT APPEALS TO WOMEN'S EYES

by JERRY DeWITT, Bethesda, Maryland

Henry Ford was in tune with his time. Scholars can dissect him, and in the end most will agree that the unparalleled success he and his associates enjoyed was due primarily to his responsiveness to the needs of his day. What made the Model T a great success was not that it was a better car than anyone else made, but rather that it was a good car that everyone might afford. And similarly the attractiveness of the Model A was not that it was the best car that money could buy, but rather that it was a better car than most money could buy. Henry Ford's products sold because they provided precisely the service for which they were intended—people bought them because they were what the people sought.

It was this ability to determine what the consumers wanted—nothing less and nothing more—and then to provide it at a realistic price, that made the Ford Motor Company what it became.

This is the story of one type of Model A, the 1930-1931 Victoria (190-A). A late addition to the Ford line, it was designed to appeal to an increasingly large market in the early 1930's, comprised of customers who once would have bought a medium or even high priced automobile, but now found their budgets dwindling as the economic depression cut deeply into their shortened pockets. Ford recognized this market which sought a touch of luxury in a reliable and economical car. To capture it, he produced the Victoria Coupe.

Easily distinguishable from other Model A's, the Vic-

toria was radically different in design. With its graceful lines it gave the appearance of a smaller sedan and yet could provide comfort to four passengers. Employing the first slanted windshield in a closed Ford, a deeply-sunken rear floor with added leg room, and a unique "bustle back" which provided a storage area, it was a striking design.

With a base price of \$580, the Victoria appealed to sufficient numbers of buyers to warrant its production from November 1930 to the end of Model A production in 1932. Though total production numbers were small (43,310), its sales success over a short period of time had earned it a prominent place in Model A history.

Mounted on a standard 1930-1931 passenger car chassis, the Victoria body was supplied to Ford by two veteran companies, Briggs and Murray. Both Briggs and Murray supplied the bodies in two styles, the "metal back" and the "steel back" styles (See Fig. 1-2). These terms are slightly misleading, as both variations have metal at the rear upper half of the car, but this portion of the metal differs depending on whether it is to be painted or covered. The covered model was not covered in leather, but rather in a canvas-like material which was treated chemically to resist the elements. Known as pyroxylin and tan in color, this material is no longer available and is usually replaced with vinyl. Although all the covered bodies were identical (at least to the extent that any two Model A's were identical) regardless of whether they were Briggs or Murray, they differed greatly from the painted bodies, which were also indistinguishable by manufacturer.

The variances between the painted cars and the covered versions are found in three areas: 1) the wood framing, 2) the exterior appearance, 3) drip mouldings.

ABOUT THE AUTHOR

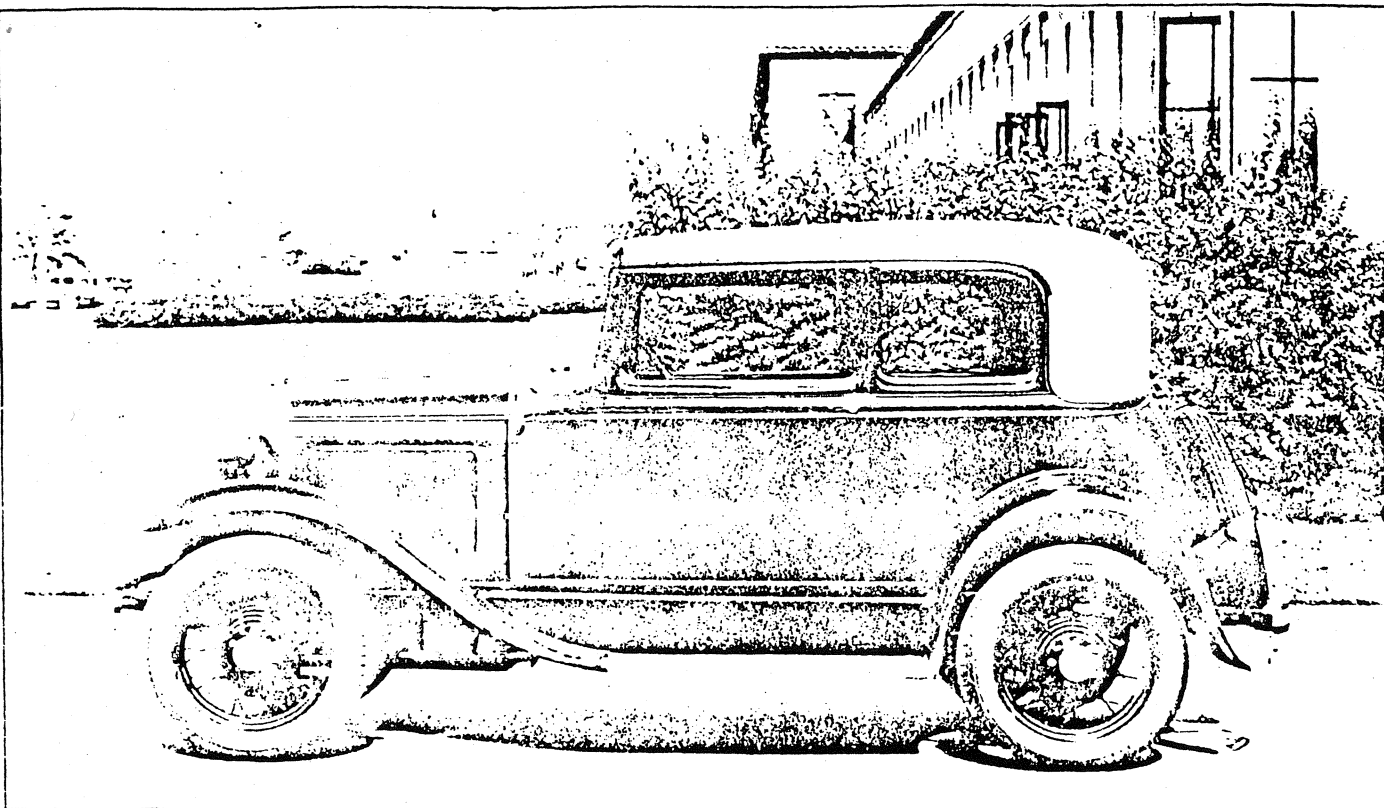
Jerry DeWitt of Bethesda, Maryland, has been a member of MAFCA for 11 years. He is a member of the George Washington chapter. The restoration of his Victoria, on which this article is based, took seven years of hard work and research. The completed car, pictured on the cover of this issue, speaks for itself. We are pleased that Jerry was willing to put in another year of work to prepare this article. EDITOR—

The generous assistance of the following persons greatly facilitated the preparation of this article: Thomas Allen, photographer; Lee Atherton and his associates at LeBaron Bonney and Company, Amesbury, Mass.; David Crippen, Research Archivist, Henry Ford Museum; Robert DeWitt Jr.; and David Henderson.

WOOD FRAMING

All Victoria bodies were constructed of hardwood framing (oak or maple) to which the sheet metal was attached. The use of wood was extensive, not only on the roof but also in the door pillars and especially on the floor, which is largely constructed of solid oak. It is absolutely imperative that this wood be in excellent condition, since it is impossible to align the doors if the wood is not sturdy; in fact the very safety of the automobile demands it. It is perhaps because of the atrophy of wood that many Victorias do not exist today.

The woodwork on the bodies with covered tops was more elaborate than the cars with painted panels. The rails (roof side) and block assemblies (See Fig. 3) as well as the back belt rail and the quarter pillars, were all designed to fit snugly against the inside metal on the cars.



VICTORIA was first of the sloping windshield models, being introduced November 10, 1930. Built by Briggs, it carried a light-colored fabric top overlay. Later, briefly, this was changed to black material. In the spring of 1931 production was switched to Murray, and the overlays were left off, in favor of a plain, uncovered, body-colored steel top.

