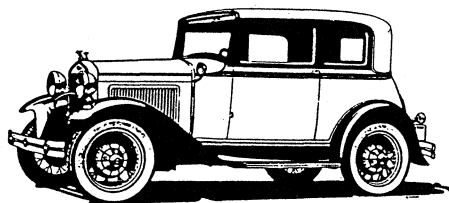
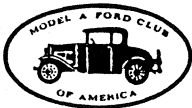


Victoria Association



VOLUME 9

NUMBER 1

NEWSLETTER

JANUARY, 1994

DUES

Yes, dues are due as of the first of January each year. I forgot to mention how much dues are, sorry about that. For those that do not know, \$12 a year which covers the newsletters, answers to your questions and free ad's in the newsletter. If you haven't paid your 1994 dues, please send \$12 now so you will be included on the roster which will be in the April newsletter.

FINAL WORD ON WINDOW SHADES

I sent a \$1,000 deposit to Jacquie Kelley for the shades members have ordered. Several members called and sent in orders late but I was able to call and include them. I expect to have them in January sometime but they could be late. As soon as I get them, I'll ship them to those that have placed orders.

VICTORIA WOOD GRAIN PATTERN

I heard from several members with original cars and they confirm the woodgraining on their cars is Mahogany. If you want it right, do Mahogany woodgraining.

JOINT MEET IN TACOMA IN 1994

The Victoria Meeting to be held at the 1994 Joint Meet in Tacoma, Washington will be held on Friday,

July 22, from 2:00 to 3:00 PM. I'm sure we can run over on this time. The place is the Tacoma Dome but the room has not yet been assigned. I'm sure you can check the schedule to find this out. I look forward to seeing lots of Victoria members there.

PHOTO SECTION

Gene Taylor of Madison, Alabama promised to send me photos of his Leatherback Victoria wood frame. I must say he finally came through in a big way. I am really pleased to have the photos and am running them in this issue, yes, all of them. My thanks to Gene for taking the time to do this and thanks for the quality of the photos. They will be a big help to the members.

MODEL A ENGINE USES

UPDATE:

Model A cars
roof shingle machine
welder
saws (in saw mills)
donkey engines
airplane engines
boat engines
early race car engines (modified)
air compressors
combines
railroad Jenny cars
Pony engine running a hay boom

That's pretty good, any more ??????

SEAT BELT INSTALLATION

Jerry Bengel wrote to enquire as to how I installed the seat belts in my Victoria.

Here's how I did it.

Rear seat belts were attached to a fender bolt. I removed one of the fender bolts and replaced it with a hard bolt about $\frac{1}{2}$ inch longer. I used a large flat washer on the outside to absorb any load during a crash. The center belts were attached to the bolts that hold the rear tire brace to the rear wood frame cross brace.

The front seat belts were attached to the left and right sills by the bolt that is located right behind both front seats. This bolt goes through the sills and the frame.

I mounted the center belts to holes I drilled into the front seat, rear leg rest metal plate. It probably be better to replace the two screws with hard bolts.

This may not be the best possible method but it was all I could come up with in the Victoria.

I put the belt buckles in the center location in the front and rear seat. I did not want the belt to hang out and bang on the splash apron. I actually used a modern recoil belt on the outside front seat location but found that as we rode down the highway, it got tighter and tighter so I fixed them in an extended position.

Good luck with your installation.

PHOTO CORRECTION

Please refer to the photos on the rear page of the last newsletter (Oct. '93). David Wilgus wrote to tell me that these were not his photos. THIS HAPPENS WHEN YOU DO NOT PUT THE NAME ON BACK OF EACH PHOTO. I would like the member owning that car, to please write and tell me so I can give proper credit as well as mail them back.

PLEASE - PLEASE, PUT YOUR NAME ON ALL PHOTOS. A good way would be to stick one of those small address labels on them. You cannot imagine how hard it is to keep up with photos and to whom they belong. I do appreciate receiving them.

I have two polaroid photos I can't identify, dated 9-15-93. Does this ring a bell with any of you? One shows the frame with red wheels and ready for the body. The other shows the body being prepped for paint, sitting on two saw hordes. A steelback - identify and I'll use them.

MAKING A VICTORIA WINDSHIELD FRAME

Norm Cross and Mel Hodde made Victoria windshield frames by taking a 31 windshield from a Model A and cut it down and mitered the corners. Next, move the adjusting arm hardware down. The top hole of the hardware will fit the lower hole of the frame and all you will have to do is plug the original top hole. They say this works very well. Good luck.

REAR SKIRT COLOR

Sid Gough of Alberta, Canada wrote to tell me he went to Calgary this past summer and met with several Victoria owners. He told me that several had the lower skirt painted lower body color. The owners told him that this was the way the car was before restoration. I have always heard that the lower skirt on the Victoria was black.

I checked the new Model A Ford Paint and Finish Guide just put out by MAFCA. On page 14 there is a Rear Apron Color Chart and it says for the Victoria the rear skirt is black. My advice, if you want to show your car, is to paint it black. Remember, if you deviate from the judging standards, you will be docked points UNLESS you get a variance and the proof is up to you.

Thanks, Sid, for your observations.

 One of our members wrote to tell me that he was disappointed to read that the "shades" (we ordered) did not come with rollers and hardware. He found a source (Le Baron Bonney) that handles both. He cancelled his order.

My reply is to tell you that most of you have the hardware and those that do not and cannot locate originals, purchasing the hardware items from LeBaron Bonney or another source is the way to go. This goes for the rollers too.

You must know that if you go the above route, you most probably will be docked points if you show. The originals are quite different from the reproduction items especially the rollers. Not for show, this is OK.

I would address the fact that our price did not include all this hardware. The shades are being offered to our members at our cost. I do not sell any items at a profit. Not "T" shirts, patches golf shirts nor back issues of the newsletter nor copies of prints. Those of you purchasing the shades are getting them at cost and I can't furnish hardware and rollers for free especially original stuff.

I certainly hope all of you know this. I enjoy doing this for the members and I don't mind doing it at cost as a service I surely don't want to lose money in the process.

To each his own.

I'm not sure what Ford practice was during production of the victoria when it came to the window shades. I have heard from several owners and there is no definite pattern as to the installation. Some say their early Victoria had all three shades and some say they

had only one. If there is any pattern of when and where the shade installation was, it will have to come from the Judging Standards. My advice would be to see if your original wood had holes for just the rear shade or all three shades (quarter windows). If not, go with what you like.

Robert & Yvonne Coleman write that their Victoria has matching engine and frame numbers that are January 31 numbers yet the car has an indent firewall. They say that it appears to be original. The firewall does not appear to have been replaced.

Lucky for them, they are not going to enter it in fine point judging. I really have no advice on what to do if they planned to show it in fine point judging. This is an interesting development. If any of you care to write and tell me what you think or what you would do, let me know. Also what is the advise some of you judges might have? You write it and I'll print it.

In the past, some have had 30 radiator shells and splash aprons. My advice to those who want to show the car is to replace them with 31 items. Certainly, it would be hard to prove that the car came from Ford that way. (It surely could have). However all Victoria's were supposed to be 1931 cars and not 1930. We all know Ford used up items in stock and even if the Victoria was to be only 1931 cars some people on the production line could have used a few 1930 parts. Proving it would be difficult.

The January engine and frame numbers with an indent firewall poses a different problem.

Let me hear from you.

MAFCA RAFFLE TICKETS

This year, MAFCA is raffling 3 items:

1st Prize - Le Baron Bonney Upholstery Kit (\$1,500)

2nd Prize - Complete set of Restorer Magazines

3rd Prize - MAFCA Club Merchandise (\$300)

Donation \$1.00 per ticket or \$5.00 for 6 tickets.

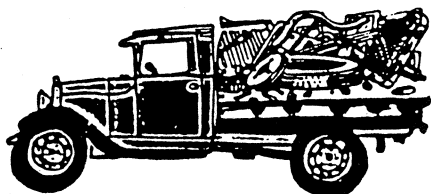
The prize winners will be drawn at MAFCA's 1994 National Banquet (in San Antonio).

The Victoria Association has purchased ten sets of 6 tickets. If any of you members are interested, please send me (Charlie Viosca) your \$5.00 per 6 tickets. Your donation will be appreciated for this worthy cause.

MAFCA is working their way up to raffling off a nice Model A.

GOLF AND "T" SHIRTS

Shirts and number are in stock: "T" Shirts, Small - 6, Medium - 6, Large - 10 and Extra Large 1. Golf, No small, Medium-2, Large-5 and XL 6. We also have the patches in stock. Prices are T's -\$6.50, Golf \$15 and Patches \$3 which includes mailing. The shirts are the best quality and not cheap shirts. When this stock is gone, there will not be any more. You should get one of these shirts with the nice Victoria on the back. The shirt is white and the Victoria is black. The logo on the newsletter is the Victoria we use on the shirts and patches. Very nice.



WANTED * * WANTED

I need two good (2dr) rear fenders for my new Deluxe Delivery. If any of you can help me please let me know.

Bob Barnard
National Door Industries, Inc.
6310 Airport Freeway
Ft. Worth, Tx 76117

FOR SALE * * FOR SALE

1931 Victoria Steelback - National Show car project. Body is nearly paint ready. NOS fenders & aprons. Stainless restored. Plating is done. LeBaron Bonney interior kit (Mohair) with seats upholstered by them. Car is complete with all peculiar (to Victoria) parts. This includes the best of my parts collection in the last 17 years. \$13,900.
Roger Van Houten
2467 LaSalle Rd.
Monroe, MI 48161
S.A.S.E
(313) 242-6136 After 5PM EST.

TWO NOTEWORTHY AD"S

From the Restorer:

Thermostat for your Model A either 160 or 180 degree - \$8.00 plus postage, total \$10.00 - The Model A Shop, 14515 84th Ave. N.E., Bothell, WA 98011.

From Model A News:

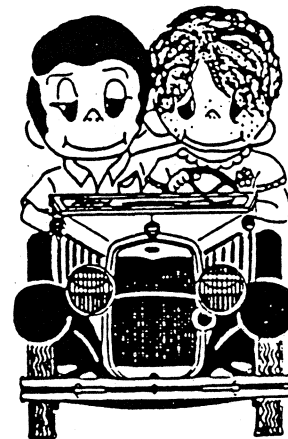
Woodgraining, send needs, address & \$2 for samples of work. Tom Fenn, 829 Milan Ave., Joliet, IL 60433, (815) 727-7325.

I am not recommending these people yet as no one has told me about them. I have ordered a thermostat and will let you know how it works. Do

any of you know of the Woodgraining person and his work. We have many ask us to recommend someone to do this work, however, the fellow I knew is no longer in business.

If someone lets me know about the fellow, I'll pass it on.

Bob Bullion
1139 Autumn Hills Road
Gardnerville, Nevada 89410



...trusting her to drive
your Model "A" Ford.

Bruce Nelson, a very good friend of mine for the last two years, was the owner of my 1931 Victoria. I met Bruce shortly after my wife and I moved to Gardnerville and found we both had a love of Model A's. Bruce had the car for 30 years. He is a retired Los Angeles City Fireman. There are a lot of sentimental feelings attached to this special Victoria for Bruce, and I feel it was very difficult for him to part with it. Out of the 30 years he owned it, he drove it for 15 years. Whenever my wife and I visited the Nelsons, I longed to look and run my hand over the car dreaming of someday owning a Model A, possibly like this one. One evening about 8 weeks ago, we were invited to Bruce and Audry's house for dinner and after eating, while in the living room talking, Audry said Bruce wanted to tell us something. My wife, Donna and I, thought something must be terribly wrong as Bruce appeared very serious. Bruce asked me if I wanted to buy the Victoria as he felt I would be someone who would restore it as a Model A and not a street rod. I said yes I was interested and had no desire to "mess" up a fine car like this to make it into a street rod. I hope when it is finished, it will be a clean restoration. I want to thank Bruce for his confidence in me.

Bob Bullion
Gardnerville, NV 89410

PHONE GALLUP
0260

OUR SERVICE
MUST PLEASE

Walker Brothers Motor Co.

Ford Dealers

C. C. NELSON
PHONE GALLUP 0260

2985 FEDERAL BOULEVARD

DENVER, COLO.

THIS WAS SENT IN BY ROY REGER OF
AURORA, COLORADO.

DENVER *Ford* PRICES

Spare Tire and Bumpers Included

Model "A"

Chassis	\$482.65
Pick Up—Open Cab	573.35
Pick Up—Closed Cab	603.35
Panel Delivery	740.65
DeLuxe Delivery	728.65
Roadster	575.65
Phaeton	585.65
Business Coupe	658.65
Standard Coupe	682.65
Sport Coupe with Rumble Seat	682.65
Cabriolet	803.65
Tudor Sedan	658.65
Fordor Sedan	758.65
Town Sedan	828.65
Station Wagon	820.65
Taxicab	937.60
Town Car	1518.65
Rumble Seat	35.00
Fender Wells, each	12.00

Model "AA" (1½ Ton Truck)

Chassis	\$653.85
Chassis—Panel Body	971.85
Dual High	50.00
Cab	90.00
Express Body	55.00
Platform Body	50.00
Stake Body	65.00
Panel Body	310.00

Walker Brothers Motor Co.

- Variety 1: Steelback Victoria, no date, no F-number
- Variety 2: Steelback Victoria, no date, F-59 at the lower righthand corner on Cover IV
- Variety 3: Softback Victoria, no date, no F-number
- Variety 4: Softback Victoria, no date, F-59 at the lower righthand corner on Cover IV

Victoria magazine ads appear as only three different illustrations, two of which are in full color and readily available. The third, in B&W, is found in just one magazine and is quite rare! All known Victoria ads in U.S. magazines are shown on the following three pages. I have observed no internal variations within these drawings. Foreign magazines are not included in this listing, but there are Canadian examples of the same ads and also one different, photographic Victoria ad.

The full color ad shown on page 4 appeared as follows in at least 18 different U.S. magazines in 1931 during the months of January, February, March and two in April (Cosmopolitan and American Magazine):

<u>January 1931</u>	<u>February 1931</u>	<u>March 1931</u>
Life	Colliers	Delineator
Literary Digest	Country Life	Good Housekeeping
Saturday Evening Post	Harpers Bazaar	Ladies Home Journal
	The Sportsman	McCall's
	Vanity Fair	Pictorial Review
	? Vogue	True Story
		Womens Home Companion

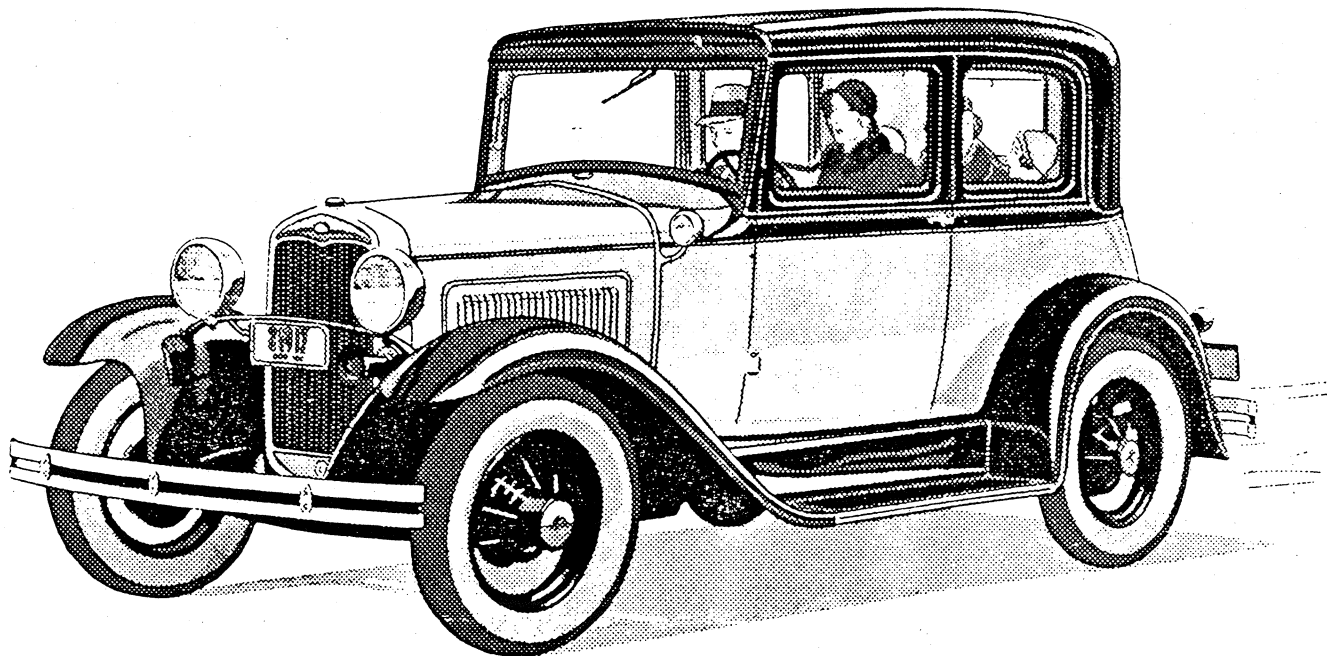
The Victoria ad shown on page 5 is also in full color and appeared in at least 10 different U.S. magazines for May and June 1931 as follows:

<u>May 1931</u>	<u>June 1931</u>
Colliers	American Magazine
Cosmopolitan	McCall's
Country Life	Pictorial Review
Harpers Bazaar	
Literary Digest	
Saturday Evening Post	
Vanity Fair	

The above magazine listings are probably incomplete, so data about additional sightings of U. S. Victoria ads would be most welcome.

Finally, the Victoria ad shown on page 7 is quite special in several respects: unique to a magazine, in B&W, dated 5 months after all other Model A car ads had been discontinued, and also undoubtedly quite scarce. It appeared in the December 1931 issue of The State Trooper (Michigan). Happy hunting for this rarity!

Howard A. Minners
- Howard A. Minners



A splendid choice for those who wish

Something different in a closed car

HERE is something quite different in a Ford car—a beautiful body-type specially designed and built *for four people*.

There's a growing need for a car of this kind. In many, many families a two-passenger car is too small—a five-passenger sedan is too large. The Ford Victoria solves the problem by combining the compactness of a coupe with just the right amount of room for four people. It's easy to drive—economical to run—and so distinctive in line that it brings an admiring nod of approval on every highway.

In interior finish, the Ford Victoria reflects

the rich quality of a custom-built car. The comfortable seats are deeply cushioned. You may choose fine broadcloth or deep-piled, luxurious mohair upholstery.

Quiet good taste characterizes the de luxe appointments. You have a feeling that everything has been carefully, expertly planned to be just right.

See this beautiful four-passenger Victoria at the nearest Ford dealer's and arrange for a demonstration. Here is a high degree of beauty, comfort, convenience and performance at low cost.

FORD MOTOR COMPANY



For Greater Safety on Every Highway

EVERY FORD CAR IS EQUIPPED WITH A SHATTER-PROOF GLASS WINDSHIELD

For greater safety in driving, every Ford car is equipped with a Triplex shatter-proof glass windshield. By reducing the dangers of flying glass it has saved many lives and prevented injuries in accidents.

The value of this important safety factor has been known for years, but its use has been limited by expense. It is brought to you on the Ford as standard equipment only because of the efficiency and economy of Ford methods. Much pioneering work has been done in finding ways to manufacture in large volume at low cost.

It is interesting to know how the Triplex shatter-proof glass wind-

shield of the Ford is made and why it gives so much extra protection.

Two pieces of plate glass, carefully ground and polished, are covered on one side with a thin coating of gelatine. This coating is baked hard, sprayed with liquid celluloid and treated with a solvent.

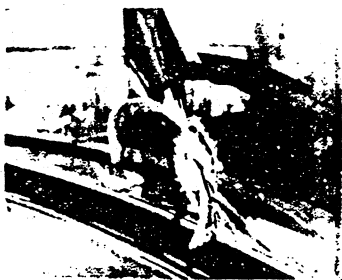
Then, between the two pieces of glass, like the middle of a sandwich, is inserted a layer of special celluloid. This also has been treated with a solvent.

When heat and pressure are applied to the glass sandwich, this

solvent helps to dissolve the surfaces in contact and they are actually fused together. The final operation is sealing the edges for protection against air and moisture.

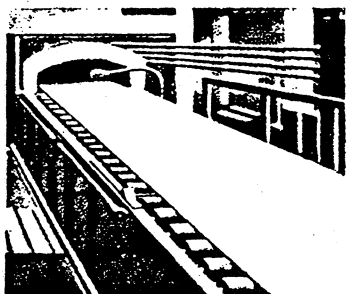
This laminated windshield will withstand a 50% harder impact before breaking than plate glass of equal thickness, and is more flexible under impact. When struck an unusually hard blow it will crack, but the danger from flying glass is minimized because the pieces adhere to the layer of celluloid.

High speed and crowded traffic make Triplex shatter-proof glass one of the greatest contributions to safety since four-wheel brakes.



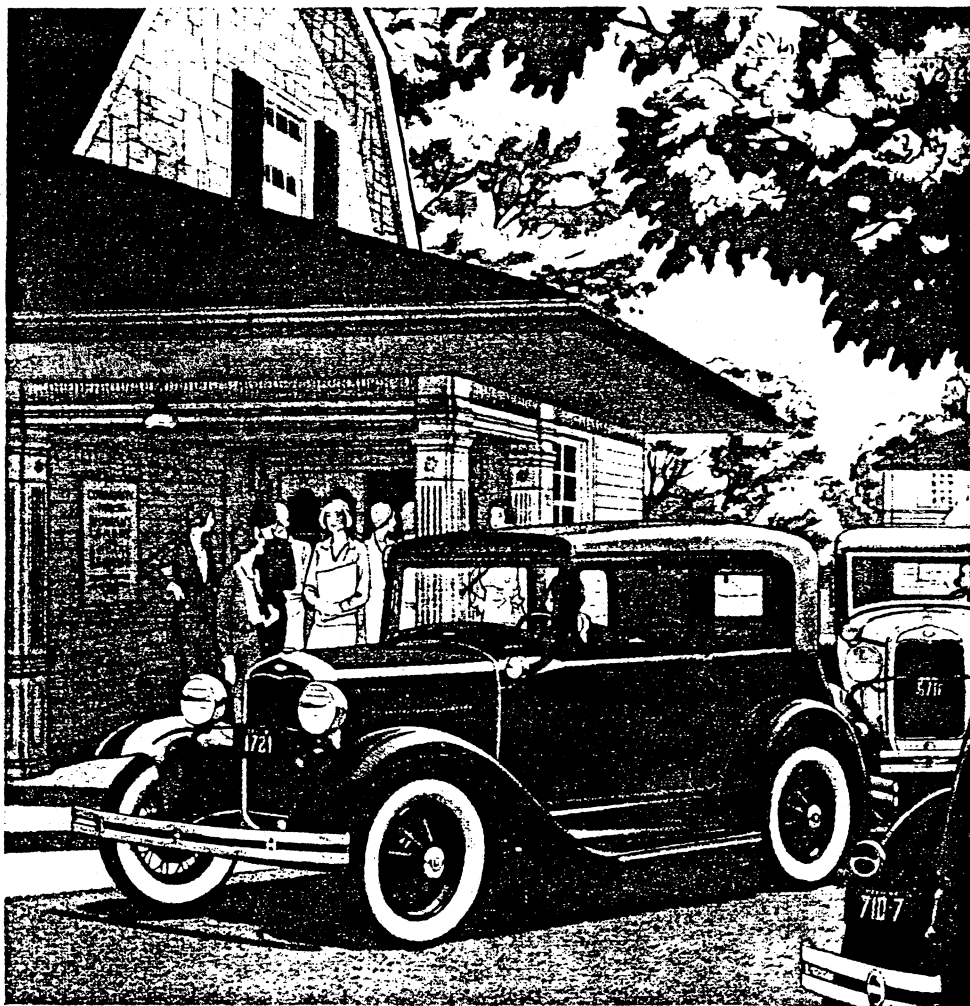
No Flying Glass Here

A woman and three children were in this Ford when a passing car upturned a horse shoe and sent it crashing into the windshield. No one was hurt because of the shatter-proof windshield. The glass did not fly.



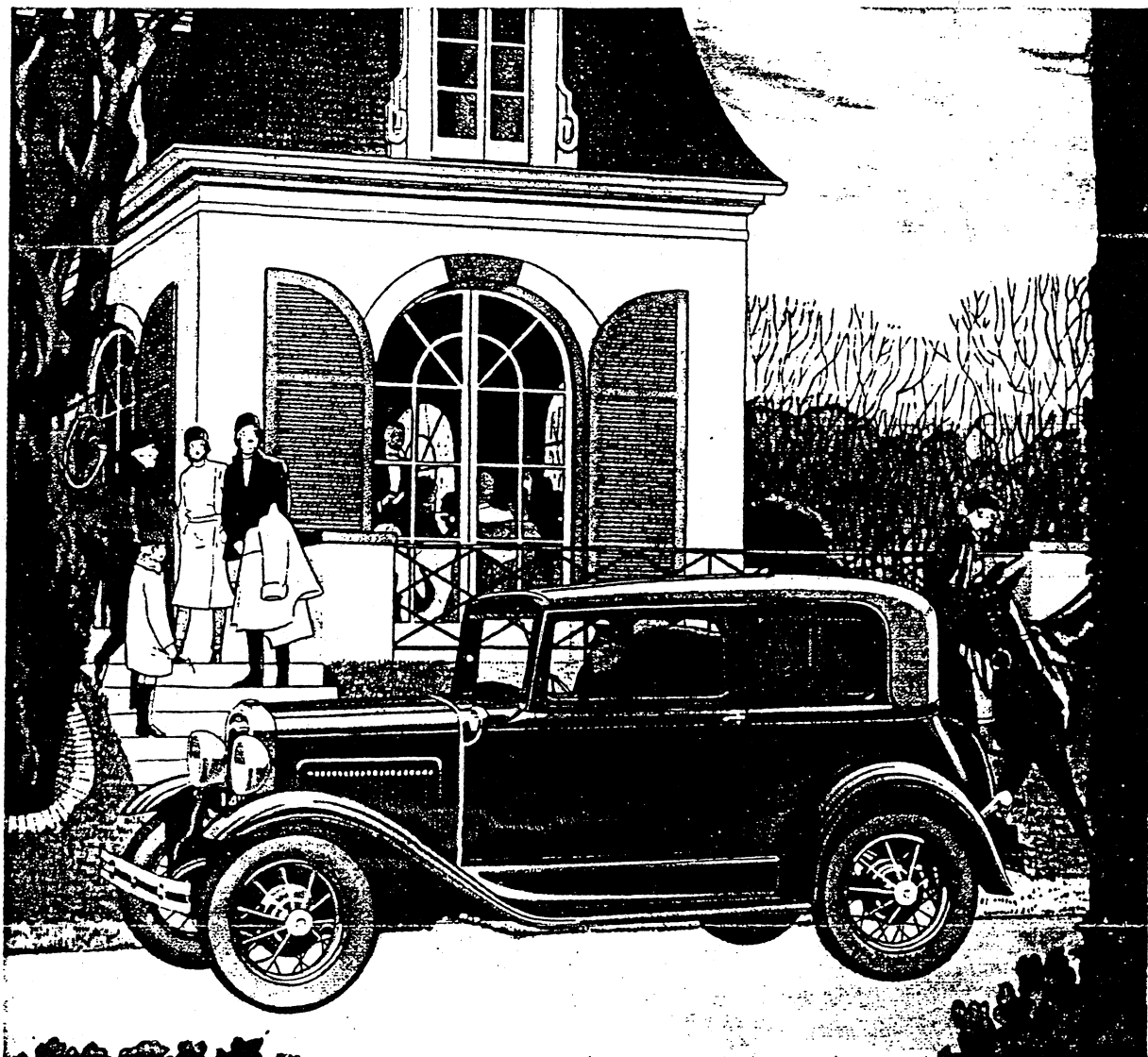
Thirteen Million Square Feet of Glass

The Ford Motor Company was the pioneer in making glass by a continuous machine process. Its unusual manufacturing facilities make it possible to give you a Triplex shatter-proof glass windshield on the Ford without extra cost. The Rouge plant alone has a capacity of 13,000,000 square feet of glass annually. This calls for a consumption of 27,300,000 pounds of silica sand, 8,500,000 pounds of soda ash, 7,930,000 pounds of limestone, 1,820,000 pounds of salt cake, 6,136,000 pounds of cullet, 78,000 pounds of charcoal, and 156,000 pounds of arsenic.



The Ford Victoria—one of fourteen body types. You may purchase the Ford on convenient, economical terms through the Authorized Ford Finance Plans of the Universal Credit Company

The New Ford Victoria



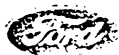
✿ A NEW FORD BODY TYPE OF DISTINCTIVE BEAUTY ✿

THE newest, latest addition to the wide variety of Ford body types is the distinguished four-passenger Victoria. It marks a new degree of beauty and of value in a low-price car.

The striking lines of the Ford Victoria are especially apparent in the graceful sweep of the straighter, lower top, the slanting windshield and the curving bustle back, with the spare wheel set at a conforming angle. There is a suggestion of continental design also in the shape and size

of the side windows and the intimate interior arrangement. The comfortable, deeply cushioned seats are upholstered in luxurious mohair or fashionable Bedford cord, optional with the purchaser. Appointments and hardware reflect the mode and manner of a custom-built automobile.

With all its new beauty and outstanding mechanical performance, the Ford Victoria sells at a low price. You may purchase it on economical terms through the Authorized Ford Finance Plans of the Universal Credit Company.



Hi Charlie:

Here are the photos I promised some time ago. I have been entertaining seven grand children for most of the summer and I haven't had much spare time to work on the Vicky or anything else.

My shop (The building in the background in some of the photos) is devoted entirely to the restoration of my car, yet there never seems to be quite enough room to work and store all the parts. I built the little portable platform to assemble the wooden body parts and to eventually complete the body prior to installation on the frame. The portability really helps at shop cleaning time.

The wooden body for the Victoria was obviously assembled by Henry (as shown in my photos) prior to the installation of the body skin since many of the screws are installed from the outside, which would not otherwise be possible.

I purchased all the (White Ash) wood body parts from Steve Cannons Classic Wood Mfg. of Greensboro, NC. Steve tells me he accumulated the various patterns from different sources and therefore had never assembled one of his own kits. There doesn't seem to be any published drawings or photos of the leatherback Victorias unique wood construction. Since it is not the same as the steelback, to me it was simply a large wooden jigsaw puzzle. I talked with Steve Cannon a number of times and he sent photos, drawings and sketches to assist me in the assembly. Only two minor parts were/ are still missing. Those being the parts on the outside rear corner at the floor. Bill Bond of Evergreen, CO was also restoring his leatherback and was very helpful. Bill manufactured his own wood and sent me photos of those parts he made for his Vicky. I see no problem now in making those small items myself.

Some of the parts in the kit require minor fitting/finishing with a rasp, such as the small blocks at the floor just aft of the door post. They require shaping to fit the contour of the lower body. (Yes Charlie, You suggested that they are installed upside down, However, they are not, and cannot be, due to their various angles. They are cut on an angle to fit vertically between the back of the door post and the front of the rear fender well. Nor can they be installed on the opposite side of the car because they are each pre-drilled, countersunk and shaped to fit as shown. They will perhaps require minor fitting to the body with a rasp.

The header also requires some rasping to allow the metal header panel to slip on easily. The pre-drilled holes and routed areas appear to be as precise as any Henry ever made. I had a little difficulty at the back metal brace area which required about 1/4 inch of wood to be removed at the top of the brace. I checked what was left of my original wood and found that it too had a space where the back brace had been fitted. Apparently that is not a standard, possibly due to the variations in other parts, either wood and/or metal.

I assembled the body using only wood screws with NO glue. When and wherever possible I removed and retained the old screws and bolts from the original wood. I purchased as near exact duplicates as I could find to reassemble the body. I find that the structure is extremely rigid and yet flexible enough to prevent breakage, whereas the addition of glue (not used by Henry) would have made the body too rigid.

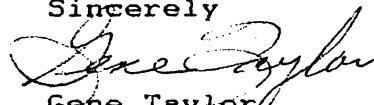
The wood part installed across the center must be removed and reinstalled after the floor pan is in place. I have test fitted most of the metal parts i.e. door post skins, door header skins, body skin, windshield header skin, floor pan, floor boards, cowl, etc. and they all fit nicely.

The reason I haven't proceeded with the body construction is that I don't yet have the metal parts ready for installation. I will take all the metal to Redi-Strip when I have accumulated everything I will need for the body. I think I have everything except a rear body valance, which appears to be nearly extinct. (except for the valance offered in Hemmings for \$350.00).

Charlie I think most of the photos are self explanatory. However, I will be very happy to assist anyone requiring help on their leatherback wood construction.

Many thanks for the excellent work you are doing on the newsletter. My dues for 1994 are enclosed.

Sincerely

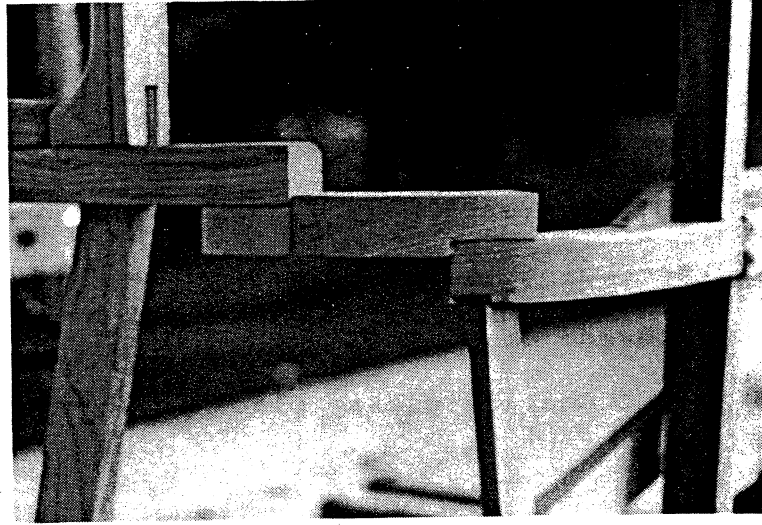
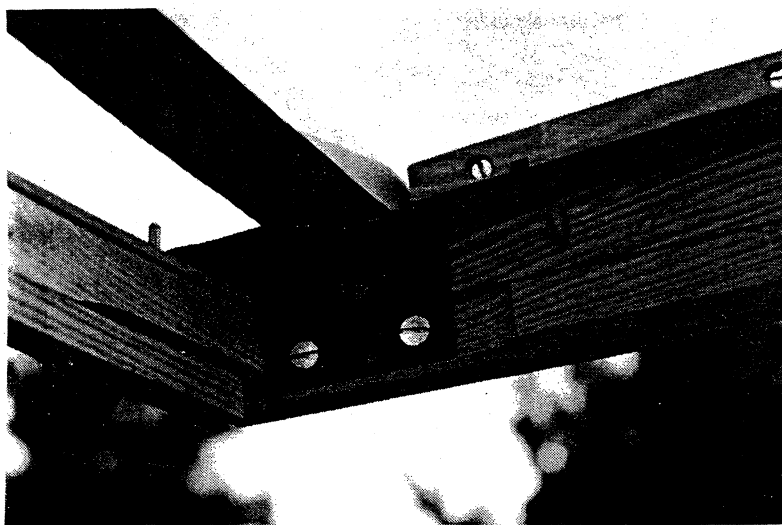
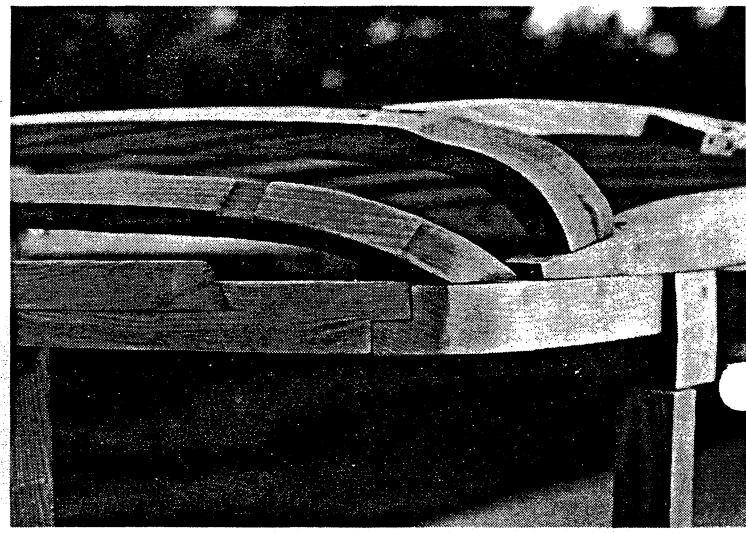
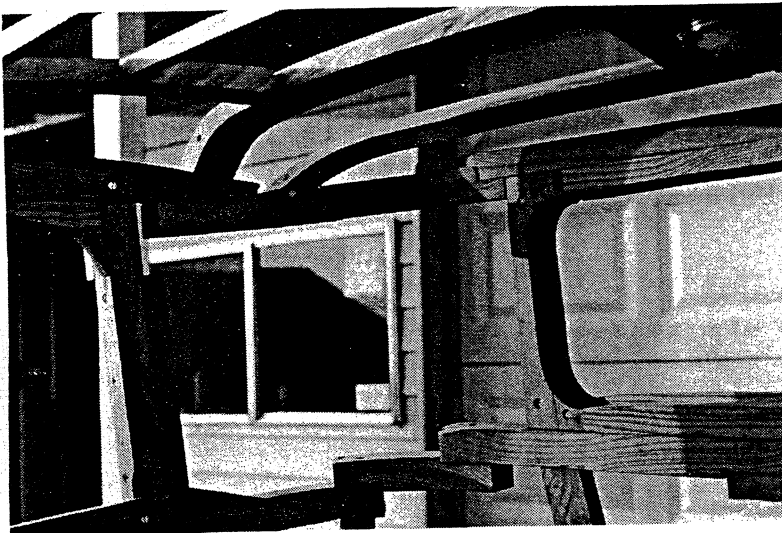
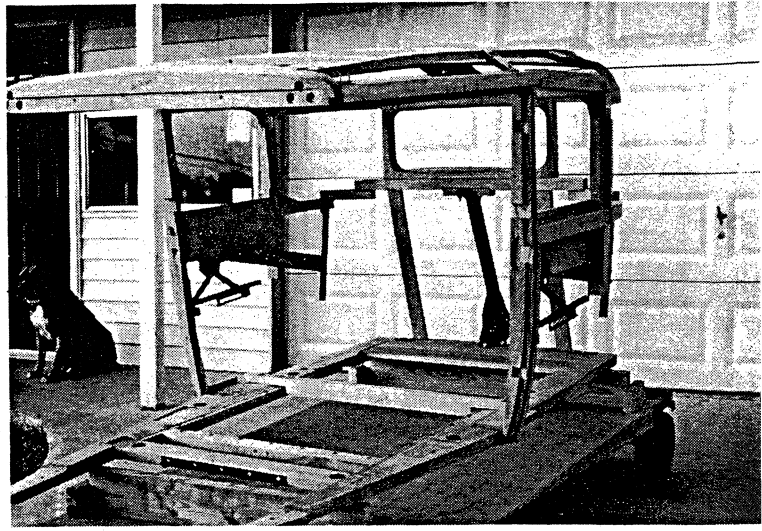
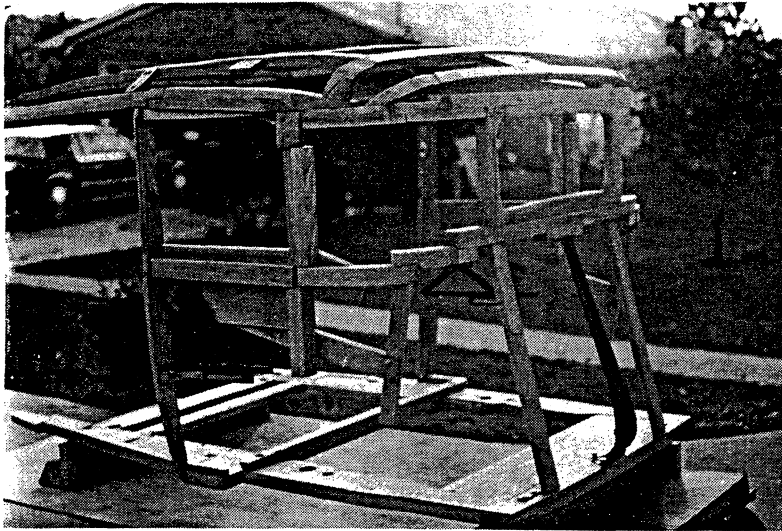

Gene Taylor

PS: Reference Walt Ramsey's original Vicky

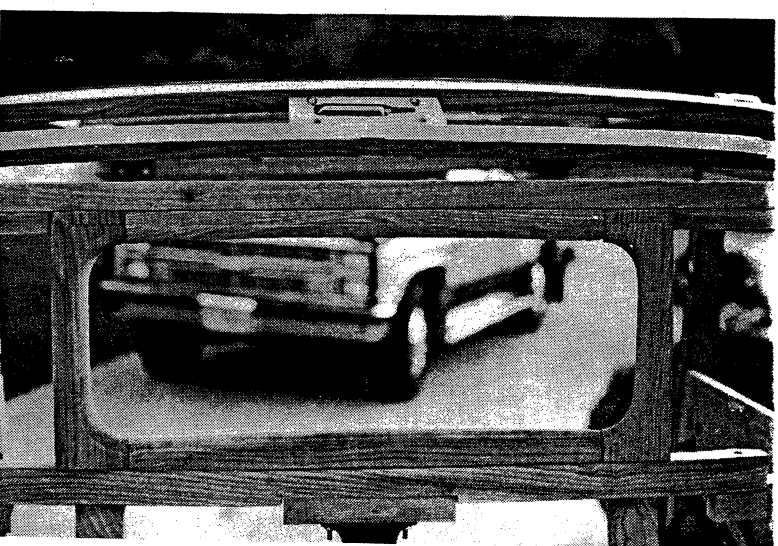
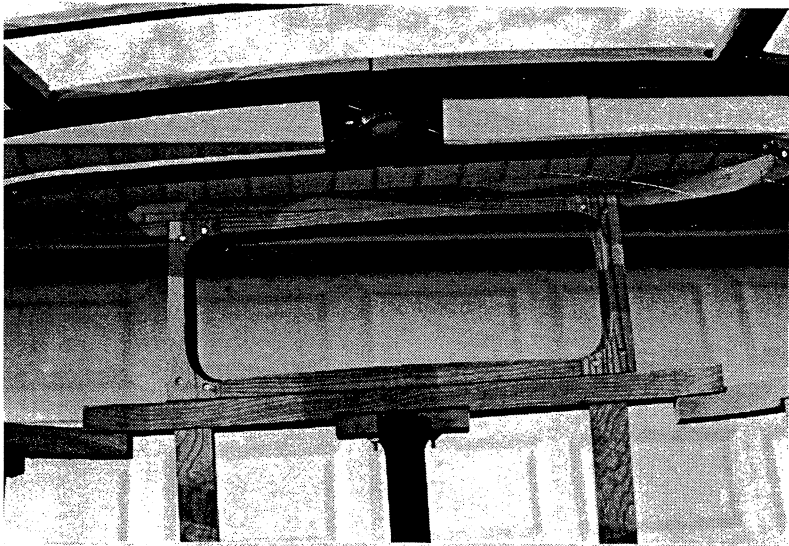
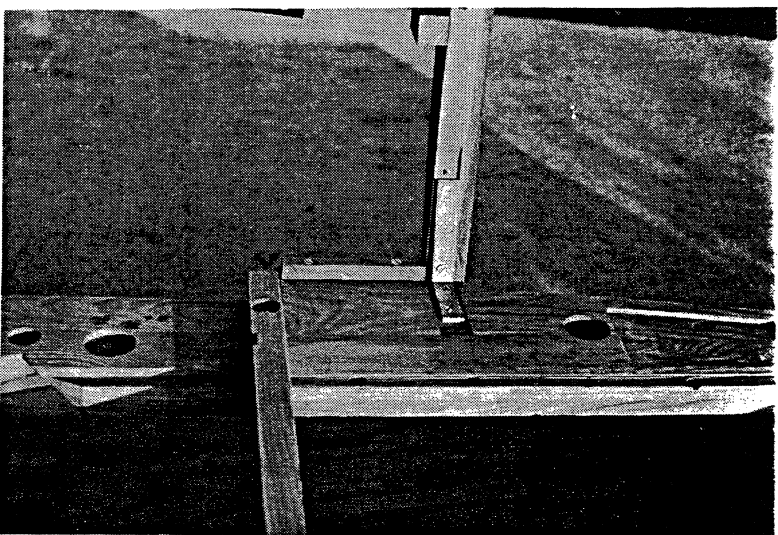
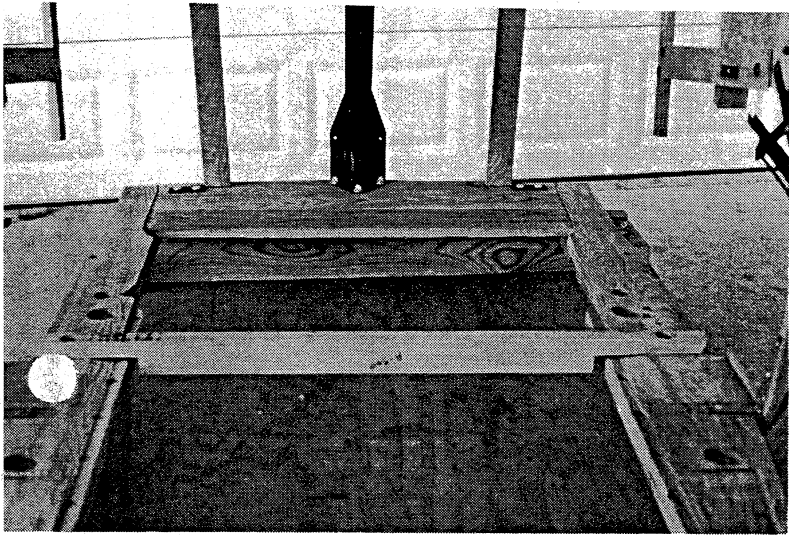
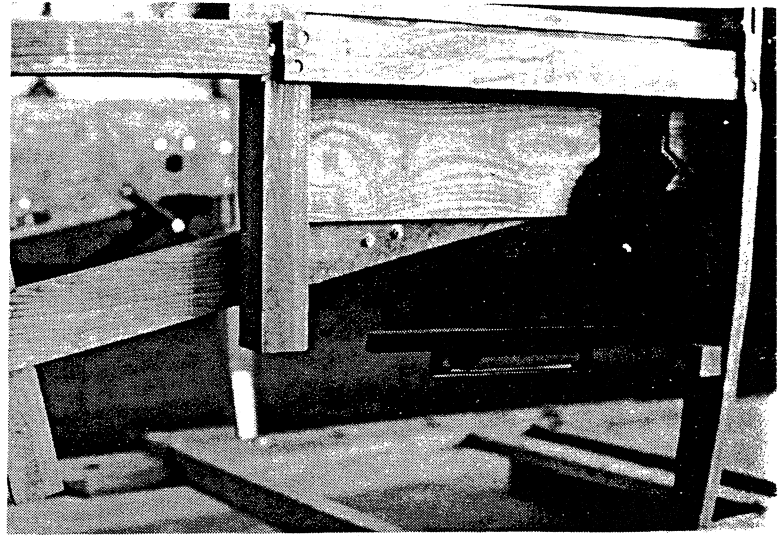
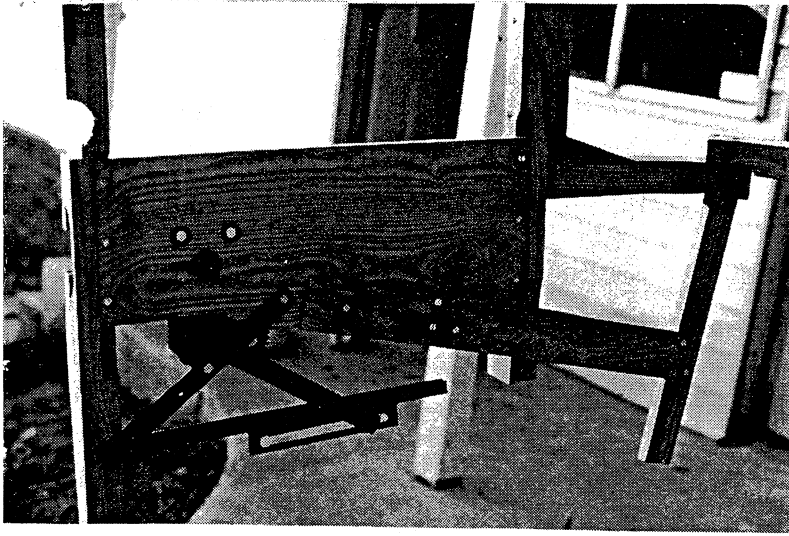
According to the judging standards the Victoria chrome windshield wiper motor was used until April 1931. after April it was black to the end of production

PPS: Charlie please place another ad for me as follows:

Wanted : 1931 Victoria rear VALANCE (splash shield, splash apron, mud shield, etal, or what ever it is called. (reasonably priced, please)
Gene Taylor, 26561 Martin Branch Rd.
Madison AL 35758 (205-232-9000



THESE ARE GENE TAYLOR'S PHOTOGRAPHS. GENE PURCHASED THIS WOOD FROM STEVE CANNON OF CLASSIC WOOD MFG. THE DIFFERENCE BETWEEN THE LEATHERBACK WOOD AND THE STEELBACK WOOD IS VERY OBVIOUS. PLEASE REFER TO PHOTOS AND DRAWINGS IN THE OCTOBER 1988 NEWSLETTER ON PAGES 4, 5 & 8.



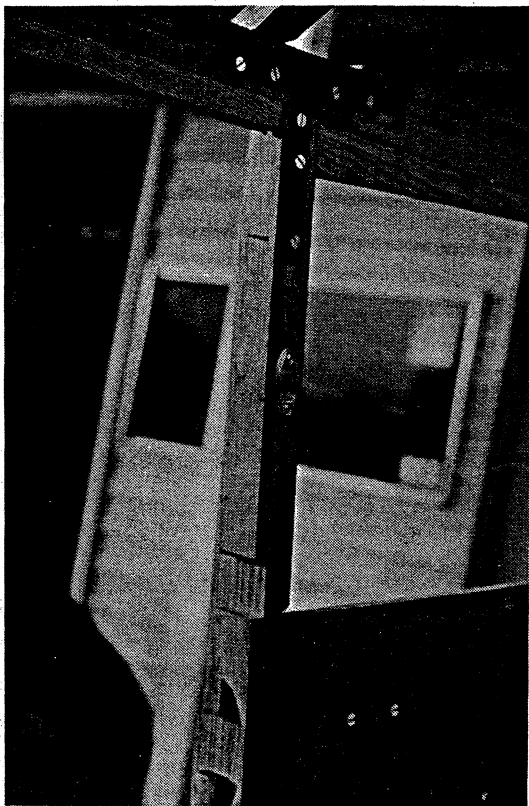
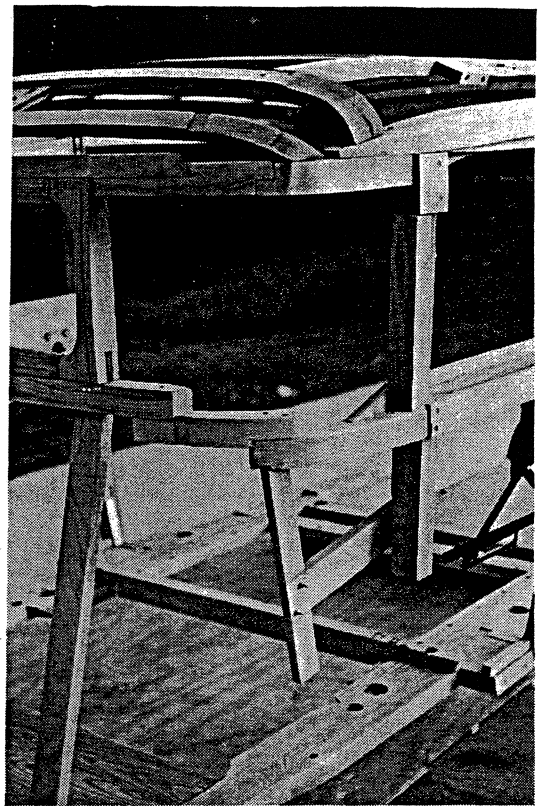
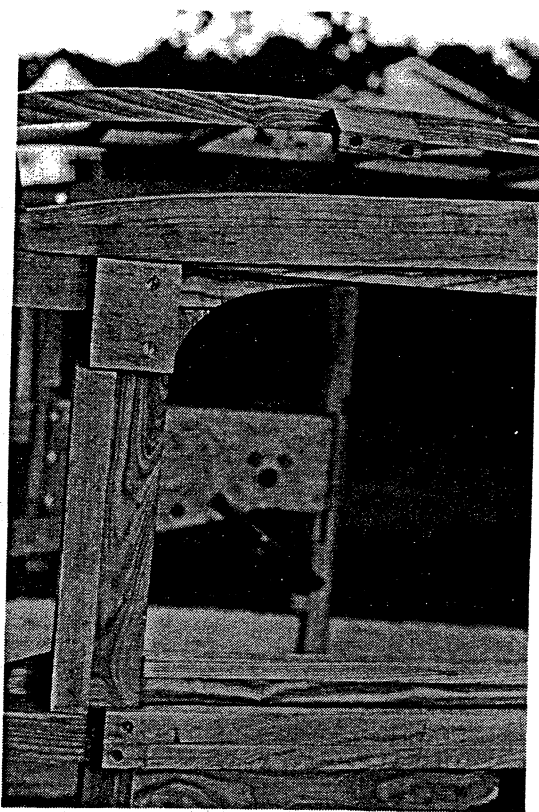
MORE OF GENE TAYLOR'S WOOD FRAME.

CLASSTIC
WOOD
MFG

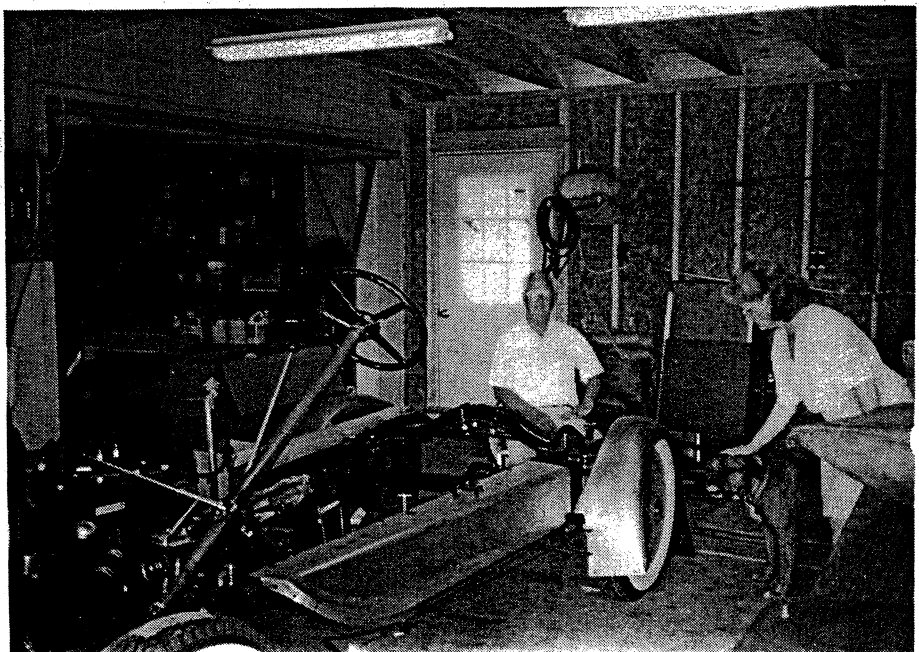
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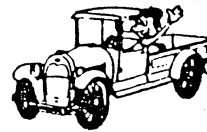
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STEVE CANNON



GENE & MAZELLE TAYLOR IN THEIR SHOP. THEY RESIDE IN MADISON, ALABAMA. GENE SENT IN THESE BEAUTIFUL PHOTOS OF THE WOOD HE IS INSTALLING IN HIS LEATHERBACK VICTORIA.





HARRY'S EARLY FORD PARTS

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TELL US ABOUT THE CABINS IN THE
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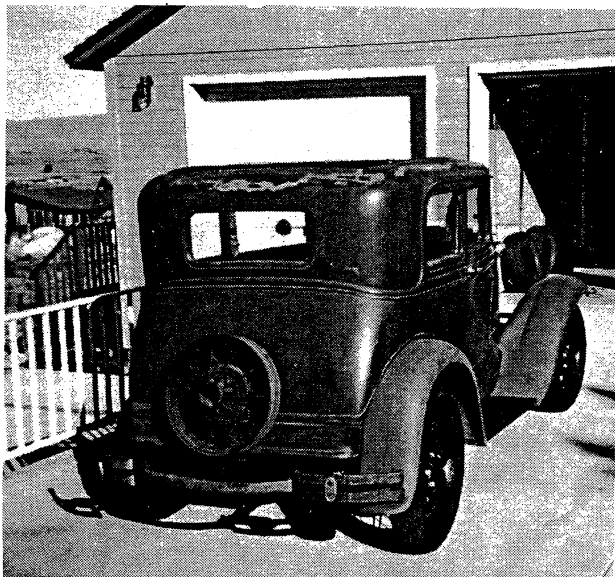
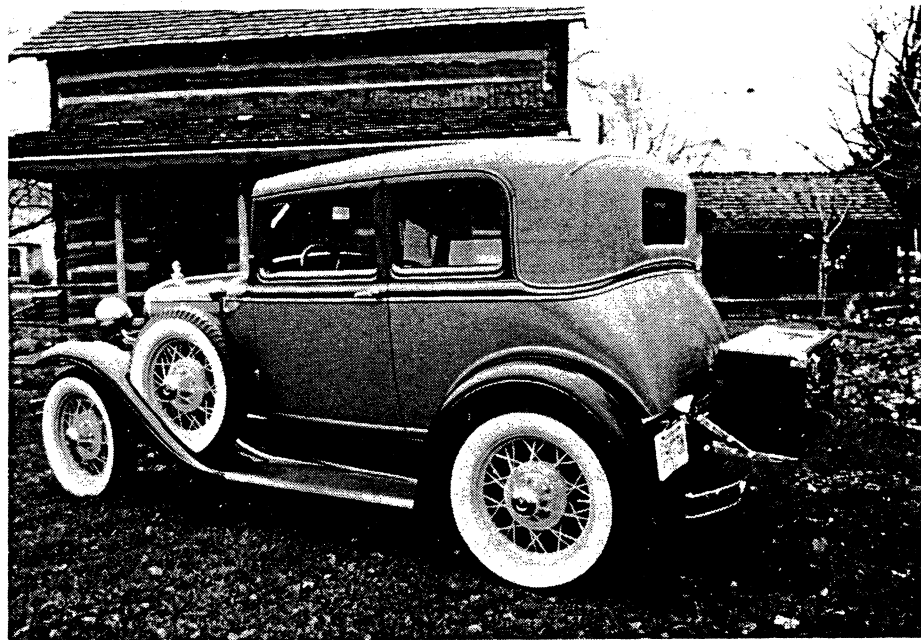
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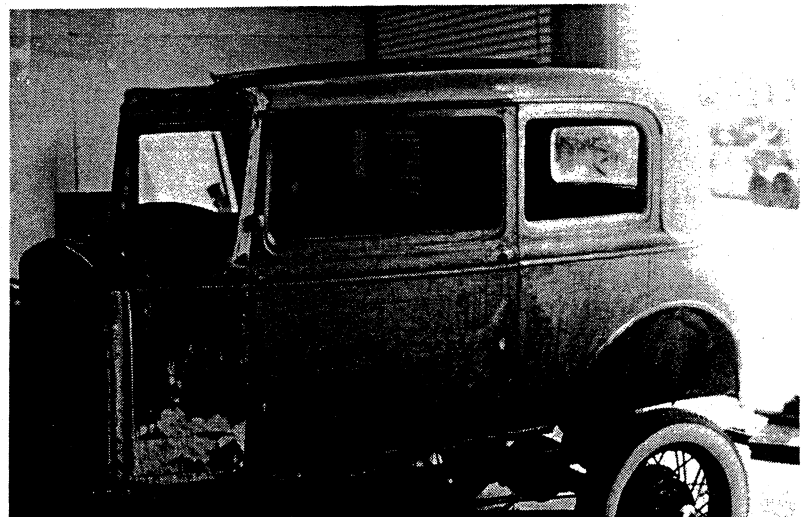
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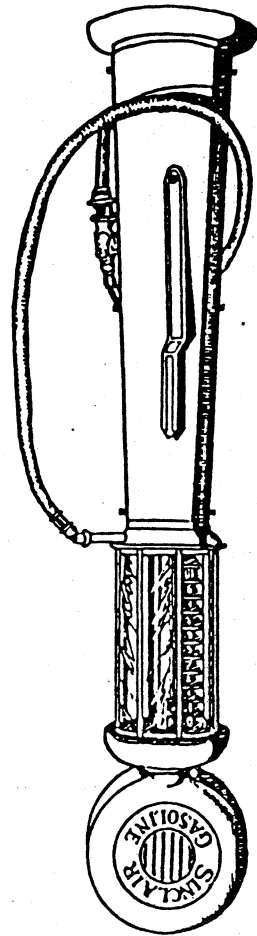
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THIS VICTORIA IS THE CAR OF
GEORGE & DONNA BULLION,
'ARDNERVILLE, NEVADA. READ
ABOUT IT ON PAGE 5.



THIS VICTORIA BELONGS TO ROBERT
& YVONNE COLEMAN OF CHARLESTON,
SOUTH CAROLINA. Robert, keep us
informed on the outcome.



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