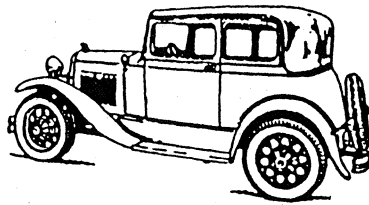


# Victoria Association



Vol. 4 No. 1

VICTORIA NEWSLETTER

January 1989

I hope that all of you had a very nice Christmas and that you will have a good year in 1989. I also hope that Santa Claus was good to you and that you received all of your Model A things that you requested in your letters to Santa.

## DUES

I want to inform all of you that the dues is returning to me early this year and I think the slips that I enclosed with the last newsletter helped to remind folks that the dues was due and it also made it easier to send in. I usually have 20 or so that do not renew. 92 Renewals so far. I certainly expect to go over a hundred and with the new additions. Next year we should go over 125.

It seems as though the \$12 dues hasn't hurt at all. I am well pleased that about fifty % of the renewals have sent in the \$5 voluntary initiation fee.

I expect that we will top \$250 with this fee and with that I can get the MYLARS from the MAFCA ARCHIVES and make our own MYLARS of the VICTORIA parts. It was ironic that one gentleman thought I had already gotten them and requested a copy of the window lifting mechanism. It just so happened that-that is the one I had gotten to make a test pattern. He was lucky.

At our next meeting in La Habra I plan to bring the Mylars home to copy so starting in March, I should have them copied. I will print the list in the next newsletter and if any of you need any of the drawings, let me know. I have to check but right now, I think blue print copies will run \$5 each.

## ACCOUNTING

We finished 1988 with a total of \$134.09 in our account. The small surplus was due primarily because of cost saving measures in doing the newsletters. Also I only did four newsletters in 1988. We have taken in \$1,275.00 in dues for 1989 which includes the \$5 voluntary initiation fee bringing our total to \$1,409.00. We will have a little interest added to that soon.

Here's what it cost to operate in 1988:

Newsletter printing	\$753.57
All postage	278.87
Post cards	9.75
MARC dues	7.50
Copies	40.00
Ad in program of MAFCA National meet in Sturbridge	25.00
Coffee & Donuts for Victoria Association meeting in Sturbridge	31.40
Tapes for word processor	7.91
Mylar test copies	22.73

TOTAL \$1216.73

1988 dues collected	\$1230.00
Carried over from 1987	6.03
1988 interest collected	24.32
Donations & Foreign dues extra	90.47

Total taken in for 1988	\$1350.82
Less operating cost as above	\$1216.73

In bank carried over to 1989 \$ 134.09

## Newood diagrams

I feel that I must explain the Newood diagrams in the last newsletter. I had a complaint about them from a member and someone accused me of getting paid to run that material.

Newood didn't send the information to me. It was sent by a member. I decided to run the diagrams and parts lists because I thought that it showed the wood parts pretty well and also, that the membership could see where the wood pieces are the same on the two Victoria's. In other words, if you need a header, you can order it for either car as it is the same on the Steelback as the Leatherback. Where the differences lie are in the back of the car.

I can not say whether someone is a bad dealer

or not. I did write about someone's bad experience with a dealer as the member wrote it and authorized me to print it since he had sued them and won. I do have the good sense to recommend only good dealers and this I do when the membership requests this service.

When I do recommend someone it is either that I know they are good because of my dealings with them or that other members recommend them. Remember, I have a Manufacturers and dealers list and only the ones recommended by the membership are on this list. It is yours for the asking. So far, I have not charged anyone for running ad's.

## C A R D S

You will notice that there are several business cards (enclosed) for the Victoria Association. It was requested by a member, Mr. Paul H. Miller of Colleyville, PA., in order that members have these to pass out when they meet another person with a Victoria. If you need more, please request them.

## A R T I C L E S

I need to ask that some of you write some articles for the newsletter. They should be Victoria related if possible and certainly Model A. I like to run photos of your cars. Technical articles are great or some of your experiences will do. We need input from you. I have a hard time getting the material to you that you should have. I do like pictures and drawings. So, please help.

## L E T T E R S

I am enclosing an interesting letter from Mr. Marco Tahtaras and a photo of the early and late seat wood bottoms. The drivers seats on the left and passenger on the right. As depicted, the top are late and the bottom are early seats.

I am copying the March 13, 1931 Service Letter which explains why some of you have certain items in your Victorias and, why some do not. It must be remembered that while these items were deleted, at a later date, they were re-introduced back into production. You will have to refer to the service letters to know what items were reinstated and when.

All Dealers

March 13, 1931

The following items which have been used in the Victoria Coupe bodies will no longer be incorporated in the new Victoria Coupes:

- (1) Inside Sun Visor R H
- (2) Set-in Door Pockets removed from RH and LH door trim and a "Patch-pocket" put into LH door only.
- (3) Carpet on door bottom and rear quarter bottoms.
- (4) Rear floor & sill carpet will be one-piece design, instead of separate sill carpets.
- (5) Stripe on cowl tank finish panel.
- (6) Ends over sill on heel carpet.
- (7) Seaming lace along roof head lining edge.
- (8) Seaming lace at top of rear seat back.

Also the following additional changes will be incorporated in Victoria Coupe bodies assembled shortly:

- (1) Front seat exposed metal parts now painted Maroon will be Black finish.
- (2) Quarter curtains will be omitted.
- (3) Tassel on rear curtain will be replaced with tab.

Please call this to the attention of all concerned.

Another service letter dated 5-26-31 told of the Victoria luggage carrier:

A luggage carrier rack assembly A-18575-D has been released for use with the Victoria. This carrier is identical with A-18575-C except that A-18604-5 Luggage carrier rack supports are replaced by A-18614-15 respectively. The hardware for attaching this carrier to the bumper consists of 4 each of A-21121-S4 bolt, A-21787-S1 nut and A22300-S1 washer and is not included in the carton with the luggage carrier rack assembly. This rack of course will be handled as an accessory but we shall be pleased to assemble on our Final Assembly Line the same as we are now installing A-18585-B & C on other models.

Service letter Nov. 26, 1930:

Radiator Shell for Victoria Coupe:

A new design radiator shell has been adopted for use on all Victoria Coupes. They will be available thru Service under No. A-8200-02.

## Door Locks - Victoria Coupe:

To provide locks requiring only one key for the door handle and ignition switch, a new series of locks and keys have been adopted for use on Victoria Coupes. The key series for these new locks is A-1301 to A-1550, and the locks cannot be made to fit on other models because the cross section of the keys are different.

A-11569 covers the Lock set, which consists of one ignition lock and conduit assembly together with one extra lock cylinder.

(End of Service Letters).

Editors comments: The service letter should prove that it was the intent to use the new radiator shells (1931) on all Victoria Coupes. I can't explain why some had the 1930 shells. One reason might be to use up existing stock and another might be that someone exchanged them during the use life of the car when replacing a damaged radiator. I would advise persons restoring for show to use the 1931 shells.

Questions, I get questions.

Mr. Dean Larson writes that he isn't happy with the color of the top material that he has received from LeBaron Bonney. He has discussed this with them and they agree that the shade of the material is not as light as previous dye lots but they are looking into it for him. He wants to know where he can get top material for his Leatherback if LB is not satisfactory.

Answer:

I am sorry to say that I do not know of any other source for this material. I am asking the membership to advise me if they know of Leatherback top material sources. This will be great for the members.

Charlie Viosca

From Tom Busch, Milwaukee, Oregon:

I have body number 190A30090 and frame number 3021773. (my engine number is different). The car is titled as a 1930. Do you think this is correct? The car also has a 1930 radiator shell and the long running board aprons. It was my understanding that even the early Victoria's had 1931 Radiator Shells.

## ANSWER

Tom, you are under the same assumption as most of us are in the Victoria having the 1931 Radiator Shells and running board splash aprons. Again, my advice is to change them to 1931 from 1930 even though they may have been factory installed. As per the judging standards, the proof is up to you. We do know that the Ford factories did use up stock of one model before using the correct stock for a particular model. This might account for your discrepancies.

As for the numbers, the frame number is correct of course. Your engine number should match this number and if not then you have an engine that was replaced. My advice is to use the frame number on your remanufactured engine. According to my file on body numbers, your number fits in the March 1930 numbers. The Victoria's did not come out until late in 1930 and this is an early 1930 number. I have no answer for this.

I hope this answers your questions but if not, let me know.

## Trivia

(Re-printed from the Cabriolet Club newsletter).

Mr. Wm. Furness, President, Model A Ford Owners of Canada compiled the following information in 1976.

## VICTORIA PRODUCTION -CANADA - U.S.A.

1930	6,306	141
1931	1,096	33,906
1932	161	1

(Editors note): The 1932 figure is not correct. There were more than one Model A Victoria's built with 4 cyl. engines in 1932. Marshall Lewis has one. I will check with Marshall but if memory serves me correctly, the number was 19.

## Early seat hinge and rod.

Enclosed with this newsletter is a drawing by Mr. Dean Larson of Hanson, Mass. This drawing shows how the floor brackets, seat hinge and rod are attached together. Please note that the nut for the hinge rod is actually a windshield slide nut. The nut goes in the center of the seats so that you can unscrew it and slide the rod out to move into the desired hole. (Bottom P. 5)

# CLASSIFIED

## Wanted to borrow:

As most of you know, Mr. Wm. Bond is presently making the steering wheel floor board covers. He is presently working on the female dovetails that we need replacements for so badly. He expects to have these out in the spring. What he wants now is to borrow a pair of upper door sills for the Victoria so he can copy them and manufacturer them. If any of you have a good pair that he can borrow, please contact Mr. Bond. He will pay postage both ways. Wm. H. Bond, 1040 Old Squaw Pass, Evergreen, CO. 80439, (303) 670-3283.

## For sale

Complete interior kit from Le Baron Bonney. Brown Mohair with matching carpet for front and rear. Assist straps, arm rests and sun visors included. This is for an early Victoria without the sliding seat on the drivers side. I need to sell this set as I need the sliding seat covers which is different. Le Baron Bonney does not have this material anymore. It is better material than they have now. I certainly would use it if either the material color matched or I could use it on my front seats. A bargain at \$1200. Barry Dagestino, 11209 Morrison St. Unit C - North Hollywood, CA. 91601 - Work (213) 482-7370, Nights (818) 985-2126.

## For sale

1929 Radiator shell - 1929 L. rear fender - restored  
 1931 Radiator shell - 1931 Tillotson Carburetor  
 1931 Zenith Carburetor - 1931 splash apron  
 1931 Instrument panels, 1 new and 1 used  
 1931 Radiator splash apron - 1931 hood latch  
 1931 speedometer - 1931 front bumper arms  
 1931 windshield wiper motors, 1 elec., 1 vac.  
 1931 front bumper - 1 new 1931 Quail radiator cap  
 1931 window regulators - rear (pair)  
 1931 muffler - 6 V-8 wheels with tires (Ford).  
 3 V-8 hub caps - 1931 new left rear FIBERGLASS fender

Ruth Agans, 220 Pauline Pl., Costa Mesa, CA. 92627, 714-548-6063.

## For sale

Victoria and Model A Wood Kits by Steve Cannon, 1418 N.C. 150 W. Summerfield, NC. 27358 (919) 643-7373.

## For Sale

1931 cloth back Victoria body missing rear window frame. Most all wood still in body. Body is on original frame; two bent up rear fenders and left fender intact. Asking \$1200 or reasonable offer. Melvin Bickling, 21586 Hwy 392, Greeley, Co. 80631. 303-352-4842.

## For Sale

I still have the 2 1/4 window frames (both for left side) and left door window frame. If interested, please contact: Charlie Viosca

For Sale

1931 Victoria back section. Very rust free and straight. Asking \$500 F.O.B. Washington. Bill Hoffman, P.O.Box 520, Brewster, Wa. 98812, 509-689-2220.

1931 Victoria parts:

Leatherback rear body clip. \$400.  
 Steelback body clip. \$400.  
 Set of doors, no hardware. \$150.  
 Set of doors with window frames, garnish molding windows etc. \$250  
 2 Victoria Cows, \$150 each.  
 Floor pan \$200.

I also have some assorted wood, door posts etc. Parts are fair to rough. E. Spielberger, 195 Mt. Pleasant Ave., E. Hanover, NJ. 07936, 201-887-2633 after 11PM. [Editor - I don't know what he means by rear body clip].

I have 2 rear garnish moldings for sale. Contact: Warren Mc Williams, 603 Pheasant Dr., Harrisonville, MO. 64701, 816-884-4013.

**WANTED**

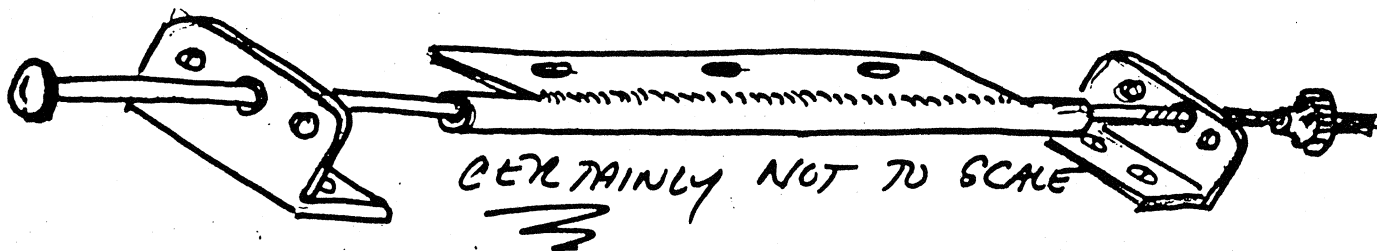
Mr Paul H. Miller 50 Level Rd., Colleyville, PA. 19426 is in need of a pair of rain gutters for his Leatherback Victoria. If any of you can help him, please write.

WANTED:

Mr. Winfred Taylor, 5204 Simmons Dr., Lumberton, NC.28358, needs a pair of drip rails and tack strips for his Leatherback Victoria.

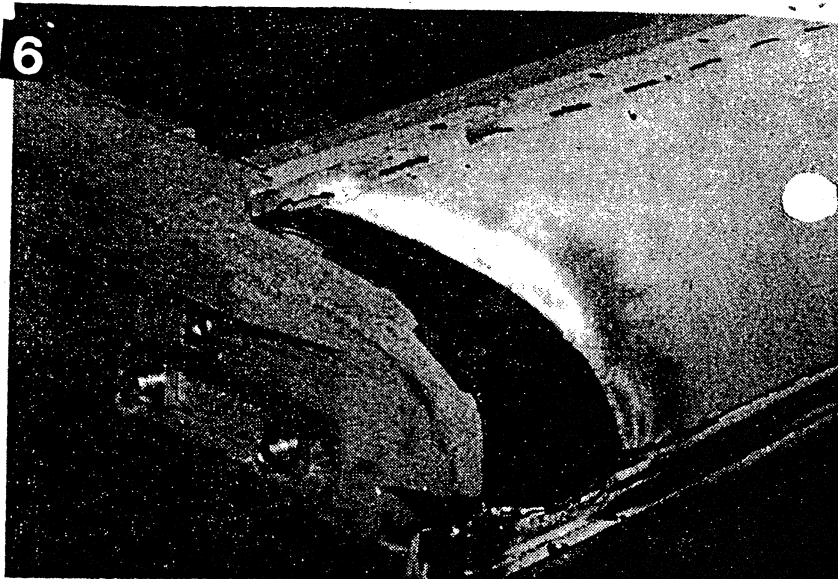
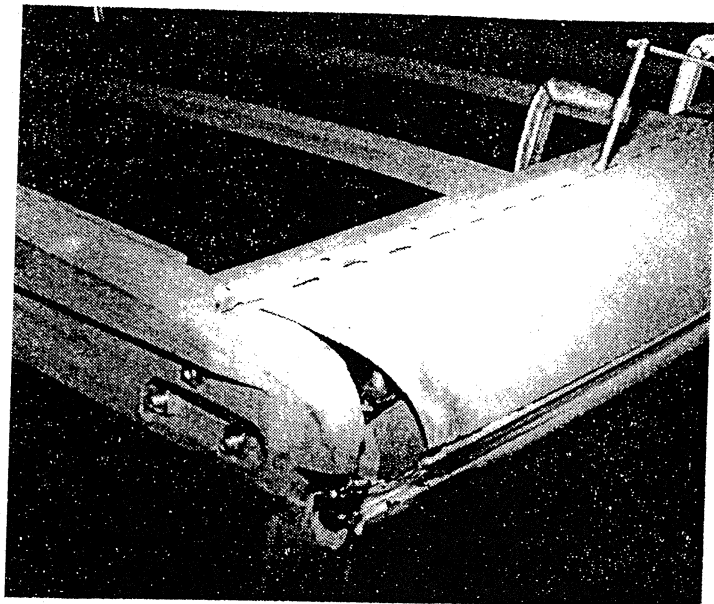
VICTORIA ASSOCIATION NEWSLETTER

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.

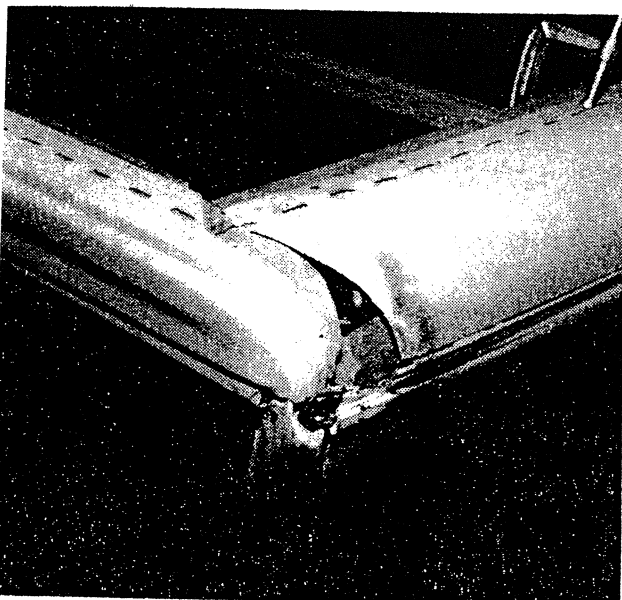


Drawn by: Dean Larson

NOTE THAT THE ROD IS SHOWN LONGER THAN ACTUAL FOR CLARITY.



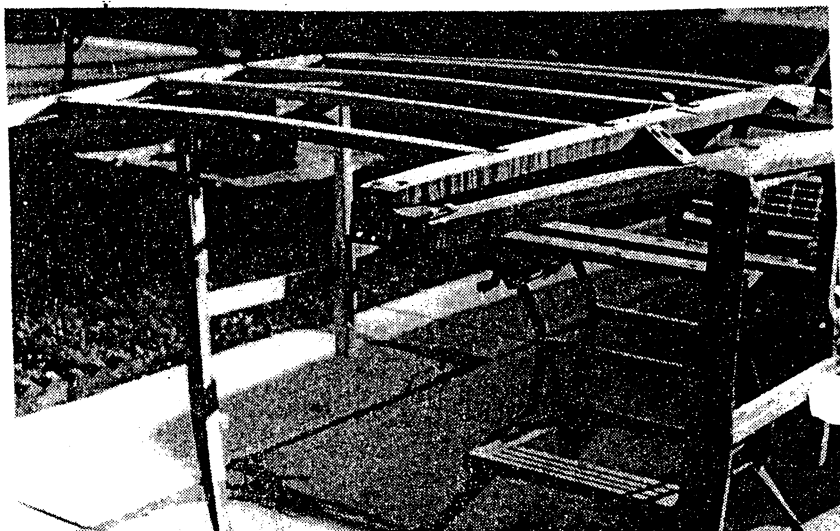
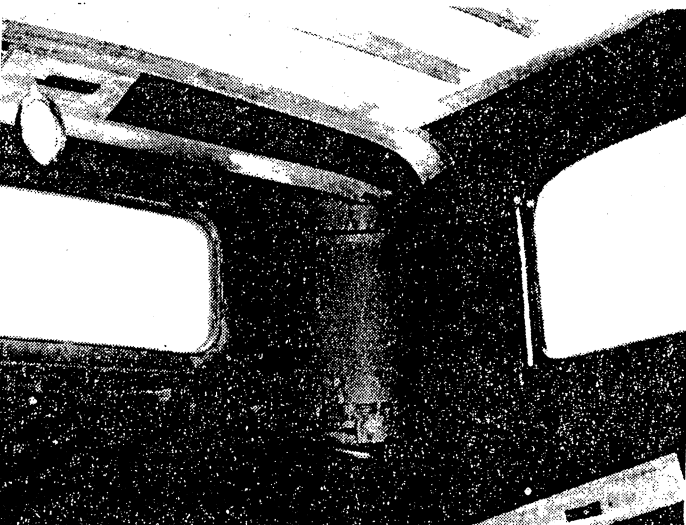
These three photos show how I replaced the metal that had rotted out of my Victoria. Upper left is where I cut off the bad sheet metal. Upper right is where I made a pattern of thin cardboard and then cut it out of new metal. It was then welded in place. Lower left shows the metal header in place to get the tab fit of the header and new metal. It was needed on both sides and came out excellent. You can't tell it was done.

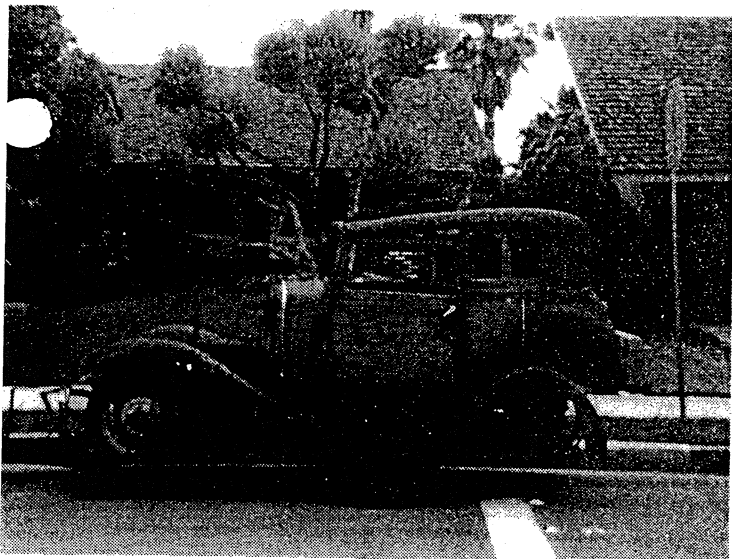


When I did this, I didn't know how to weld. I got a welding rig and some instruction and gave it a try. My point is that you can do more than you give yourself credit for. Don't be afraid to tackle anything.

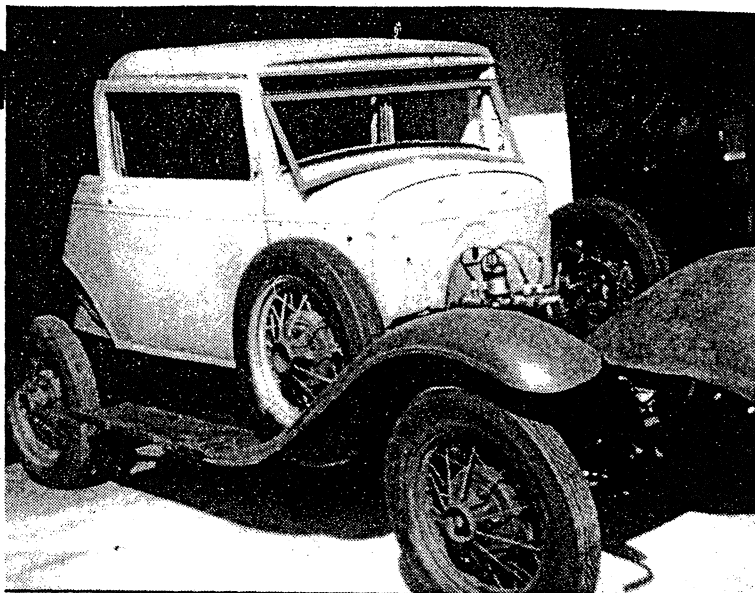
Lower left is the inside of the Leatherback showing the dome light installation. Remember, this is different from the Steelback, which is mounted between the window frame and next bow up.. Also note the rail under the window frame and note the stepped up wood. Steelback isn't stepped up like this.

The frame below, is from Elmer Widman of Denver, Co. This is a Steelback. The rail mentioned above is clamped in the workmate table. Notice that it is not stepped up. This is how Ford assembled the framework.

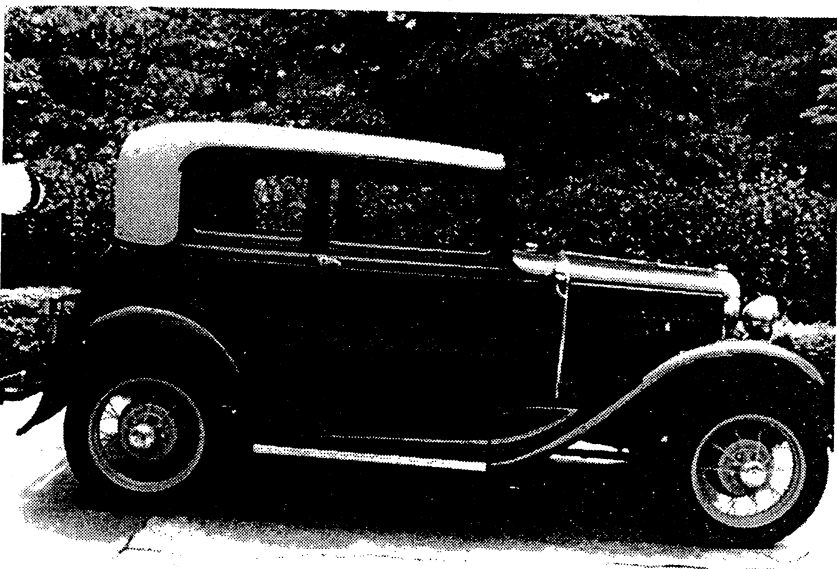




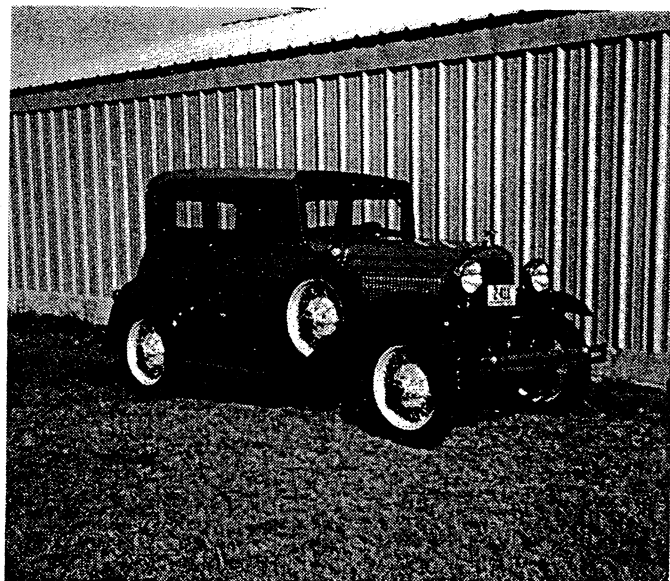
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These two photos are of Jud Palmer's Victoria, before and after. He said that it came from Bismark, ND. He thought he was crazy after looking back. The second picture shows what can be done. This was 17 months later. It looks to me that he really is getting after it. Jud is from Orange, CA. How much longer to completion, Jud?



This Victoria belongs to Russ Lawson of Morgantown, NC. This Victoria is shown before restoration. It has been in the family for quite some time. Russ, send us a shot of it since restoration.



This Leatherback Victoria is owned by Bud and Barbans Hough of Cheyenne, Wyoming. It certainly looks like he has done a great job on the restoration. Those of us that attend the High Country Tour will see the car as he plans to show it.

NOTICE: THIS IS THE LAST NEWSLETTER YOU WILL RECEIVE IF YOU HAVEN'T PAID YOUR DUES BY THE END OF MARCH AS THE NEXT NEWSLETTER WILL BE OUT IN APRIL 1989.

Charlie Vrosia

