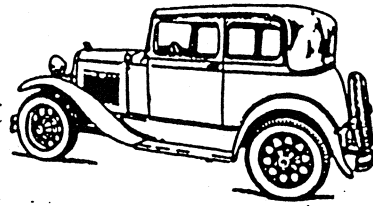


*International Model A Ford*  
**Victoria Association**



Vol. 5 No. 3

VICTORIA NEWSLETTER

July 1990

#### EDITORS COMMENTS

Let me introduce myself. I am Paul Sund: a member of MAFCA - GRAMPA Chapter, MARC and the VICTORIA ASSOCIATION. I am a devoted Model A restorer and hobbieist. In a moment of weakness, I told Charlie Viosca that I'd do the mid-summer newsletter so that he could devote his energies to the Great American Race.

I own a beautiful steelback Victoria, but I am not an acknowledged expert on the Victoria body style. I feel that I can hold my own on the subject of Model A's in general, however. So this particular newsletter may be light on Victoria material and heavier on items of general interest. Charlie has agreed to provide me with whatever material he has on hand to publish at the time he hands over to me the task of putting it together; and I will supplement that with what I feel may be of interest.

Charlie has taken on a monumental-scale task by founding the Victoria Association, and we all should be thankful for his efforts. I am pleased to assist and to give him a short break. I hope that you, the members, find useful and enjoyable what you find here.

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#### DISTRIBUTOR MODIFICATION

You MAFCA members may have noticed my article in the March-April 1990 issue of "The Restorer" telling how to modify the model A distributor with a points and "chip" assembly, but you also may have encountered difficulty in getting the FILKO 75U parts in certain areas of the country. I conclude that Filko parts are not everywhere available. So I will be willing to get the parts for you if you send me the money to purchase the parts and cover tax and shipping. I get the points at discount - how much depends on the number I purchase at any one time. I will send back your change because, like Charlie, I have no intentions of getting into the parts business, and I don't wish to make any money on helping out model A people. (As of the 19th of June I have sent out 97 sets of points.)

{Send \$13.50 per each set -- I'll do the rest}

Charlie pre-published my article on the above modification in this newsletter a few issues back; so non-MAFCA members have the instructions on how to make the modification. But the Restorer article has an improved format and good illustrations.

## COLLECTOR CAR PRICES

What do you think about the far out prices of some collector cars? Are these prices taking cars out of the hands and financial reach of the hobbieist and putting them on a par with expensive art objects and investment items? You may find interesting the article written by Matt Joseph in the April 1990 issue of "Skinned Knuckles". I commend to all auto restorers this magazine. This particular article provides much food for thought about the status and future of our hobby.

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## SAFETY TIP ... TIGHTEN THOSE LUG NUTS

A member of our local MAFCA chapter had a scare just recently. While driving his 1931 coupe on a 4-lane highway a wheel came off. No serious damage ensued, but he and the wife were sure shook up. The car was freshly restored, and paint was left on the wheels where the lug nuts contact the rim. The paint provided a non-gripping surface for the lug nuts to seat on and they worked loose. This is particularly hazardous on the left-hand/driver's side of a car, because the direction of rotation of the wheels tends to loosen the nuts. So, please learn from this member's misadventure and (1) don't paint the part of the rim under the lug nuts; (2) if you do, remove the paint there with a sharp tool or sandpaper; (3) after removal of a wheel for any purpose check the lug nuts several times after driving the car for short distances or periods of time (30 minutes)...you'll be astounded how much tightening can be required before the nuts finally seat fully.

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## A DIFFERENT COLLECTABLE

Recently, I was able to purchase a complete year of our local daily newspaper for July 1930 to June 1931. Beside the items of news interest and the tendency to compare prices of goods -- and cars, of course -- then and now, there were a number of FORD Company ads. These evidently were provided to the local agencies for insertion into local papers because sometimes they did not mention or credit the local dealership. There are a number of body styles shown in various ads, but since we are Victoria lovers the one photocopied here is of the announcement of the Victoria Coupe. If some of you would like a copy of another favorite body style, let me know and I'll try to find it and send you a photocopy for the cost of a copy and mailing it to you.

You may wish to look into such an aquisition yourselves. A number of newspapers and libraries that have stored the old copies in "morgues" or archives are converting to microfilm or other film or electronic media. Thus, the "hard copies" of the papers are becoming obsolete and are being disposed of one way or another. Ask around.....

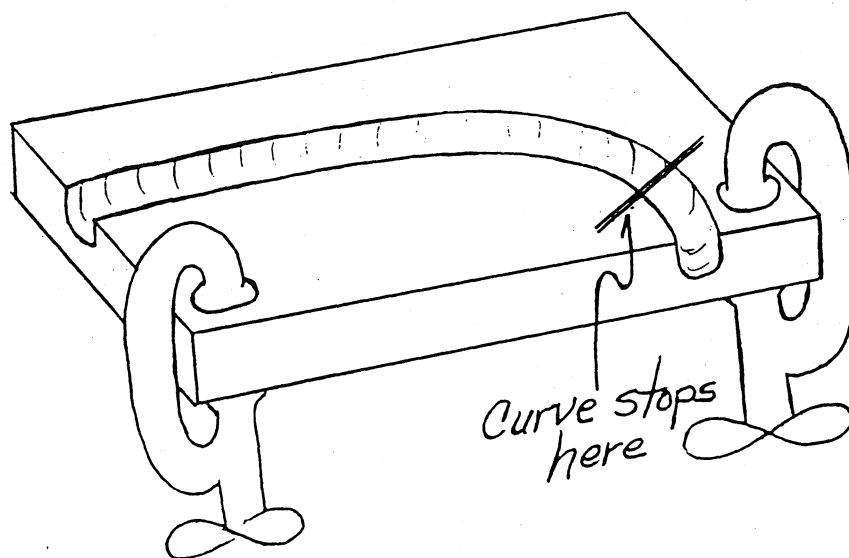
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**HOW TO FABRICATE RAIN-GUTTERS FOR THE VICTORIA** From information provided by Jud Palmer

Jud Palmer has made a wooden form for use in shaping rain gutters so they fit the Victoria roof line. He used part number A-700600, available from most parts houses and sold for '28/9 2-door sedans. The material comes in pieces about 7 feet long. The molding is a 2-part piece consisting of a back-plate which attaches to the side of the roof, and the gutter portion that snaps into the back-plate. The wooden form is a 2" x 8" board 18 inches long. Jud routed a groove 5/8 to 3/4" deep in two wood blocks of the above size; one each for the right and left sides of the car. C-clamps hold the blocks to a table top or work bench and also hold the molding in place in the groove. (See the sketch.)

The material tends to twist while being bent to shape and forced into the groove in the wood block. Therefore, it is necessary to work gently. The two parts must be snapped together while they still are straight and they must be bent while together. Once the curved portion is shaped by being forced into the groove, unclamp the work and remove the molding from the block. Cut the molding to length and trim the ends with a file and sand smooth. The material comes long enough so that one or two mistakes can be made in bending them.

Jud offers to loan members his forms if they will pay U.P.S. costs; or he will make a plywood pattern cutout of the curve so you can rout out your own blocks.



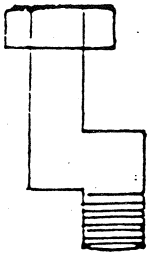
(Jud's address wasn't enclosed; I suppose Charlie has it; so drop him a line if this item is of interest to you.)

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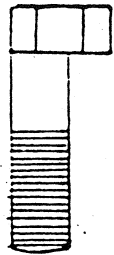
NUTS!!!! HAVE YOU EVER HAD TROUBLE FINDING THE RIGHT BOLT FOR A JOB???? THE FOLLOWING SHOULD HELP...TAKE IT TO YOUR HADWARE OR PARTS STORE THE NEXT TIME YOU GO SHOPPING.

## GET THE RIGHT BOLT FOR THE JOB

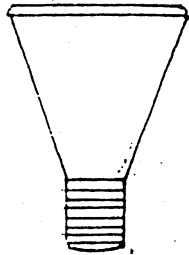
RESTORERS PLEASE NOTE! The following bolts are now available to those restorers who are finding difficulty in obtaining "that special bolt" to complete their restoration project. Check with your regular supplier for stocks.



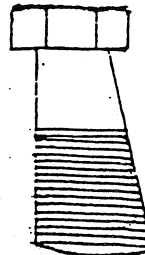
FOR MISMATCHED HOLES.



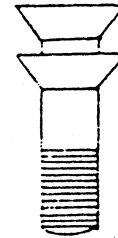
FOR HOLES TOO NEAR THE EDGE.



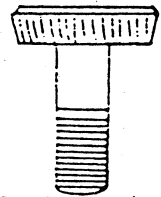
FOR HOLES COUNTERSUNK TOO DEEP.



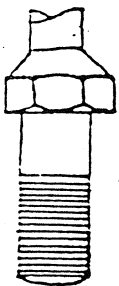
FOR HOLES CROOKED OR COCKEYED.



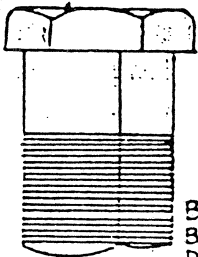
FOR DOUBLE COUNTERSUNK HOLES.



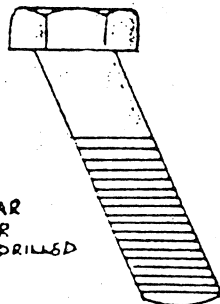
SERRATED HEAD BOLT FOR VICE GRIP TORQUING.



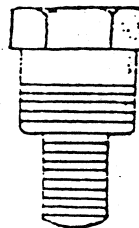
OR HOLES WITH COUNTERSINK A WRONG SIDE.



BINOCULAR BOLT FOR DOUBLE DRILLED HOLES.



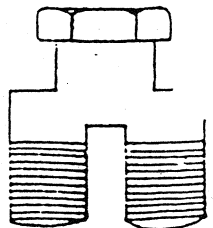
FOR HOLES NOT DRILLED SQUARELY.



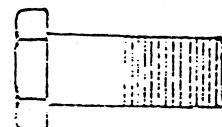
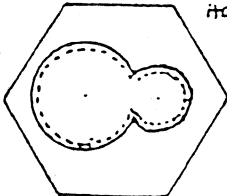
ASSEMBLERS SPECIAL OVERSIZE STANDARD BOLT.



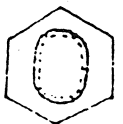
FOR ALL SIZE TAPERS.



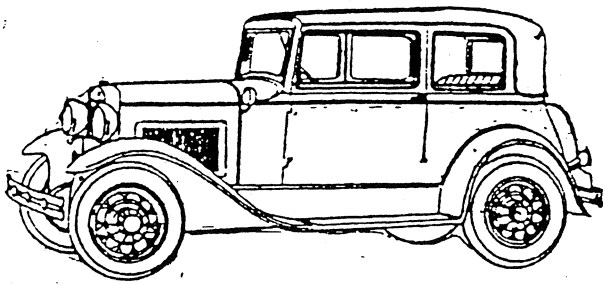
FOR REDRILLED HOLES THAT STILL DON'T MATCH.



FOR OUT-OF-ROUND HOLES.



# The 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 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, four-passenger interior arrangement.

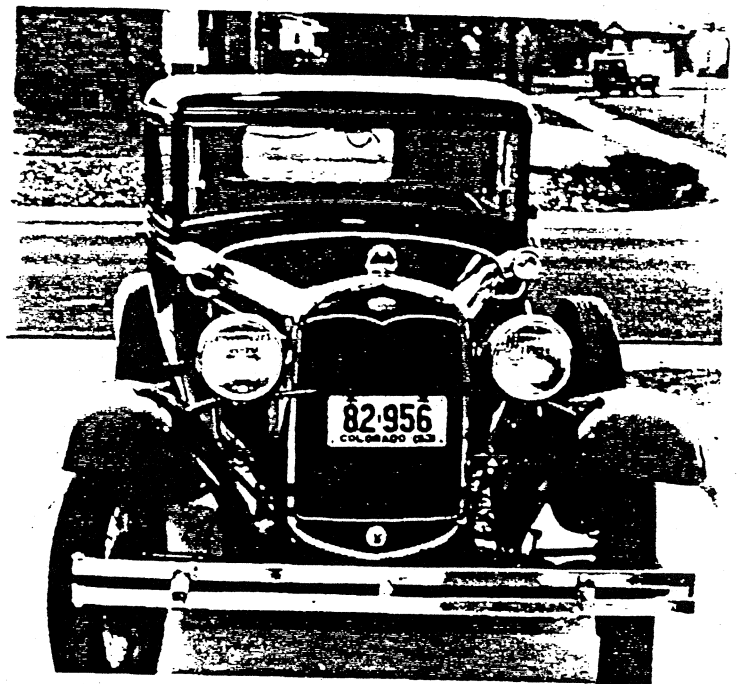
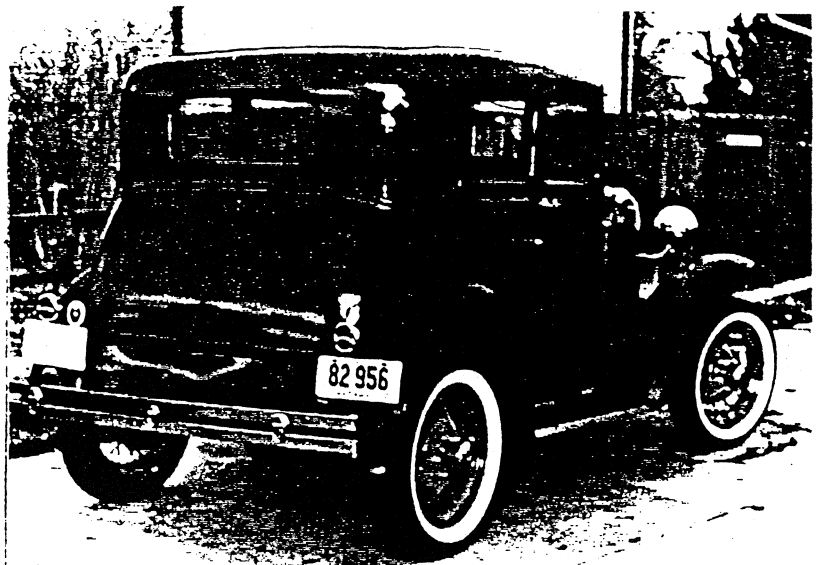
The comfortable, deeply cushioned seats are upholstered in luxurious mohair or fashionable Bedford cord, optional with the purchaser. Appointments and hardware reflect the manner of a custom-built car.

Another appreciated feature of the new Ford Victoria is a choice of attractive body colors. They complement its fresh new lines and contour and help to give it distinctive place on every highway.

**\$580**

(F. O. B. Detroit, plus freight and delivery.  
Bumpers and spare tire extra at low cost.)

**C. D. RAND & CO.**  
Franklin at Washington  
Phone 2141



## UNCLASSIFIED ADS

### FOR SALE

New pair of "Wm. Bond" Visor Brackets and a pair of L-B Visors \$80.00. N.J. Palmer, 1186 N. California St. Oranage, CA 92667, (714)-538-5507

Male seat clip (the one that attaches to the rear of the back seat and clips into the female part on the belt rail, \$10.00. Warren McWilliams, 603 Pleasant Dr. Harrisonville, MO 64701 (816) 884-4013

Leatherback Victoria, 6 wheel, rear trunk, non-indented firewaall, rear fenders are restorable, one front fenter and two fiberglass front fenders. L-B interior. \$6000.00. Dave Jones, 2543 Westgate Ave, San Jose, CA 95125, (408) 267-3673

Wood header. Given to the club by Steve Cannon. Charlie has this part. It is available for \$50.00, which goes into the club treasury. Contact Charlie.

Rear seat female spring clips. One still available @ \$15.00. Contact Charlie.

New (reproduction) front seat springs; seat bottoms and back. Door garnish moldings; set of door glass felts; 2 door glass carriers; pr of door strikers (new). Call or write for prices and details: M. Hidalgo, 12903 Jade Dr., Salinas, CA 93906. (408)-449-2935.

New glass for 2 quarter windows; Used glass for rear window. Rear glass is OK if not in a show car. \$60.00 including shipping. Paul Gilliott, 7320 Birchett Dr., Prince George, VA 23875. 804-541-0944.

1931 Victoria Steel Back. Professional Restoration; dark green, brown mohair, indented firewall; 2000+ miles since restoration. \$14000.00. Vernon Sealover, 323 Indian Creek Dr. Mechanicsburg, PA. 17055; 717-766-6197. Owner desires to sell because of health problems. (Referred by Tom Schwartz, 1726 Beckley Dr. New Cumberland, PA 17070.

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We get letters asking about how to restore the Victoria. No books specifically address this body style; but the best references are the MAFCA HOW TO RESTORE THE MODEL A, VOLS 1,2,3,4 and the new JUDGING STANDARDS. Both are available through MAFCA.

### FORD MOTOR COMPANY BULLETINS

Charlie Viosca came up with some FORD Company bulletins to dealers. Some of them are reproduced on the following pages for your perusal and reference.

# Ford Motor Company

Manufacturers of Automobiles, Trucks and Tractors  
INDIANAPOLIS, IND.

IN REPLYING REFER TO

ALL DEALERS:

Nov 26 1930

Gentlemen:

15

ALL STATEMENTS OR AGREEMENTS CONTAINED IN THIS LETTER ARE CONTINGENT ON STRIKES, ACCIDENTS, FIRES, OR ANY OTHER CAUSE BEYOND OUR CONTROL AND ALL CONTRACTS ARE SUBJECT TO APPROVAL BY THE SIGNATURE OF A DULY AUTHORIZED EXECUTIVE OFFICER OF THIS COMPANY. CLERICAL ERRORS SUBJECT TO CORRECTION.

## AA REAR AXLE ASSEMBLY:

AA-4005-J Rear axle assembly, low speed

AA-4005-K " " " High "

AA-4010-F " " Housing assm R H

AA-4011-D " " " " L H

To provide bearing surface for entire length of rollers of bearing AA-1225-C, and thus prevent the possibility of them breaking, the chamfer at outer end of above housings has been changed from a 30° taper with a 3/8 radius to a 3/32 x 1/16 radius. The heat treatment has also been changed to insure proper hardness the full length of the bearing. Housings and axle assemblies with this change incorporated are now being used in production on all AA units.

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AA-4815-B Coupling shaft assm for 131" truck

AA-4815-C " " " " 157" "

To maintain concentricity and reduce whip of coupling shaft, the material has been changed from a hot rolled to a cold rolled steel. It is also specified that the run out must not exceed .010". Also the heat treatment in the gear end of the shaft has been changed to make for the longer wear of the gears. The diameter of AA-4815-C has been changed from 1-5/16" to 1-7/16", whereas the inside diameters of parts Nos AA-4804-B and C Coupling shaft housing assemblies for 131" and 157" wheel base trucks respectively, has been changed to 1-9/16" and 1-19/32" instead of 1-9/16" to insure clearance with 1-7/16" diameter shaft on 157" wheel base trucks. However, the diameter of the coupling shaft assembly on the 131" wheel base truck was not changed.

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## 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-C2.

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## DOOR LOCKS - VICTORIA COUPE:

To provide locks requiring but 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.

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March 13 1931

AA-7090-B2 UNIVERSAL JOINT Cont'd

The new type Universal Joint lessens the possibility of whip in the coupling shaft and can be readily identified from the old design by the steel bushings in which the trunnions rotate. The old design Universal Joints were not provided with steel bushings. Make sure these are used when servicing any units on which complaints have been received.

VICTORIA COUPE

The following items which have been used in the Victoria Coupe bodies will no longer be incorporated in 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 a one-piece design, instead of separate sill carpets.
- (5) - Strips 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 window curtain will be replaced with tab.
- Please call this to the attention of all concerned.

REAR WHEEL HUB BORE GAUGE

Please refer to our General Letter of March 25th 1930, in which we called your attention to the fact that K R Wilson would supply a rear wheel hub bore gauge for use in gauging the bearing bore in the Model A rear hub and drum assembly, informing you at that time that the wear on same should not be greater than .005 over the present diameter of 3.188 to 3.190" as excessive wear or scoring of the bearing bore are conditions attributable to insufficient lubrication and we would not be in position to issue credit on the exchange basis on hubs which were scored or worn over a diameter of 3.195".

Since writing this letter, we have occasionally found rear hubs coming into the Branch for exchange credit in which this bearing bore was greater in diameter than the limit mentioned above, which surely must be caused by a failure of your service man to check the bearing bore when replacing a rear hub and drum assembly.



Truck Rear Spring Pivot Seat With Bushing, Cont'd.

A-21895 has been obsolete for this purpose. Parts Nos A-20735 and A-20772, Rear spring tie bolts have been changed in that the height of the head has been increased from 7/32 to 9/32 to allow head to enter to the proper depth, after increasing the depth of relief in pivot seat (rear spring)

15/64    19/64

CABRIOLET TOP

A change has been made in the side roof folding arm assembly and Door Opening weatherstrip and cover assembly of the Cabriolet body. The fasteners in the Door opening weatherstrip and cover assembly and Side roof folding arm assembly have been changed from a snap fastener to a post type fastener. Also a change has been made in Side roof folding arm assembly to prevent tearing top when folding. The numbers of the new parts replacing those of earlier suffix in the 1930 parts book are as follows:

A-69542-C	Door opening weatherstrip & cover assembly	RH
A-69543-C	" " " "	LH
A-70380-D	Side roof folding arm assy	RH
A-70381-D	" " " "	LH

Part numbers A-69542 and 3-ER will be held for service, whereas A-70380-C and A-70381-C are to be considered as obsolete when these parts are exhausted, these parts being replaced with those listed above.

CRANE ASSEMBLY AND TOWING BAR ASSEMBLY

A crane and towing bar have been designed and released for use with the Service Car Model 229-A and will be supplied as special equipment only. The crane assembly includes two crank handles and 50 feet of "BBB" chain. A towing bar assembly also has been designed and released with this crane and will be supplied as special equipment. The following symbol numbers cover the two assemblies:

AA-229400 Crane Assembly  
AA-229402 Towing Bar Assembly

VISOR PANEL ASSEMBLY

Several requests have been received at this office for visor panel assembly to be installed on the passenger side of the late type Sedans with slanting windshields and also the Victoria Coupe, since we have discontinued supplying the right hand visor on the Victoria Coupe. We are therefore supplying you herewith with the numbers of these Visor panel assemblies for both right and left hand:

(Y)

Visor Panel Assembly - Cont'd

A-192405-C Visor Panel Assembly (Brown Mohair)

A-192405-D " " " (Bedford cord)

The above two parts may be considered as right hand and classed as special equipment on left hand control Town Sedans, DeLuxe Fordor Sedans and Victoria Coupes.

A-192406-C Visor Panel Assembly (Brown mohair)

A-192406-D " " " (Bedford cord)

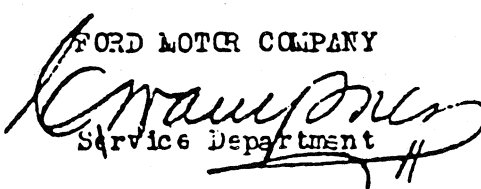
These are left hand, and known as standard equipment on the above model cars. If these parts are desired, please order by the above numbers.

DEFECTIVE PARTS RETURNED TO THE BRANCH

We have noted recently in shipments of returned goods that a great number of clutch pressure plate assemblies were being returned to the Branch without complete information on the returned goods sheets. The same holds true on shock absorber assemblies, when these parts are being sent in for exchange credit. In a recent general letter, we advised that all clutch pressure plate assemblies and shock absorber assemblies which were being returned to the Branch either for full credit or for exchange credit must have the complete information listed on the returned goods sheet as well as on the tags. Please make immediate arrangements to have this information given to us at the time of returning the parts so that there will not be any delay experienced in having the proper credit passed to your account on receipt of the goods.

Another item called to our attention was the fact that a great quantity of defective parts were being returned to the Branch not being properly cleaned. In previous general letters, we have requested that you thoroughly clean all of the parts which you return for credit or exchange credit in the future. WE MIGHT ADVISE THAT ON ANY DEFECTIVE PARTS WHICH YOU RETURN TO THIS BRANCH WHICH ARE NOT CLEAN, THE TIME FOR CLEANING SAME WILL BE CHARGED TO YOUR ACCOUNT AT A RATE OF \$1.50 PER HOUR. Please call this to the attention of all concerned as we do not desire to make charges such as above, but it will be necessary if conditions continue as they have in the past, for before we can return these parts to the manufacturer they must be thoroughly cleaned.

FORD MOTOR COMPANY

  
Service Department

(4)

WATER PUMP ASSEMBLY

A-8510 Water pump assy and A-8510 Water pump shaft assy. have been changed to facilitate the assembly of a groove pin, A-23741, which is now specified to replace the A-23104 Rivet for fastening the water pump impeller.

OPEN & CLOSED CAB SEAT CUSHION

A change is being made in the Open Cab Model 76B and Closed Cab Model 82B to provide two inches additional leg room. The parts effected by this change are

OLD PARTS

A-76836-AR  
A-76845-BR  
A-76846-BR  
A-76905-CR  
A-84154-BR

NEW PARTS

A-76836-B Seat heel board assy  
A-76845-C Seat side riser RH  
A-76846-C " " " LH  
A-76905-DR Seat cushion assy.  
A-84154-CR Seat frame bar

NEW SERVICE PARTS:

A-8140 Radiator rod retainer on dash RH  
A-8141 " " " " LH

A-60437-B Windshield swing arm frame bracket

Heretofore the three above mentioned parts have never been supplied for service, but due to the increasing demand for same, we have found it necessary to list same on our Service list.

VISOR PANEL ASSEMBLY - VICTORIA COUPE

In a recent general letter we advised you that the right hand visor panel assembly for the passenger side on Models 160-B, C and 190-A had been obsolete. However, we now desire to advise that they have been reinstated for production and will be supplied on all Town Sedan Models 160-B, Deluxe Fordor Model 160-C and Victoria Coupe Model 190-A.

DECK DOOR LOCKING CYLINDER & HANDLE ASSY.

A-41618-H Deck Door locking cylinder and handle assy. will be considered as obsolete when our stock on same is exhausted. This is replaced with A-41605-G new style locking handle less cylinder and A-11569 Lock set. The A-41605-G will not be supplied until our stock of A-41618-H is exhausted.

FORD MOTOR COMPANY

  
Service Department.

When replacing housing bell A-4010-F with new design it will be necessary to omit the .060 shim and make the adjustment of the pinion with .005 shims as required. For adjustment instructions see page 413 of Ford Bulletin January 1930.

So that dealers can readily distinguish between the old and new housings, this change is being illustrated in the April issue of the Service Bulletin.

#### VALVES

Earlier shipments of the A-6505-A1 forged valves carried several different letters after the word "Ford" stamped on the head. Later shipments for service are now stamped with the script word "Ford" and in addition are stamped with the letter "E".

This valve can be easily identified as the surface underneath the head is ground smooth whereas the early design was rough. The new forged valve and cast valves, A-6505-A1 should be used as exhaust valves only until such time as stock of the A-6505-A2 valves now being used for intake valves is exhausted.

#### SPECIAL SERVICE BENDIX

The Special Service Bendix starter drive A-11350-DR was released for replacement of the Abel drive which was used during the early part of 1928. We have a sufficient number of these drives available to replace all Abel drives and take care of all normal service. Yet we are receiving orders for quantities which are all out of proportion to actual needs. Please caution your parts department against overstocking this item.

#### TAN BROADCLOTH TRIM

A change is being made in the trim material for the Deluxe Coupe, Model 45-B, Town Sedan Model 160-B, DeLuxe Fordor Sedan, Model 160-C and Victoria Model 190A, changing from the present Brown Bedford cord trim to a new tan Broadcloth trim. This change is in effect at this time.

#### FRONT SEAT ASSEMBLY

A change is being made in the construction of the front seat assembly, for Models 160-A-B-C, which allows 1" additional headroom. This change was incorporated in Standard Ford Sedan, Model 160-A, from start of production and will be incorporated in the Town Sedan and DeLuxe Fordor Sedan at the change to the Tan Broadcloth trim.

#### POCKETS FOR MODELS 160-B-C and 190-A

The pocket in the Cowl Cardboard Assembly, also Pocket in back of the Front Seat Assembly on Town Sedan, Model 160-B and DeLuxe Fordor Sedan, Model 160-C, are being removed and are being replaced by "pockets" to be included in each of the Door Trim Assemblies. An additional pocket is being added to the Door Trim Assembly left side for Victoria Model 190-A.

WINDSHIELD SWING ARM FRAME BRACKET

A-60437B and C Windshield swing arm frame bracket will be supplied for Service in A-45432-A and B assemblies in subsequent shipments. A-45432-A Windshield swing arm frame bracket assembly is used in the A-60414-A assembly, while A-45432-B is used in the A-60414-B & D assemblies.

LAMINATED GLASS FOR PASSENGER MODELS

We recently advised you the fact that laminated polished plate window glass thruout is now available as special equipment at extra cost for Standard and DeLuxe Passenger models. On the DeLuxe Roadster and DeLuxe Phaeton, laminated glass in the rear window will be standard equipment as soon as sufficient quantities of lights are available.

We do not intend to make any general shipments of laminated glass to any dealers for service requirements, due to the fact that production capacities are limited at the present time. We feel, however, that it will be sometime before replacements will be necessary on cars equipped with this glass and it is our desire to put all possible quantities available into the finished cars. However, it is our desire that Service will not be impaired in any manner by the above decision, as we desire to have customers' cars taken care of with the least possible delay. For your information the numbers of the glass are as follows:

	Model 45B Std	Model 45B De Luxe	Model 50B	Model 55B	MODEL 68C	Model 160A	Model 160B	Model 160C	Model 190A
A-45958-D Door window glass assy -									
Tudor 55B									
A-45958-E " " " "	2	2	2						
A-46780-C Qtr window glass assy	2	2							
A-47085-F Back window glass assy	1	1		1					
A-47085-E " " " "						1	1	1	1
A-53544-B " " " "			2						
A-56780-C Qtr " " " "				2					
A-68958-D Door window glass assy					2				
A-160958-B Frt door window glass assy						2	2	2	
A-161958-B Rear " " " "						2	2	2	
A-162780-B Qtr window glass assy						2	2		
A-190958-B Door window glass assy									2
A-191780-B Qtr " " " "									2

Additional parts necessary beside the glass when installing shatterproof glass in Model A cars are as follows:

A-45983-E Door glass run assy Std. Coupe -45B Delx. Cp. 45Dol -Spt. Cp. 50B  
 A-45983-F " " " " Tudor 55-B  
 A-56822-D Quarter glass run assy Tudor 55-B  
 A-160984B Front door glass run assy-Lock side  
 A-162786-B Glass run assy -Rear door glass run assy-Qtr. glass run assy-front  
 A-162788-B Quarter glass run assy - rear  
 A-190984-B Door glass run assy (lock side)  
 A-191786B Quarter glass run

The necessity for making the changes in the glass run is due to the fact that the laminated glass is considerably thicker than ordinary plate glass that has been used on Model A cars.

#### SPECIAL SEAT BACK ASSEMBLY FOR CLOSED CAB

A new seat back assembly has been adopted as special equipment for Closed Cab, Model 82-B. This new A-84330 Seat back assembly is to be supplied as special equipment for Model 82-B in place of A-77005-D Seat Back assembly for customers desiring additional leg room. It has been specified principally for the Ice Body Model 199-A but may be supplied in closed cab when used on other models for those desiring it. The same is available thru Service. The parts necessary for installing this seat back assembly and the numbers of same are as follows:

- 1 - A-84330 - Seat back assy
- 2 - A-84386 - " " attaching plate
- 2 - A-84392 - " " to belt rail bracket

#### ROOF DECK MOULDING - STANDARD COUPE

A-47296-A Roof deck moulding for Standard and DeLuxe Coupe is being removed from production 100% at the present time and will be replaced by A-47297 Roof Moulding filler, A-47342 Roof deck moulding RH and A-47343 Roof deck moulding LH, for installing on the above jobs. If it is necessary to make a replacement of an A-47296-A the right hand and left hand mouldings will be supplied in place of the one piece design moulding.

#### TRUCK DUAL WHEEL REAR FENDERS & RUNNING BOARDS FOR SERVICE

A new design running board is released for 131 $\frac{1}{2}$ " truck with dual rear wheels and rear fender to be used with dual wheels on Models 195A, 280A, 285A, 300A and 197A. Dual wheel rear fenders for AA Panel 131 $\frac{1}{2}$ " No 85-B, Regular Patrol 290-A, Service Car 229-A will be released at a later date. The parts affected by this change are as follows:

- AA-16312 Rear fender assy (Dual) RH
- AA-16313 " " " " LH
- AA-16337 Spacer - Rear fender to wheel house panel (Models 195A and 197A)
- AA-16508 Running board assy RH
- AA-16509 " " " " LH

The running board assemblies are specified to be used on all 131 $\frac{1}{2}$ " wheel base trucks with dual wheel rear fenders.

- AA-16500 Running board assy RH
- AA-16501 " " " " LH

(Used on Model 210-A and now specified for Model 197-A thru Service.

#### LUGGAGE CARRIER FOR VICTORIA

A luggage carrier rack assy 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 A-22300-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-18575-B & C on other models.

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\*\*\*IMPORTANT !!! URGENT!!!!.....REPLY REQUESTED.....

It has been discovered that a number of discrepancies between the address labels used for mailing the Newsletter and the Association Roster. Your Newsletter address label is below; please carefully check that it is correct.

If it is not correct, make  
any necessary changes **NOW** and mail this tear-off sheet to:

John & Kay Lee

222 Elgin

Washington, IL 61571

Tel: 309-444-9840 (evenings)

*International*

*Model A Ford*



*Victoria Association*

68 WINDJAMMER  
FRISCO, TEXAS 75034



*Label here*