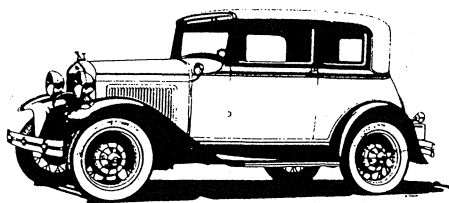
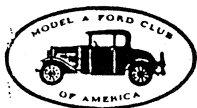


Victoria Association



Vol.6 No.1

NEWSLETTER

January 1991

DUES TIME AGAIN

Once again, it is dues time. To continue receiving the newsletter, send your \$12 dues to: Victoria Association, 68 Windjammer, Frisco, TX. 75034.

For those dropping out, I want to thank you for being a member in the Victoria Association.

DRAWING EXPLANATION

Let's start off by explaining the drawing of the passenger seat floor bracket on page 6 of the last newsletter. Jerry Bengel did the drawing of the single hole bracket. There was another, three hole bracket, used on the drivers side as well as on the passenger side and I took the liberty to add the dotted lines to show how the three hole bracket looked. Jerry asked me about this and I explained what I had done. I hope this did not confuse you.

The three hole bracket was used on the Victoria drivers side from the beginning until the sliding drivers seat was installed. The single hole and three hole bracket was used on the passenger side until the sliding drivers seat came out at which time the passenger seat bracket was also changed. Page 8, of the last newsletter, shows the passenger seat bracket that came out with the sliding drivers seat.

I do not have installation dates on any of the brackets. So, in summary, you should have the three hole drivers seat bracket unless you have the sliding seat. For the passenger seat, you can have either the three hole or the one hole bracket unless you have the sliding drivers seat. Anyone having questions on this, let me know.

MICHAEL WEINMAYR ARTICLE

As promised, in this newsletter, you will find the article by Mr. Michael Weinmayr of Lexington, MA. I hope you enjoy his article as much as I did.

Michael has some advice for the beginning restorer. I quote "If I can offer any advice to the amateur restorer using reproduction parts, take care to verify, at the time of purchase, that the replacement part is the correct size. During my restoration I purchased oak top bows which were too short, a windshield header which was too large, replacement brake pins some of which were too large, some too small, door hinge pins which were too small, an ignition switch which would not fit in the instrument panel, and a side mount arm assembly which simply broke in half during installation."

(Editors comment) I know that there are many manufacturers of reproduction parts that will sell you anything. There are too many reproduction parts that should not be on the market. It is hard for us, that do the newsletters, to keep from telling you from whom not to purchase their products. We simply do not want to be sued. Therefore, we tell you from whom to make your purchases. You see me recommend Steve Cannon and his Model A Wood. I do this simply because I have not had one complaint against his product. I can tell you of several companies that make lousy products but I can't put it in print. For those of you that are interested, I have a Merchants List. Those companies and individuals that sell good products for the Victoria. Drop me a note and I will send this list to you.

I ask that other members send in articles for inclusion in the NEWSLETTER.

I would like to ask the membership to let me know what they would like to see in the newsletter that I am not presently including. I will consider all suggestions to improve on the newsletter.

ADDRESS CHANGE

In the last newsletter, I ran a want ad from Barry Loucks of Canada. He wrote to give me his new address, here it is:

Barry Loucks, 55 North Plaza Blvd. #416,
Rochester Hills, Michigan 48307.

(313) 853-0797

MY FAX NUMBER

For those of you that may want to send items to me by FAX, here is a FAX number you can use: (214) 370-1633 and ask to notify me by phone -- (214) 625-2922.

VICTORIA PAINT DRAWING

As promised in the last newsletter, I am including a drawing of the Victoria and how the colors are divided as well as where the striping goes. I have included the colors as shown in the new Judging Standards and Restoration Guidelines. I hope that this drawing will be of help to you in painting your Victoria. By the way, you should get a copy of the new Judging Standards available from both the Model A Ford Club of America or Model A Restorers Club. It is a unified Judging Standard and is sold for \$23 postpaid. Even if you do not plan to show Model A, this book will be of great help during your restoration.

SEE PAGE 12

Beside being time to renew your membership in the Victoria Association, it is time to renew your membership in MAFA and MARC. I am including membership applications for your convenience.

I am also enclosing a membership application in the Model A Ford Foundation. I hope that many of you will consider joining the foundation. Eventually, this will lead to a museum or museums dedicated to the Model A Ford automobile.

1990 ACCOUNTING

INCOME

Dues, initiation fees and
back issues of the newsletter....2,121.00

Windshield rubber.....40.00

Carried over from 1989.....1,075.86

\$3,236.86

EXPENSE

Postage (other than newsletter) 128.44

Copies (newsletter reprints) 74.52

Phone & Fax 12.50

Printing and mailing newsletters 1,275.57

Purchase windshield rubber 340.00

Miscellaneous office supplies 49.01

Stationary & cards 177.06

New checks 18.70

MARC dues (MAFA free) 7.50

Office, rolls 1990 National
convention Victoria meeting 77.70

\$2,161.00

Income less expense\$1,075.86

Cash in bank\$1,075.86

WANTED

Victoria inside door handle and escutcheon and original window shades. Contact Philip Webb, P.O.Box #120, Nottingham, PA. 19362 -- Phone (215) 932-4088.

WANTED

1931 Victoria front driver's side door window regulator. I also need all the window frames for the Victoria. Chris Crum, 2406 Sandringham Rd., Sacramento, CA. 95825. (916) 481-4881.

FOR SALE

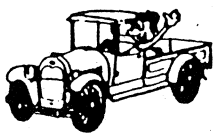
Victoria windshield frame, floor pan (excellent) and spare tire bracket. Barry Loucks, 55 North Plaza Blvd #416, Rochester Hills, Michigan 48307.

(313) 853-0797

FOR SALE

New Glass for 2 quarter windows -- used glass for rear window -- free, you pay shipping.

January, 1931 Leatherback Victoria. Restored for National Show. Body did not have one single ding. All original rock hard wood. All original bolts, nuts and screws were refinished and used except for running boards and fenders. English Mohair upholstery matches original upholstery perfectly. Original metal spare tire cover and lock. Woodgrain by Estes. Tool kit in cedar display case, 3-X plugs original valve stem hardware, sealed lines ect. Chicle & Copra Drab. Car is probably 97-98% original. \$28,000 plus labor invested, priced at \$25,800. Contact: P.T.Gilliatt, 7320 Birchett Dr., Prince George, VA. 23875 (804) 541-0944.



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

Victoria outer header panel -- \$40, rear rest plate for front seats -- \$30, inner header upholstery bar -- \$30,

Survivor brackets, butler finish, all mounting hardware and mounting instructions -- \$85 a pair post paid.

-- Female Dovetails, mounting screws and paint instructions -- \$40 pair postpaid.

Steering Column floor plates for S/W cars, painted black, two piece. \$15 postpaid. (Ed comment: you should know that these floor plates are correct for the Victoria and S/W cars. it is because of the dropped steering column and it is different on all other Model A's).

All postpaid with insurance, state mode of delivery. Parts not produced until ordered, 3-5 weeks delivery.

H E L P: I need a pair of folding top irons for a 1930 straight windshield cabriolet, (the inside ones).

Contact: Wm. Bond, 1040 Old Squaw Pass, Evergreen, CO. 80439 (303) 670-3283 -- evenings.

S/W Visor Brackets
85.00

S/W Floor Plates
15.00

William H. Bond

S/W Restorations
Female Dovetails
40.00



Buy
Sell
Trade

Specialty Parts

1040 Old Squaw Pass
Evergreen, Colorado 80439

(303) 670-3283

STEVE CANNON

(919) 643-7373

CLASSIC WOOD MFG.

1418 NC 150 W. • Summerfield, NC 27358

Wood Kits
Installation

Model A & T Ford
"T" Series MG

V. MICHAEL WEINMAYR
49 EAST STREET

LANDSCAPE ARCHITECT
LEXINGTON, MA 02173

For 35 years I have been the proud owner of a 1931 metal top Ford A Victoria. In 1959, I purchased the car for \$15.000 during my sophomore year at Penn State University and used it for transportation between Philadelphia and State College for two years.

After a trip to the west coast and back, my father felt that the car was no longer road-worthy (not that it ever was for the previous two years), and gave me his old 1956, mint green and charcoal gray, Oldsmobile for transportation.

After school, marriage, a new home in Massachusetts, and several Volkswagens later, I was inspired to pull the Victoria out of storage (and from under inches of chicken and pigeon dung and dust), and restore it again for commuter transportation.

The first restoration, in 1959, consisted of replacing a cracked head, installing a new (old) differential, upholstering the seats in black and white hyde of the nauga, and applying a \$29.95 a bright white enamel paint job. From the date of purchase to this day, the interior consisted of metal, raw wood and chicken wire.

The second restoration, undertaken in 1968, consisted of thorough sandblasting of the body, puttying over cracks and dings, installing a rebuilt engine, and applying a fairly decent chickle and drab paint job. Still not much work on the mechanicals, no interior, and hardly any brakes.

The third restoration, started in 1986 and still in progress, will be as thorough as I will ever go, including renovation of all mechanical assemblies, removal, scraping, sanding and painting all springs and bolts and parts, home done but decent metal replacement, and body finishing. Painting will consist of maroon and black acrylic lacquer with several coats of clear sealer, an easy and very forgiving painting technique for the home garage body and paint person. I may leave the interior work to Le Baron Bonney Co., except for what ever replacement materials I can purchase through an advertisements in the Victoria Club Newsletter.

During my high school years (1954-58) at Kennett Square Pennsylvania, I became a fan of Model A Fords. My first Ford was a 28 pickup which I swapped for a bicycle. My second was a fish truck purchased for \$25.00 from a junkyard in Coatsville. Later I acquired up a 29 roadster pickup for \$40.00 from a junk yard, and even later, a roadster parts car from behind a barn for \$10.00.

The 31 Victoria I purchased in 1959. I had my eye on the car for a couple of years, and asked the boys who owned it if they would like to sell it. They didn't, so I hypothesized that they would probably forget to drain the radiator or put antifreeze in it over the winter, which in fact is what happened, which enabled me to purchase the car in the spring with a cracked head. I offered \$15.00 but the boys felt that they would each like \$10.00, so we settled on \$20.00 as a purchase price. After a superficial restoration I drove it off to college.

Between my freshman and sophomore years I drove the car to California and back, taking the long route starting in Philadelphia, first to Niagra Falls, west to Detroit, onto Ann Arbor, up through Michigan to the Macaknaw Bridge, west to Seattle, south along the coast to San Farancisco, on to San Diego, then east to Yosemite Park, continuing east through the dirt roads of the Tioga Pass, on east to Indianapolis, and home to Philadelphia.

During the trip, I averaged one minor breakdown per day, and one major breakdown per week. To my recollection, breakdowns consisted at least ten flat tires, two fan blades, generator pulley, two fan belts, one water pump (snapped off by the first broken fan blade), one radiator (penetrated by the second broken fan blade), two differentials, two head gaskets, one smashed front fender, and two broken windows (one fell out, one was smashed by a drunken sailor).

Several starter Bendix bolts fell off and jammed between the flywheel and the bell housing. I pulled the engine to remove the first one. Later I found that if I dropped the car in reverse while rolling forward, or let the clutch out while coasting backward in second gear, I could throw the bolt free.

I had several broken fuel lines, often boiled over, burned a couple of condensers, had one failed coil, changed several distributor caps for reasons I don't recall, and on one occasion, had to drop the car in reverse in order to stop the car after the brake rod pin fell out of the brake petal. The roof leaked, so all my possessions and sleeping mattress got soaked with every rain storm.

At best, the brakes on the car were almost non-existent. To this day, I wonder how I navigated the hills of San Francisco. I drove to the top of Mount Rainier without problem, but had great difficulty getting down. I apparently had a chip in my differential ring gear, and had to keep the brakes on to prevent the rear wheels from locking up. The defective differential eventually disintegrated in San Francisco, but was quickly replaced with a free unit rear donated by another 18 year old A Ford fan.

On the way back from California, I had two female passengers in Yosemite Park, who paid \$15.00 each for a ride to Indianapolis. We all tired after traveling for a week or so, sleeping in the car and under the stars, without benefit of bed or bath. As we neared their destination, both women felt that they had had about as much as they ever wanted to of Model A's. For their sake, I decided to sprint for Indianapolis.

About twenty minutes after downing a handful of No-Doz and, We hit a rough set of railroad tracks at 60 mph., dropped the second differential, and I sat up all night wide awake with the disabled car, which again could be driven only with the brakes fully applied.

At 6:00 A.M. the following morning, I purchased a replacement differential for \$10.00 from a local blacksmith, and had the car reassembled by noon that same blistering 110 degree hot day. The rear wheel bearing inner races were so badly worn that I had to remove the rear brake shoes to prevent the shoes from binding on the brake drums. With only front brakes, I proceeded on to Indianapolis, running 50-60 mph all the way.

Disaster struck again! About 75 miles from Indianapolis, a second fan blade disintegrated, took handful of radiator with it and penetrated the hood, all at six on a Sunday evening. A call to the local telephone operator got me the name of the owner of the local junk yard who opened his shop, sold me a used fan blade for \$2.00 and gave me the name of a farmer who would part with radiator from an old "doodlebug", which I paid for with ten silver dollars cash.

By this time, the town police, a group of local lads and other on-lookers had joined the big event. Back at my disabled Victoria, the group circled my car with their headlights on so that I could install the parts. I was ready to roll again by ten that evening.

The girls had finally given up on me and my Ford. One girl called her dad who drove down to pick them up. The dad thought the car was sort of neat, gave his car to the girls, and drove with me to Indianapolis. Having not slept now for nearly 40 hours, I welcomed his company to keep me awake. I never heard from the girls or their parents again.

My parents were quite relieved the day I drove in the the driveway. It rained the day I arrived home, two tires went flat and the rear window fell out again. My father refused to let me drive the car another mile.

V. Michael Weinmayr,

MODIFICATIONS TO MY VICTORIA

I have been asked by one of our members if I would talk about what I did to my car to make it more road worthy. This is Model A but not Victoria. I would be willing to do this if the membership wants this information. If some of you drop me a note when you pay your dues and tell me you want to know this information or if you do not want it, I'll know what to do.

I can also give some advise on overdrives and their operation. I will give any information the membership desires.

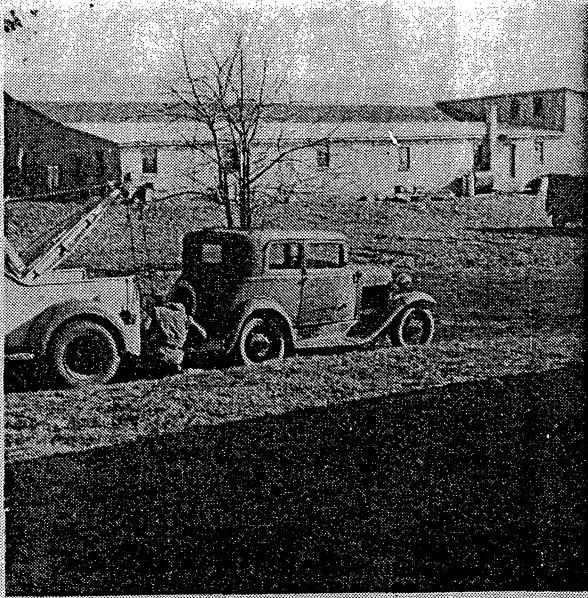
LAST NEWSLETTER REQUEST

In the last newsletter, I requested that anyone in the Los Angeles area that had sliding Victoria drivers seat get in touch with a new member that needed help with the sliding seat.

I am happy to say that Vince wrote a very nice letter to tell me that Jack Simmons took his seat out and took it to Vince and made patterns for him to use for installing his seats.

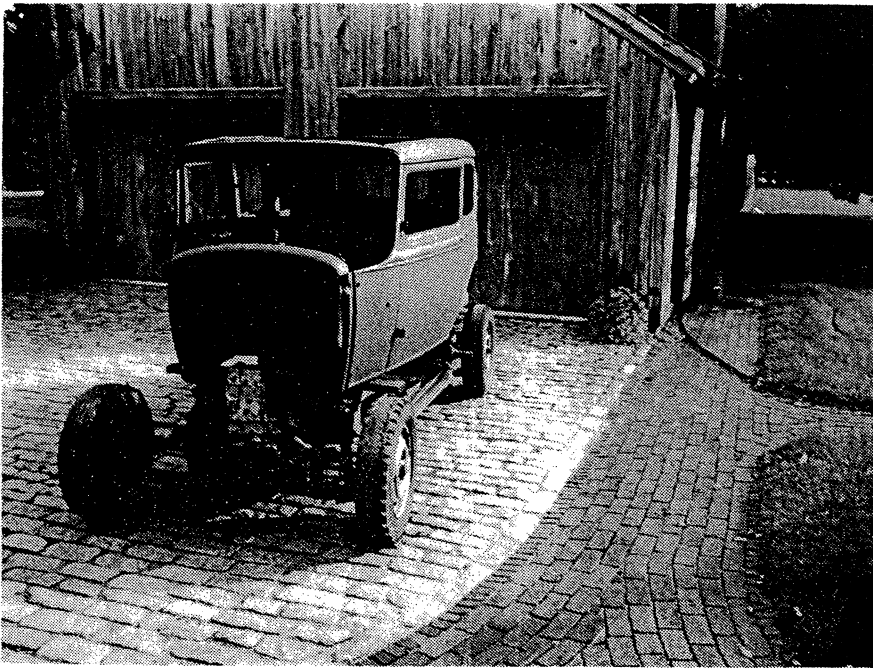
This is what the Victoria Association is all about. Helping our members get their cars done like they should be. I thank Jack for helping Vince and I really appreciate Vince writing a nice thank you letter to me as well.

JAN 1959

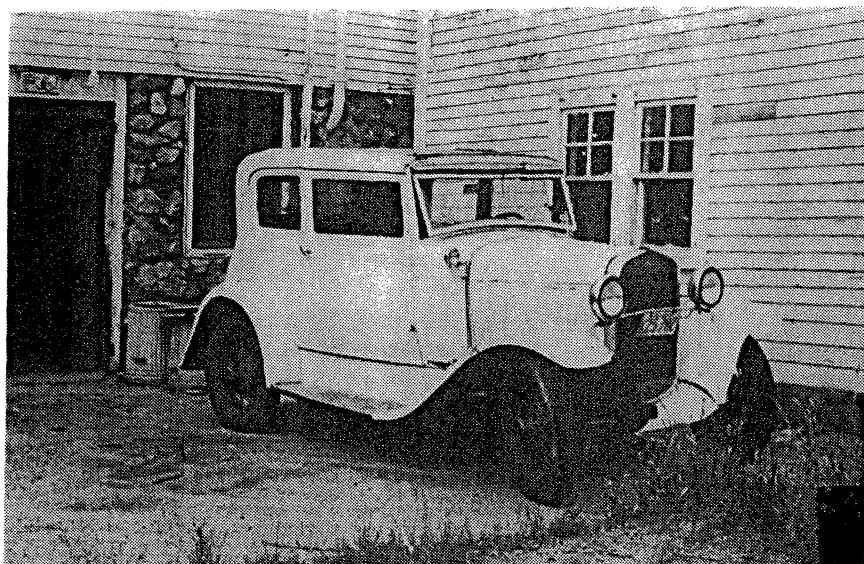


Note the Jan 1959 date on the photo.

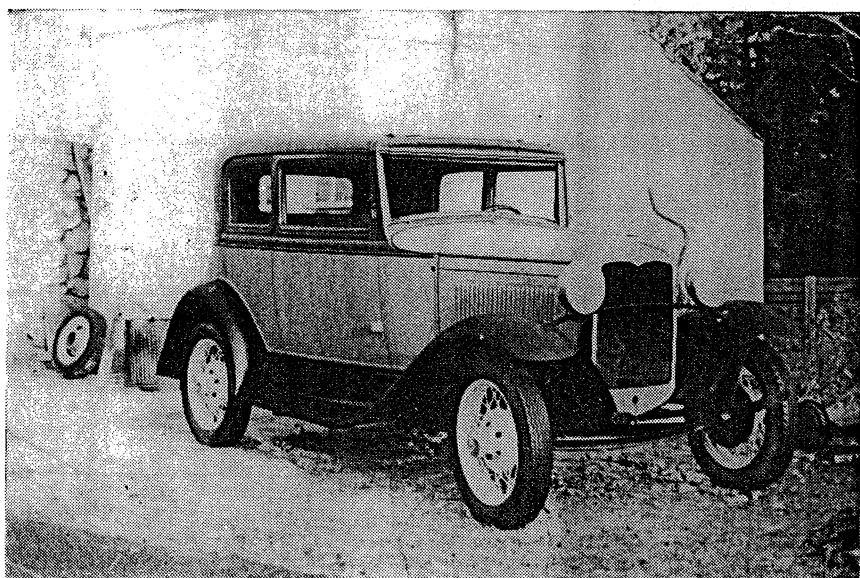
This is where I found the original Victoria, in a field behind a couple of mushroom houses.



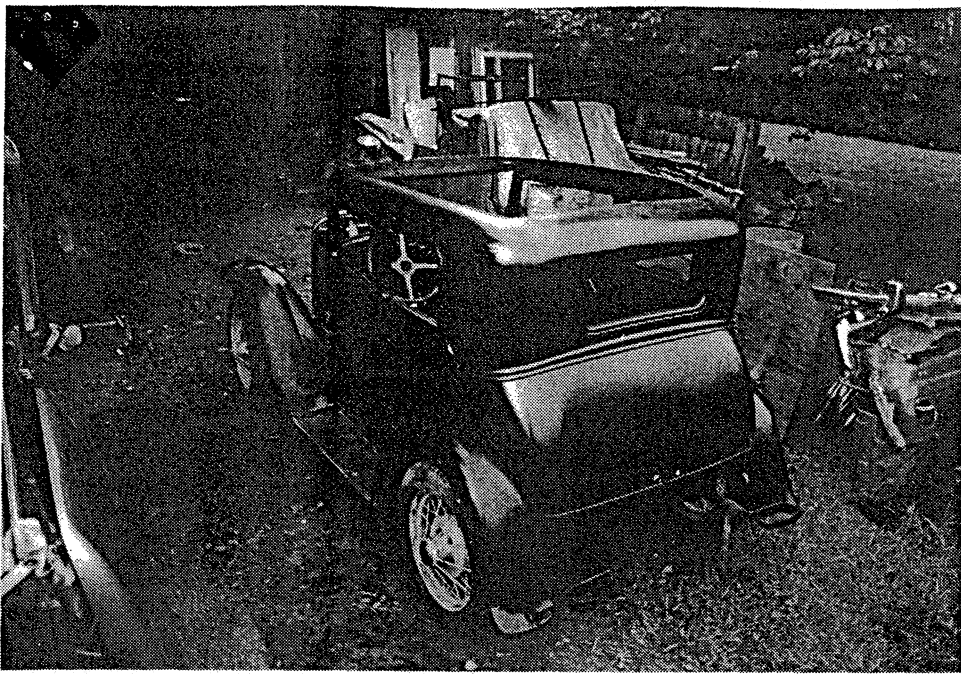
The body is blocked up on an old Volkswagen running gear so that I could push it around during my latest restoration.



This 1968 photograph shows the car just after I had driven it up from Philadelphia, un-restored and loaded down with several hundred pounds of spare parts.



After the 1968 restoration, the car looked pretty good, but was mechanically in pretty rough shape.



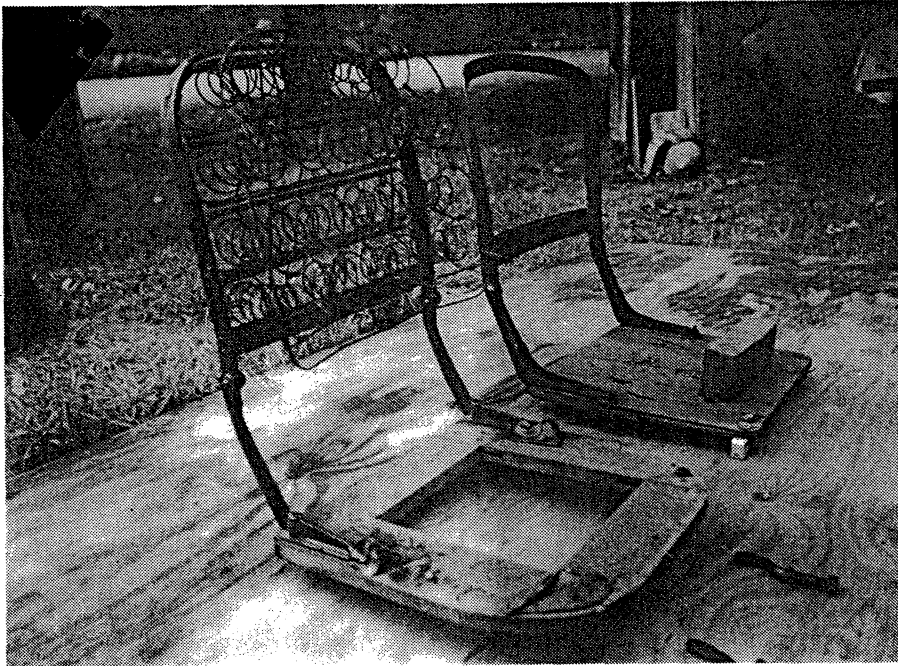
These rather dark
photographs show the
condition of the car today.
The paint job is a light
temporary protective coat.
I will sand and repaint
before finishing the
interior.



Editors comment:

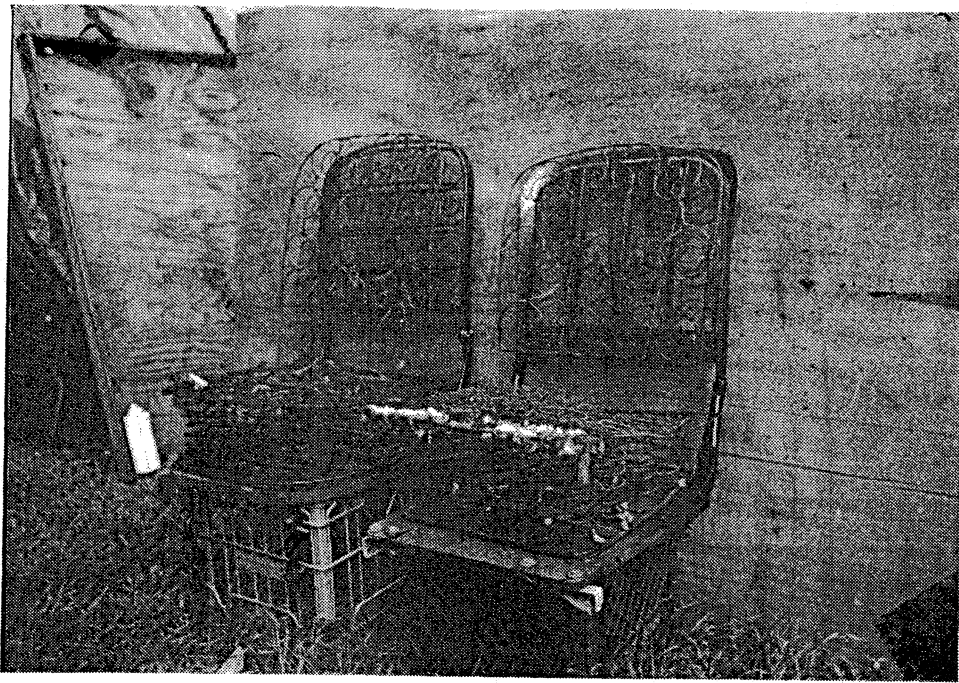
The seat on the left does not appear to be Victoria. The seat on the right may be early Victoria. Page 7 & 8 of the last newsletter show the late seat frame used with the sliding drivers seat.

The cast iron bolt type hinge attachment shown here are not Victoria. They were used in the tudoor. In newsletter #4-1 (January 1989) on page 5 you will see the correct seat attachment bracket for the early seats as used in the Victoria. The sliding drivers seat had a different bracket used on the passenger seat. This is shown on page 8 of the last newsletter.



I do not have a photo of the early Victoria seat frame. If any of you can send me a photo of the early Victoria seat frames, I'll put them in the newsletter.

Photographs #1 and #2 show the seats without springs. The drivers seat has a makeshift aluminum floor bracket. The Passenger seat has the original cast iron bolt clevis hinge attachment.



Photographs #3 and #4
show the seats with the
springs in place. The
springs are strong, but you
can see that they clearly
don't match.

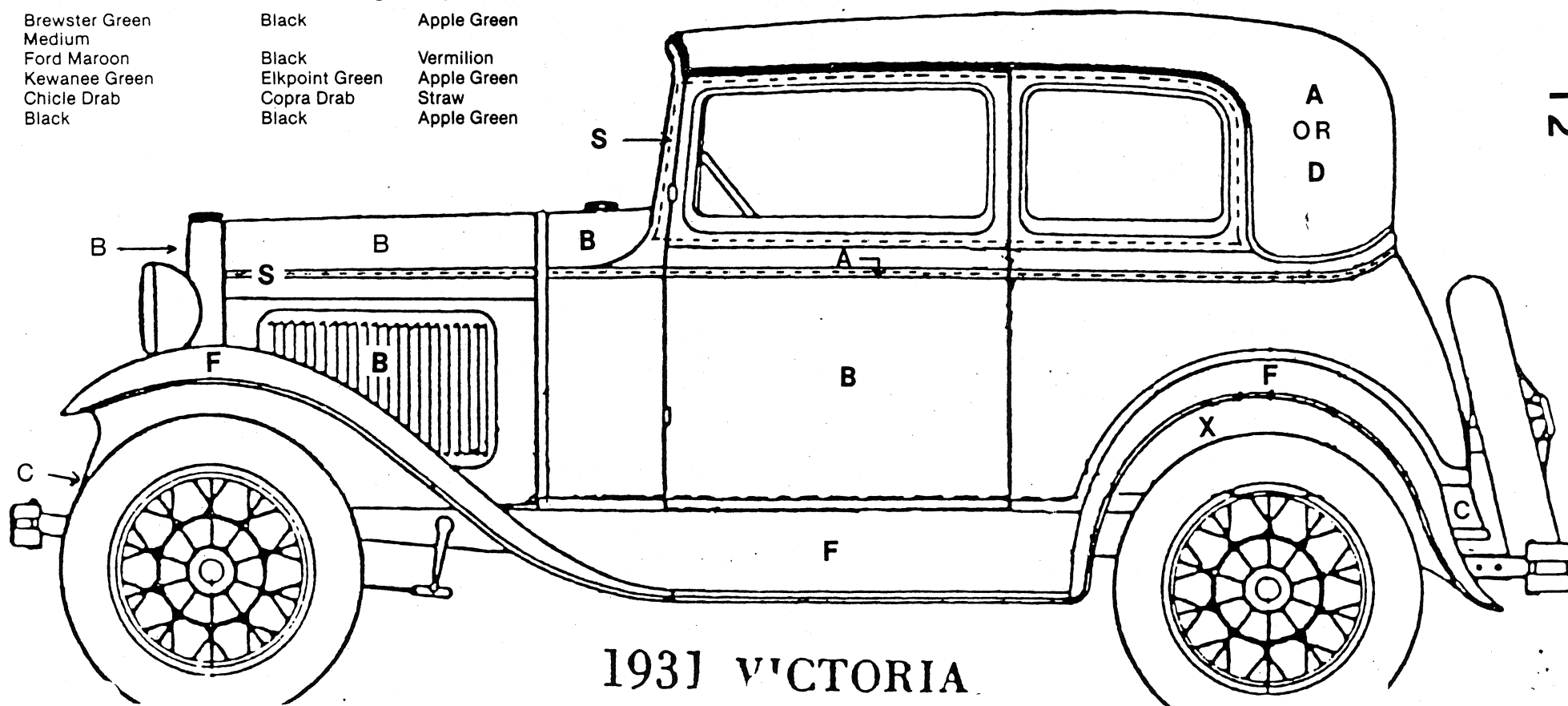
- A** Upper Body Color - starts at bottom of belt - upwards.
- B** Lower Body Color, includes top of tank, hood and front top radiator insert.
- C** Lower radiator insert, rear body skirt - always black.
- D** If Leatherback Victoria, this is covered in vinyl.
- F** Fenders and splash shield always black, including under side.

- S** Stripe starts at the radiator and goes on the belt completely around the car. Window stripe goes under the windows up the front door post, across the top of the windows and down between the quarter window and the rain gutter. (Indicated by dotted lines).
- X** The rear fender wells were body color, if it was a dark color, or painted black on light color bodies.

Note: Windshield frames were upper body color.
Reveals same as upper body color.
Lower Moulding same as lower body color.

1930-1931 VICTORIA (190-A)

Body	Belt & Moulding	Stripe
Brewster Green	Black	Apple Green
Medium		
Ford Maroon	Black	Vermilion
Kewanee Green	Elkpoint Green	Apple Green
Chicle Drab	Copra Drab	Straw
Black	Black	Apple Green



YES! Count Me In For Fun & Enjoyment!

MAFCA: 250 South Cypress, La Habra, CA 90631-5586

(U.S. Member \$20.00, Foreign Member \$24.00, Foreign 1st Class Member (\$36.00) - U.S. Funds Only)

Name _____

Spouse's Name _____

Address _____

City _____ State _____ Zip _____

Country _____

NOTICE: Dues for new membership may be paid at any time, however, new members paying between November 1 thru December 31 will receive Nov/Dec issue plus all of the upcoming calendar year.

INDIVIDUAL MEMBERSHIP APPLICATION

YES! I want to support the cause and join the Model A Ford Foundation Inc.

Enclosed is my check for:

\$20.00 for Regular Membership

\$200.00 for Life Membership (Non-Expiring)

Name _____

Address _____

City _____ State _____ Zip _____

Phone () _____

Your Individual Membership is Tax Deductible

Reprinted from the OKIE A'S newsletter.

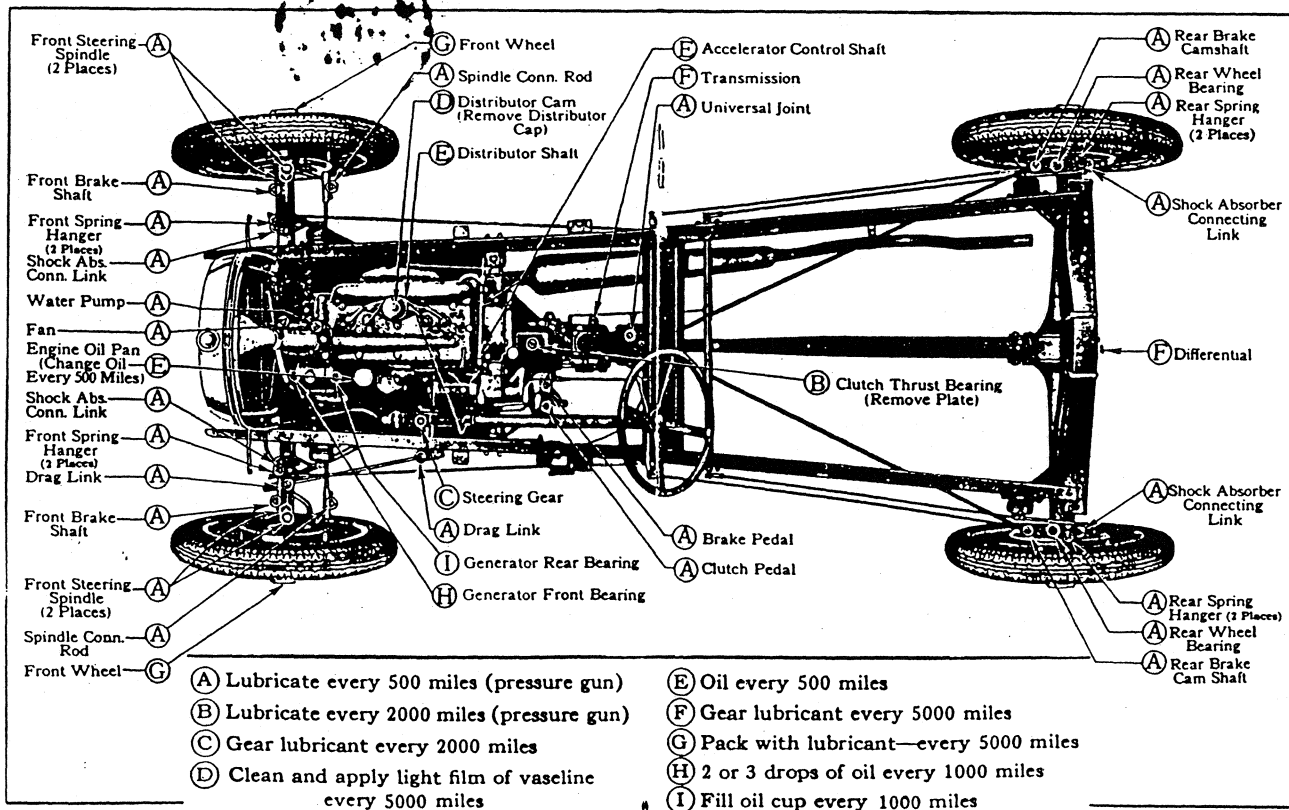


Figure 15—Model A Lubrication Chart

Use No. 2 high pressure lubricant in all high pressure lubricator fittings. Pack Front Wheel Bearings with a short fiber sodium soap grease having a high melting point. Use good grade gear lubricant in the Steering gear, also in the Differential and Transmission (see page 14).

Use oil on the Distributor shaft and Generator as specified above. Place a little vaseline on the Distributor cam as outlined above. For Engine oil recommendations see pages 11 and 14. Every 500 miles flow some oil through the oil hole in the starting crank bearing. This oils the spring where it fits the crank member.

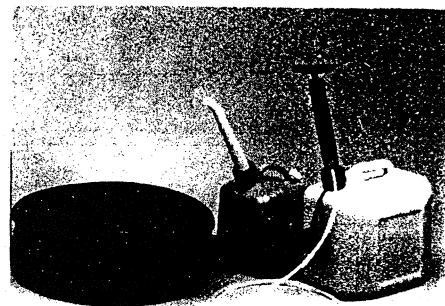
This is reprinted from the Kubota newsletter - good advise.

SAFETY MAINTENANCE TIPS

GASOLINE - USE PROPER SAFETY PRECAUTIONS

Handling gasoline can be an explosive task if not done properly. The National Safety Council has some suggestions for storing and handling gas safely:

- Use an approved safety container to store gasoline. Be sure that it is labeled and is out of children's reach.
- Never carry gasoline in the trunk of your car. The smallest spark from a taillight or even a quick stop could ignite gasoline vapors. Instead, carry the safety container closed and two-thirds full in the back seat, keeping windows open to allow vapors to escape.
- Never smoke in fueling areas or use gasoline as a cleaning agent. Be sure to always wipe up gas spills immediately.
- If clothes should become doused, remove them and wash skin with soap and water to avoid irritation.



Remember that air, fuel and an ignition source together mean fire . . . keep them apart.

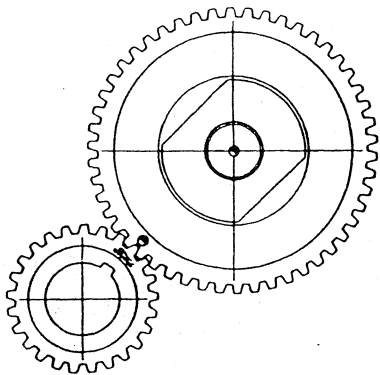


FIG. 465

TIME GEARS MUST BE MESHED ACCORDING TO MARKS

When installing time gears always make sure that the tooth marked Ford on the small time gear meshes between the two teeth on the large time gear at the point where the gear is marked with a slight indentation (see Fig. 465).

Reprinted from the Ft. Worth Cow Town A's newsletter.

You'll Come



17TH MAFCA NATIONAL

June 22-26

Be an Early Bird!
Sign up as an Early Bird and receive early notification of plans for the '92 Convention!

Mail \$7.50 to: Dallas '92 Early Bird
P.O. Box 797402
Dallas, TX 75379-7402

MODEL "A" RESTORERS CLUB
24822 MICHIGAN AVE.
DEARBORN, MI. 48124

Name _____ Spouse's Name _____

Address _____

City _____ State _____ ZIP _____ Country _____

Membership dues are \$15.00 for U.S., \$16.00 (U.S. funds) for Foreign, per calendar year, and includes six copies of the Club magazine MODEL "A" NEWS. Members joining between January and October 31, will receive all back issues of the magazine for the year joined, expiring December. Dues paid between November 1 and December 31 are valid for the remainder of the year in which paid, plus the entire following calendar year.

SAFE DRIVER TIPS

Be prepared for BREAKDOWN ON THE HIGHWAY. You may never have a breakdown but just in case--- "BE PREPARED".

SOME THINGS TO REMEMBER:

- Get the vehicle as far off the road as possible.
- Get passengers out of the vehicle and away from traffic.
- Set up flares or warning triangles at least 250 feet behind the vehicle.
- Stand on the shoulder at least 100 feet behind the vehicle to signal for help. AAA and many other auto clubs include "HELP" signs in your trip packet.
- Keep your seat belt on if you must remain inside the vehicle while waiting for assistance. (N/A Model A)
- Walk on the shoulder facing traffic if you must walk for help.
- If you belong to an auto club keep their telephone number handy.

SOME BASIC SAFETY TOOLS:

- A working flashlight with extra batteries or trouble light.
- A fire extinguisher.
- Jumper cables.
- Spare tire kit.
- Tool kit.
- Flares or warning triangles.
- Spare fan belts.

IF AN ACCIDENT OCCURS:

- Get help if possible: CB, Car phone, etc. notify police.
- Get names and addresses of witnesses.
- If another driver is involved--get name, address and insurance company.
- Notify YOUR insurance agent.

68 WINDJAMMER • FRISCO, TEXAS 75034

International

Model of Ford Victoria Association

PAY YOUR "91" DUES NOW

*Enclosed are five Victoria Association
business cards. Use as you see fit.*