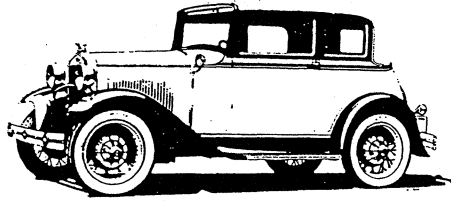


Victoria Association



Vol. 7 No. 3

NEWSLETTER

July 1992

Yes, the 17th MAFCA National Convention is finally over. It was a great success. Many members wrote to tell us how much they enjoyed the convention. Of course, we are pleased that we were able to show some TEXAS hospitality and a good time to all.

We had a very good Victoria Association meeting. There were twenty four members and three new members attending. There were more Victoria members at the convention but they were busy car judging.

Several topics were discussed with seats heading the list. I had the Victoria "T" shirts there and we have sold quite a few of them both at the meeting and by mail. See the photo of the back of the "T" shirt in this issue. Some members expressed their desire for the Golf Shirt. They can be bought for \$13. Of course, there is a postage cost added on. The way it has been worked in the past is: you order the shirt you want and I'll send it to you. Look at the postage on the package and add that to your check for the shirt (or shirts) and mail it to me. I will not order any Golf Shirts until I hear from the members. I have four orders from the Victoria meeting.

Remember, this is a service to the members and not a profit item.

PHOTO PAGE

On the photo page in this issue look for the following:

Two of Carlton Bauman's photo's of the Victoria front seat steel seat back frames, both the early and late seats.

Also a photo of the early and late bottom wood seat frames.

A photo of the driver's sliding seat ratchet device and handle.

Look for the "T" shirt photo.

There are two photos of my original accessory turn indicator lights.

A photo of a new member, Gene Taylor's Victoria as it was being restored. Gene tells me it is quite a bit farther along than in the photo.

A photo of four different fans taken off of Model A's. I'll talk about fans in this newsletter.

Two photo's of the door window regulator for the

Victoria. This is for the passenger side.

A photo of Rusty Steel helping his Grandfather adjusting the brakes on his Model A.

BALANCE THAT FAN

I wonder how many of you members balance your fan blades used on your Model A's? I am sure there very few that do this important item. Mostly because we do not think of it and because we are not reminded of balancing. I will assure all of you that it is very important to balance your fan blades. I have never checked a fan that was in reality balanced. I had only one close to being balanced. Most were very out of balance and that can lead to severe vibration as well as bearing failure. Importantly, too is the fact that it can lead to a blade cracking and coming off. Needless to say that this is a very dangerous thing to happen. I had a blade come off a Model A Roadster I was driving and I can assure you that it scared my wife and I. It sounded like someone shot a shotgun off in the car. The blade that came off went through the drivers side hood. It went all the way through and we never did find that blade. In the short time it took to stop, the vibration broke the water pump and luckily did not break the radiator, just scratched it up.

Since I fly model airplanes, I am familiar with balancing propellers which is what led me to balance the Model A Fan.

As seen in the photo, all 3 of fans were used on the Model A. The two bladed fan in

the photo was an original. It had been braised in several places and as you can see, the ends were cut off as well as a corner of the blade. Upon checking, this blade was badly out of balance.

I guarantee that much vibration in some Model A's is contributed to the engine when it could be nothing more than a fan that needs balancing.

This was proved to two Australians passing through Dallas on a world trip. After balancing their two fans, they told me on a trip to Ft. Worth how much smoother the engine ran. It was such an improvement that they could hardly believe it.

A good club project would be to purchase a good prop balancer and have a workshop one weekend to balance the member's fans. It would be better for a machinist member to machine a shaft to fit the fan and stick out the front and rear of the fan in order for it to fit on the balancer. When balancing the fan, I tap this shaft into the fan to for a snug fit.

You have to balance the fan several ways, balance the blades, balance the hub, check the track and check the pitch. Let me explain each.

This method is for an original two blade Model A fan.

To balance the blade, place it on the balancer and the unbalanced blade will go to the bottom. Now proceed to place weight on the opposite side of the hub until you off set the heavy blade. The weight I use is cut off of sheet lead used by plumbers and roofers. I cut it to fit the curve of the hub and install it so that it fits up against the ridge machined on

the front side of the hub. I glue the weight on with cyanoacrylate glue which can be found in hobby shops. I use the thicker consistency. I use just a tiny spot to tack the weight on until I get it right. When the weight is correct to off-set the heavy blade then I glue it on permanently. (I tack it at first because you may have to remove it to take off some lead from your weight). So far, you have balanced the blade. It will stop horizontally on the balancer. (Assuming the hub is out of balance). You will probably notice that one side of the hub always stops to the bottom. This indicates the hub is also out of balance. To bring the hub in balance you have to add weight to the opposite side of the hub in the same manner as you did with the blade. When the blade and hub is in balance the fan will stay in a different place each time you spin it on the balancer. If it stops in the same place all the time, then it is still out of balance.

I mentioned tracking. To check the track, spin the fan on the balancer, slowly, and watch where the blade tips are as each one comes around. To do this, use a block of wood to mark the first blade position and as the second blade comes around, it should be at the mark just the same as the first blade. If it is forward or back of the first blade then you will have to bend one forward or one back. You will have to use your own judgement as to which one appears out of alignment.

Finally, the last thing to check to make sure your fan is completely true, is the pitch. Very few people do this. To check the pitch, place the fan, hub down, on a flat table top. At the tip of

from the table top to the front of one blade. Now, measure the other blade at the same location. The measurement should be the same. This has to be done after you adjusted the tracking. The proper way to do this would be to use a template to see that the twist of the blade is the same. Measure one blade against the other. The method of measuring will be a rough way to adjust the pitch. Check the rear edge measurement of the blade at the same location when you check the front. What I am telling you about the twist is if the fan has one blade twisted so that the pitch is at a greater angle than the other blade, it will cause vibration. I do think this is the one adjustment that will make the smallest difference in vibration.

After you have completed the balancing, paint the weights black to match your fan. I have never had a weight slung off of a fan using this method.

When balancing four bladed fans, you can grind off the tip of the **HEAVY** blade. Grind a little at a time. When you are getting close, use a file to smooth it up and when completely balanced, you can add the paint.

Remember that it is better to balance the fan after painting as you can un-balance a fan by painting it unevenly on one blade.

I hope I have helped some of you. Most will think this is too much trouble. Believe me when I say that it really is worth the trouble and it is not as much trouble as it seems.

You can purchase a Du-Bro Products propeller balancer

you can't find one, write to Du-Bro Products at P.O.Box 815, Wauconda, IL 60084 and ask for the nearest dealer to you. Also, you will have to purchase some steel wire (at the hobby shop) to extend the legs of the balancer to accommodate the Model A Fan.

Make it a fun project and good luck.

PATCHES

I would like to know if the club members would like for me to look into having patches made for the Victoria Association? I would like to hear from as many as care to write, whether it is yes or no. As you know, these items (for sale) are not profit items. In fact, we do not have anything for sale to the membership that is for profit. When I hear from the membership, I will know whether to proceed with patches or not. The price depends on how many we purchase. The more we order the less the price.

MEMBER FROM ENGLAND

We have a new member to the Association from England. He is Mr. Ken Burnett, 647 Leigh Rd, Leigh, Lancashire, England WN7 1UA.

His name was forwarded to me from MAFCA as he wrote where

he could get a left hand door window regulator. It was fortunate for him that I had just obtained an extra one from a swap meet. I sold it to Ken. As you may know, we have several members from Australia and one from New Zealand. We

are truly an International Association. Ken told me that it is the only Model A

Victoria in England. I gave him the name of a fellow that has a 32 Victoria in England.

SHADE MATERIAL PATTERN

A member sent a sample of his original shade material. It has a pattern to it and the pattern showed up well in a copy I made on a copy machine. I am including this copy so you will know what the original looks like. I do not know where we can purchase this material. Do any of you know where we can purchase this shade material?

BODY NUMBER TAG

I am including a photo of my body number tag. You should find this tag on your firewall 1 5/8 inches above your fuel outlet. This tag is installed with two drive rivets. Most parts houses carry the rivets. This body number tag is 1 3/8 inches below the Ford Motor Company patent data plate. The data plate attaches with four of the drive rivets. Looking directly at the firewall from the front to rear, the vacuum line comes through the firewall just to the left of and between these two plates. For those of you missing either of these plates, you should be able to locate the holes where the plates go. The tag shown is a reproduction tag from Ron McIntosh, 121 N. Johnson, Visalia, CA. 93219. The price I last knew of was \$10 each. Ron does not have the number stamps. If you buy the tag from him, you will have to find someone with the number stamps to put them on the tag. This is the only Murray Victoria tag I know of.

FRONT SEAT REAR LEGS

Carlton Bauman sent me an address where you can order the rear legs for your front seats. APCO Inc., 3520 Jefferson S.E., Grand Rapids, MI. 49508, Part # 389102 \$2.99 each plus postage.

PLASTIC FAN

Bruce Midlane wrote to ask how to adapt the plastic fan from a modern car to the Model A as I did on my cars. It isn't possible without machining a new hub. There are several Model A Dealers offering both the hub and fan, for sale. Davis Antique Ford Parts has them, 4600 Jim Mitchell West, Colleyville, TX. 76034 The 800 number for ordering parts is: 800-252-1928. The price is \$55 plus shipping (fan and pulley). For a driver, I highly recommend using this fan.

WOOD GRAINING

Gene Taylor asked me where to get good wood graining done on the interior mouldings?

I had mine done at Image Autos, 1055 N.E. 43rd Ct. Ft. Lauderdale, FL 33334 (305) 566-9727.

If any of you can suggest other places that you know and are willing to recommend, please let me know. There has to be good places all over the country rather than have everyone ship their parts to Florida.

If the members respond, I will publish it in a coming issue.

GLASS PATTERNS

I had master patterns made for the glass in the Victoria. Now when I have requests for the patterns, I can send them to you and you will not have to return them.

I have had members send me their glass patterns and up until now, the Steelback and Leatherback Victoria's have had the same glass patterns.

A new member, Donald Roethig from Milwaukee, sent a copy of his Leatherback rear window glass and it was 2 inches shorter from left to right and about $\frac{1}{2}$ inch shorter from top to bottom, and it has the same shape.

The rear glass patterns I have received to date measure the rear glass as 25 $\frac{5}{8}$ " from left to right and 9 $\frac{5}{16}$ " from top to bottom.

Don's rear glass measures 23 $\frac{5}{8}$ " L to R and 8 $\frac{7}{8}$ " top to bottom.

What does this mean? I sure do not know but I have written Donald to look for other clues.

BRIGGS VS MURRAY BODIES

With the above in mind I would like to remind all of you that up until now, we have not found one Briggs bodied Victoria. With over 250 Victoria's recorded, you would think we would surely have someone with a Briggs Victoria. That is not to be as all of our owners have Murray's. It is written that both Briggs and Murray made Victoria bodies.

Could it be that Donald has a Briggs? We will keep you informed on this. It certainly

BODY NUMBERS VS ENGINE NUMBERS

I have not found that body numbers have any set pattern when matched to engine numbers. Most of them vary quite a bit. Looking at Donald Roethig's number and comparing it with others close to his shows what I mean. Remember, these are close compared to others. These are for Leatherback Victoria's.

Name- Engine #-Body #-Eng Date

Bond-4241105-24175 - Jan 31
Butzke-4249257-25184-Jan 31
Meyer-4326386-25368-Feb 31
Heichman 4327530-25575-Feb 31
Roethig-4554399-25797-Apr 31

Note: While Bond and Butzke have Jan., 31 engine numbers, there is 1,009 body numbers difference. Butzke to Meyer has only 184 numbers different and one month date difference. Meyer and Heichman are only 207 different and in the same month while Heichman and Roethig are 222 numbers different and 3 months difference. I know there is an engine number difference but there seems to be no pattern of matching engine number with body number and date of manufacture.

FENDER WELLS

Richard Kosi has sent fender well installation instructions. If any of you need these instructions, please write to me and I will send a copy to you. His instructions are for a mail truck, however, the same procedure will work on any Model A. I would advise checking your measurements against another Victoria.

LET'S TALK ABOUT SEATS

With out a doubt, the front seats of the Victoria draw the most questions. For some reason, these seats confuse most members.

Lets put the seats in proper perspective.

There were two type seats used in the Victoria. What we call an early seat and a late seat. The early seat was used from the beginning until July, 1931. The Late seat was used from July, 1931 until the end of production. Both the early and late seats used a wider seat for the **DRIVER'S** side than the passenger side. The early seat used a large rod through two brackets mounted to the floor sill and cross brace and through a tube attached to the front of the seat. The knob on the rod was the same as the knob used on the windshield slide. The driver's side had a three hole bracket so you could adjust it fore and aft in three positions. The passenger seat was the same as the drivers with the exception of being **NARROWER**. The seat was attached exactly as the drivers side, however, the passenger seat could have either the three hole brackets or a one hole bracket.

The late seats are identified as the sliding seats as used in the A-400. The driver's seat was attached to sliding mechanism and had a handle in the front of the seat to turn a ratchet so as to allow the driver to move the seat fore and aft. The passenger seat was attached by different brackets than the early seats. Past issues of the newsletter have photos of this bracket. There were two eye bolts in the front of the seat wood frame. There were

two brackets attached to the floor cross sill that looked like a piece of strap iron with two pieces of metal welded to it. The space between corresponded to the eye bolt and the seat was attached to this bracket with a bolt going through one side of the bracket, through the eye bolt and through the other side of the floor bracket. This seat was not adjustable.

Because of the time the sliding seat came out and the end of manufacture of the Leatherback, it should be noted that the Leatherback probably did not come from Ford with the sliding seat.

The seat frames were basically the same for both seats but with one main difference. The early seats had a tack strip on the bottom of the frame and a flap was tacked to this strip and to the seat bottom wood. This flap covered the hole between the seat back and the lower cushion, on the rear side.

The late seat frame instead of having the tack strip, had a much wider metal piece across the bottom. There was no flap to cover the space between the seat back and lower cushion.

Another difference between the two seats was the wood bottom. The early seat had a one piece 3/4 plywood bottom with holes drilled in the bottom to let air escape when you sat on the seat. The late seat had a solid oak frame made up of four pieces of oak. This frame was open in the center.

Phil Allin did an article on how to rebuild the passenger seat. This is for the late seat. If any of you would like a copy, let me know. (This article appeared

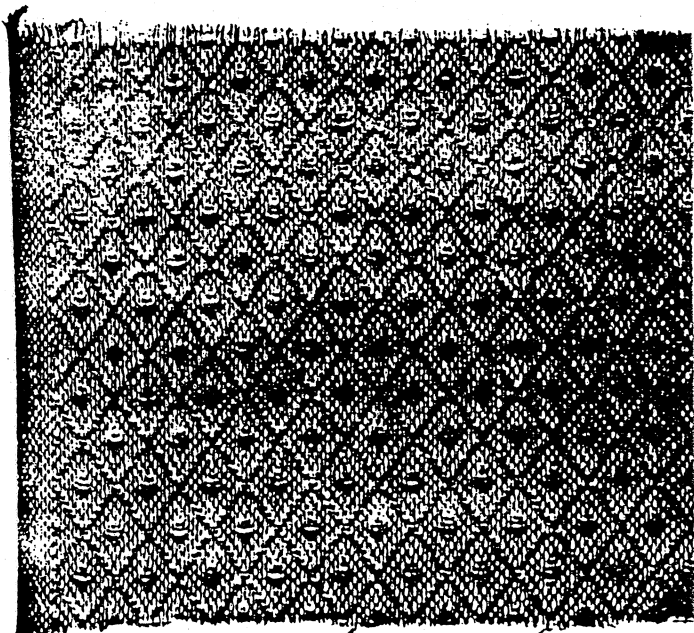
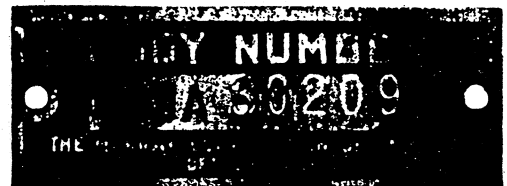
in a previous newsletter).

I have included photos of the early and late metal seat frames as well as a photo of the early and late seat wood bottoms.

If this explanation confuses you, let me know and we'll try to clear up any questions you may have.

THE LAST MODEL A

Included in this issue, you will find an article about "THE LAST MODEL A", written by Vic Zannis and reprinted from the Antique Automobile. This was sent in by our member, Mel Hodde. The copy I received had dark photos and I apologize for the reproduction but hopefully it will be O.K. to see what the "A" looked like. Thanks Mel.



WINDOW SHADE MATERIAL PATTERN

The Ford Model A! To many antique car buffs, this is one of the most beloved cars ever made. However, even the most knowledgeable collector may not realize that the last Model A rolled out of the Ford Motor Company 14 years after production of the car ended. One singular car was made by special request of Henry Ford II. Its story is as unique as the car itself.

Henry Ford was known as a pacifist. He had spent a small fortune trying to end the Great War but had made huge profits from military contracts during that war.

During World War II, the immense production facilities and knowhow of The Ford Motor Company had been directed toward supplying the Allies with the tools of war. Willow Run had been built and was turning out B-24 Liberator bombers. Tanks, utility vehicles, and anti-aircraft guns were being produced by the thousands.

But in 1945, things were not well inside Ford. Edsel was dead and Harry Bennett was attempting to tighten his grip on the Company. Henry had resumed the presidency but by now was well up in years. His health was failing, and some believed that his mental state was deteriorating also. The government was considering nationalizing the Company. There was also talk of placing Ford under the stewardship of Studebaker. In July of 1945, Henry II was released from the Navy to return to Dearborn and try to put the Company back on an even keel.

Amidst all of the turmoil in the world and within Ford, a relatively insignificant event took place in the engineering department.

Henry Ford II stopped by the office of Mr. E.T. Gregorie, Director of Design, and requested that a car be built for his personal use at his summer home in South Hampton, Long Island. It was to be built on a 1931 Model A chassis that was then on display at the Dearborn engineering lab. The chas-

sis had been placed there by Henry Ford, Sr., who would point it out as people toured the plant and reminisce about days gone by.

The parts for the car were collected from the resources available at Ford at the time. Certain items had to be fabricated as was necessary. The body was sketched by Mr. Gregorie as a wood-bodied convertible, which was built from maple and plywood panels. The paneling came from a glider project then underway at Ford. The gliders were used to insert troops behind enemy lines in the war in Europe.

The top bows and windshield frame were fabricated, as were the top and side curtains. Many parts were used from production cars from various years. For example, the engine was a 1932 "B," serial number A4872866. The shocks were also 1932. The instruments were 1939, the steering wheel was a 1940, and the headlights were modified 1929 units. The wheels and bumpers were 1941. Fenders and runningboards, splash aprons, radiator and shell were all stock 1931 Model A.

The hood was custom made to blend into the cowl forward of the windshield. An "A" firewall juts out from a wider firewall and a tool box was included under the hood on the left side. Other "A" components included steering column, pedals and mechanical brakes.

The tailgate swings down and locks level with the floor of the body. The rear seats were made removable so that the car could be used for light hauling. While the car was being built, a large employee happened to sit down on the tailgate. His weight and the added leverage of the rather long gate caused the frame to bow enough for both doors to come open. The body was removed and the frame was reinforced by welding a channel to the bottom of the stock "A" frame.

Seats were done in red leather and the hood, fenders and wheels were painted a dark maroon.


The top was made out of tan hartz cloth. The wood was natural and sealed with varnish.

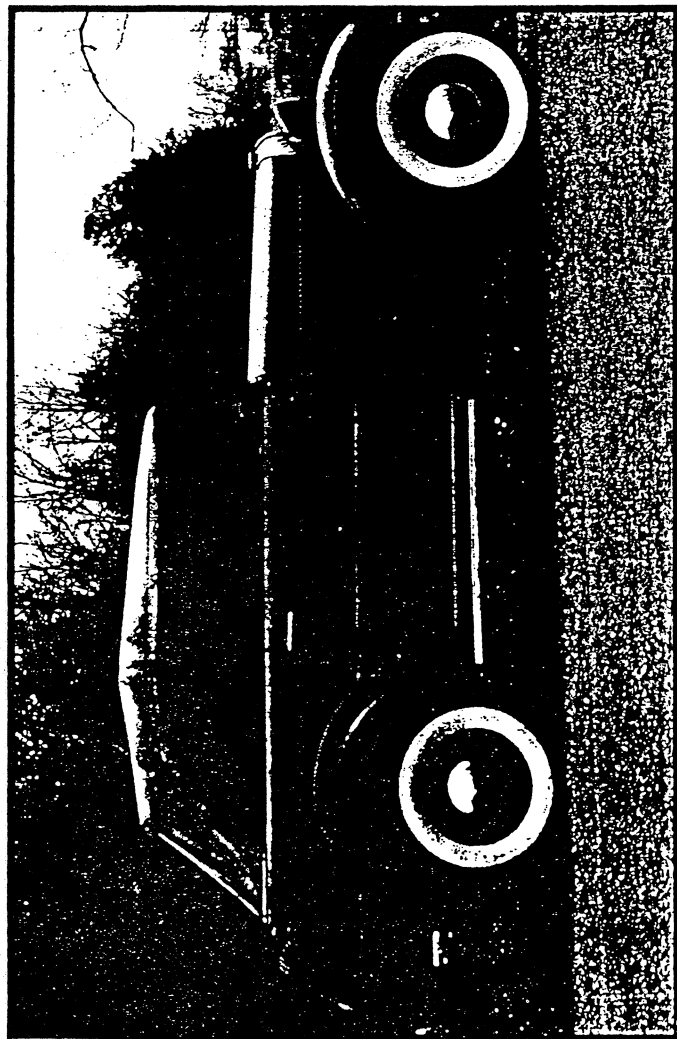
Mr. Gregorie stated that including the engineering and labor that went into this car, Ford must have spent \$75,000 on the project—a lot of money in 1945!

Mr. Gregorie was the Director of Design at Ford from 1938 until 1947. He was responsible for the design of the original Continental and the Lincoln Zephyr. According to him, this car was the direct predecessor of the 1946 Sportsman Henry Ford II used the car for a short while before turning ownership over to Mr. Gregorie.

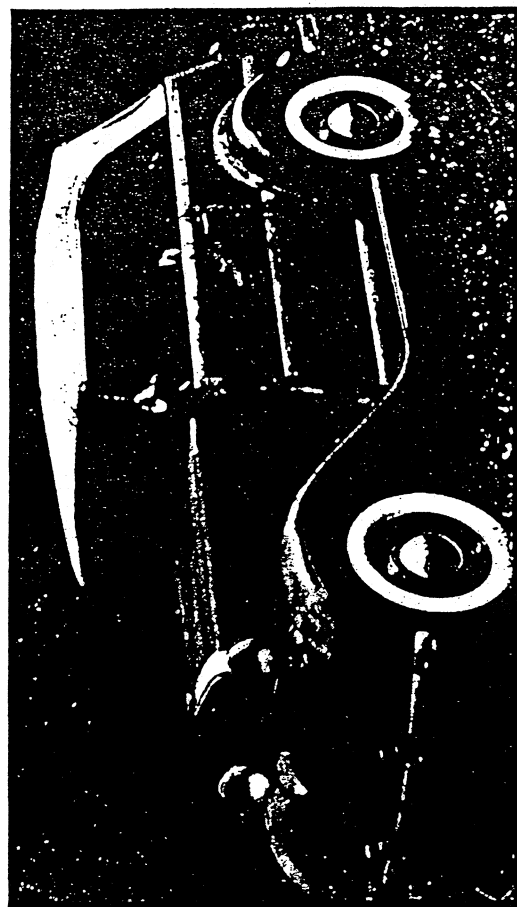
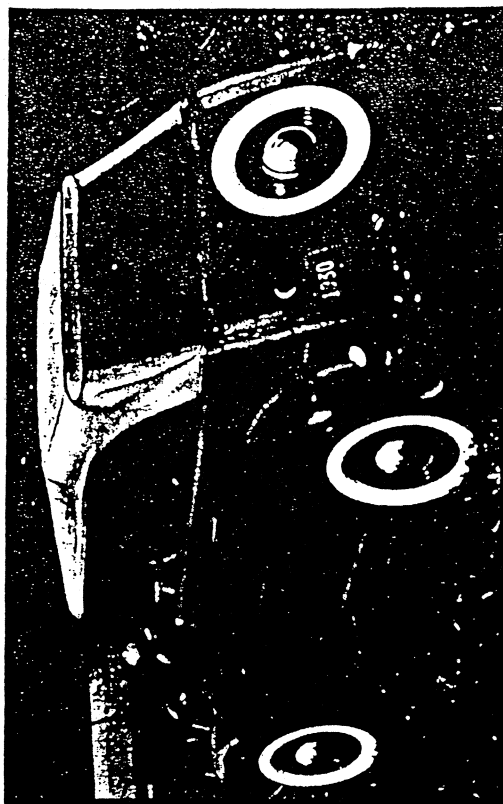
E.T. Gregorie eventually ended up living on a boat in Florida and therefore had no place to keep the car. He sold the car to Mr. C.F. Grenier of Ormond Beach, Florida, who in 1960 sold the car to Mr. Kenneth Coulter of Maryville, Tennessee. The car remained in Mr. Coulter's extensive collection for the next 26 years. The car was purchased from Mr. Coulter in 1986 by Mr. Roy Frost of Pell City, Alabama and is currently part of his Model A collection.

The car is still in unrestored condition, runs well and has less than 19,000 miles on it. As can be seen in the photos, it is in remarkably good shape. When Mr. Frost acquired the car it appeared to still be on its original set of tires. When those were removed, the exact color of the original paint was found. The chassis appears to have been painted body color also, as the maroon paint is still visible when the grease is wiped from the spring perches. Red leatherette seat covers were fitted and the car was painted when Mr. Grenier owned the car.

The car was built at the Iron Mountain Ford plant by Ford employees from Ford parts. It was designed and engineered by Ford's technical staff. According to Mr. Gregorie, who is alive and well and living in Florida, this was the last Model A Ford ever built. 



Photos by Patricia Montabana



THE 3RD MODEL A

by Vic Zannis

MEMBER'S ADVERTISEMENTS

FOR SALE * * FOR SALE

Windshield header to top bow rail. I have a right bracket for sale. Contact: Charles McKeown, Rt. 1, Box BB 105, Oakley, CA. 94561. (510) 754-1555.

FOR SALE * * FOR SALE

Late '31 Steelback Victoria (body only) asking \$2,000. Call Frank at Butler Auto Body 4830 N. 125th St., Butler, WI. 53007 (414) 781-5210. This body is complete with mouldings, seats, floor pan and rear skirt.

FOR SALE * FOR SALE

I have a spare tire carrier for sale. Make me an offer. Ed Fest, 2000 Riva Ridge, San Antonio, TX. 78248 (512) 492-9026.

FOR SALE * FOR SALE

Steering arm balls replaced, \$17.50 per ball and \$5 shipping. Wiley T. Higgins, Jr., 4135 Nicolas Dr., Cumming, GA 30130, (404) 887-7176. (I had him do mine and he does a good job, Charlie)

Victoria Spare tire carrier, (P/N A-1414), \$35 plus postage; Bob Moore 1872 Thorncroft, Germantown, TN 38138 (901) 755-0025 (Before 10pm Central time, please).

FOR SALE * FOR SALE

This gentleman has nice Victoria items for sale. I met him at several swap meets and I have purchased items from him. Here are some of the items he has, call if you need something, he may have it.

Visor Brackets, Window Frames, Garnish Mouldings, Dome Lights, Rear Tire Mount, Steering Column drop bracket extension and Dash Rail.

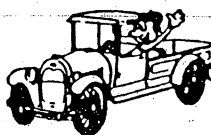
Dan W. Davis, (702) 851-3651. No address.

I have been asked many times about where to purchase the rear seat female catch. It can be purchased from: S & S Industries, Hartfield-Centralia Rd., Dewittville, NY. 14728 the price is \$15 ea.

WANTED *** WANTED

I need the two front seats for a Victoria and the female rear seat catch. Maron Buice, 5877 Hillside Farm Rd., Buford, GA 30518 (404) 945-9261.

Note: (See the above for female rear seat spring catch).

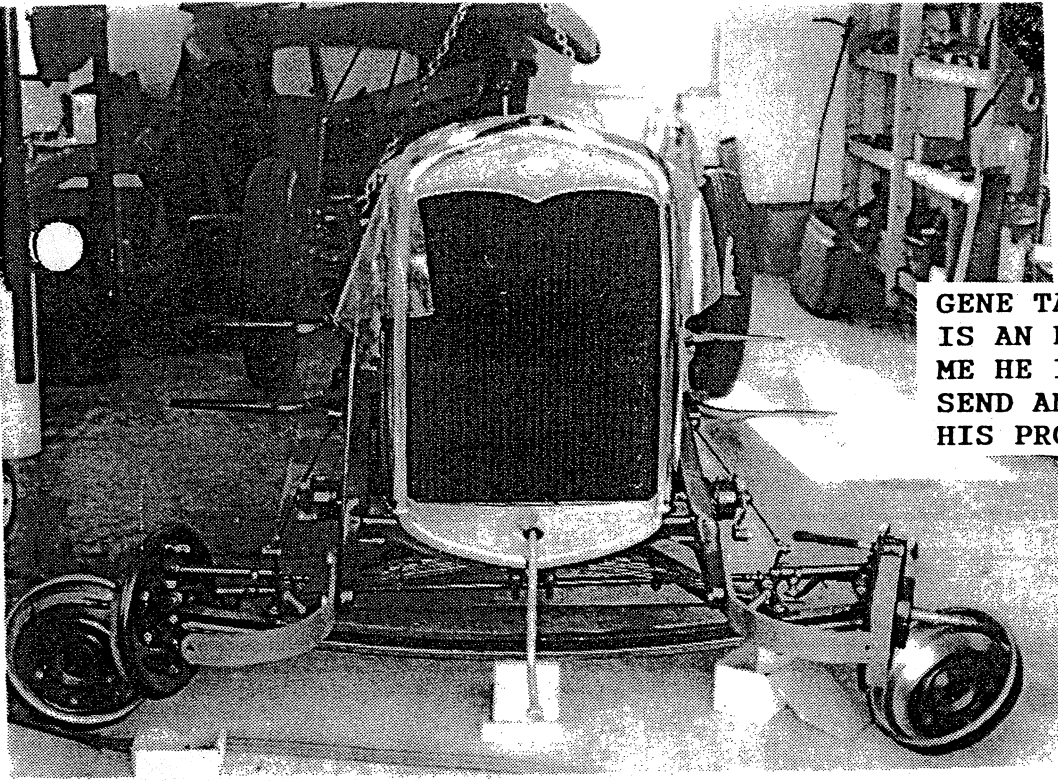


HARRY'S
EARLY FORD PARTS

Bill & Millie Harry

8175 WEST EVANS CREEK RD.
ROGUE RIVER, OR 97537
(503) 582-0526

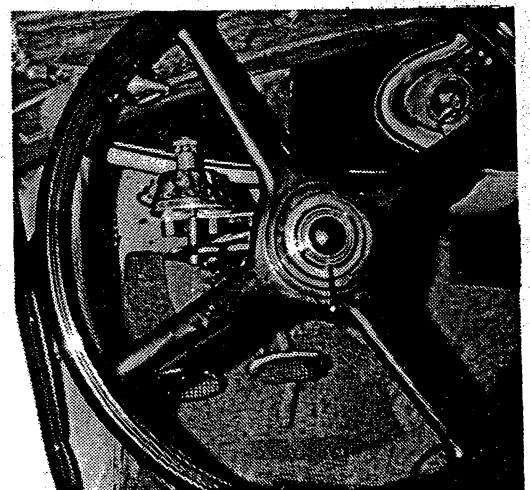
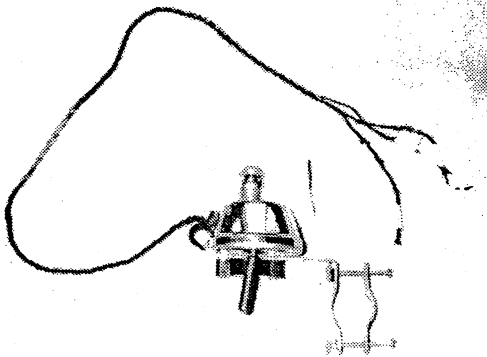
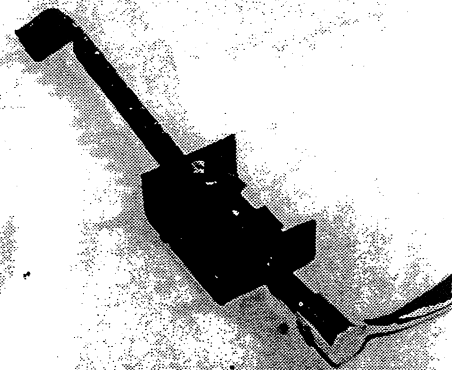
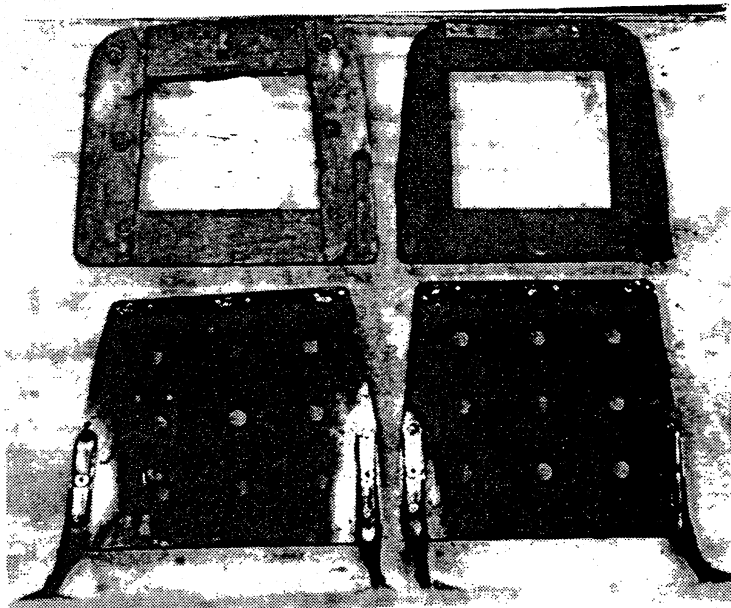
ORDER DESK
1-800-833-2580



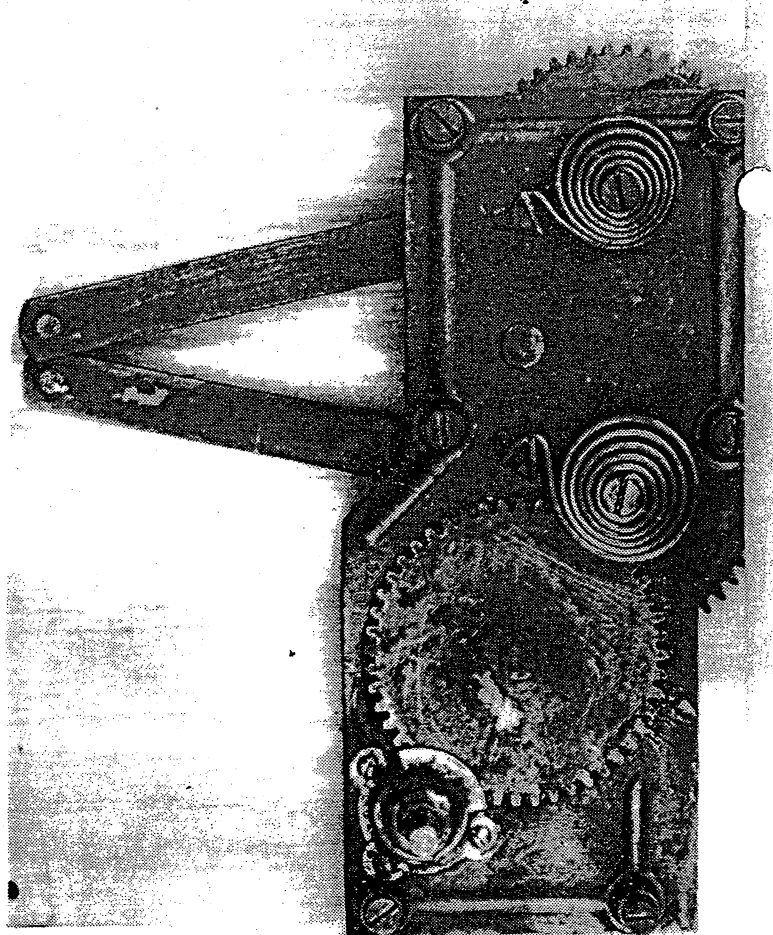
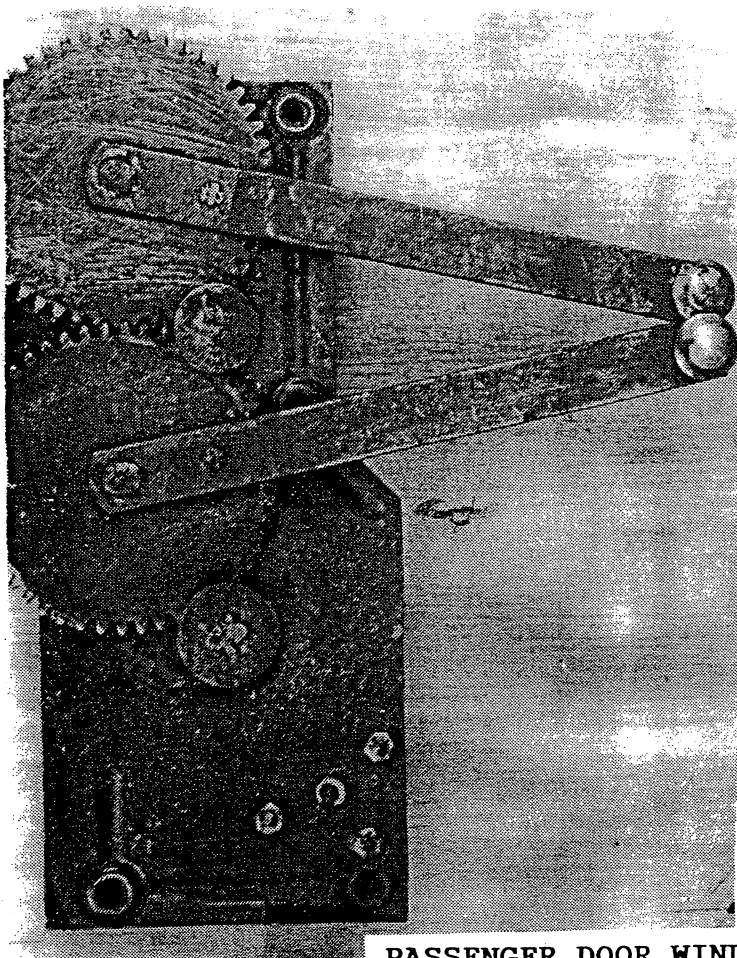
GENE TAYLOR'S VICTORIA. THIS IS AN EARLY PHOTO AND GENE TELLS ME HE IS MUCH FURTHER ON. HE WILL SEND AN UP-DATED PHOTO TO RECORD HIS PROGRESS.

LATE SEATS →

EARLY SEATS →



ORIGINAL TURN INDICATOR LIGHT



PASSENGER DOOR WINDOW REGULATOR. THE TWO PHOTOS SHOW BOTH SIDES OF THE REGULATOR.



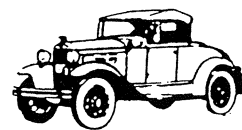
RUSTY STEEL HELPING HIS GRANDFATHER ADJUSTING THE BRAKES ON HIS MODEL A. SURE GOOD TO SEE THE YOUNGER MEMBERS GETTING INVOLVED.

Visor Brackets

Floor Pla

William H. Bond

Restorations



*Buy
Sell
Trade*

Specialty Parts

1040 Old Squaw Pass
Evergreen, Colorado 80439

(303) 670-3

STEVE CANNON

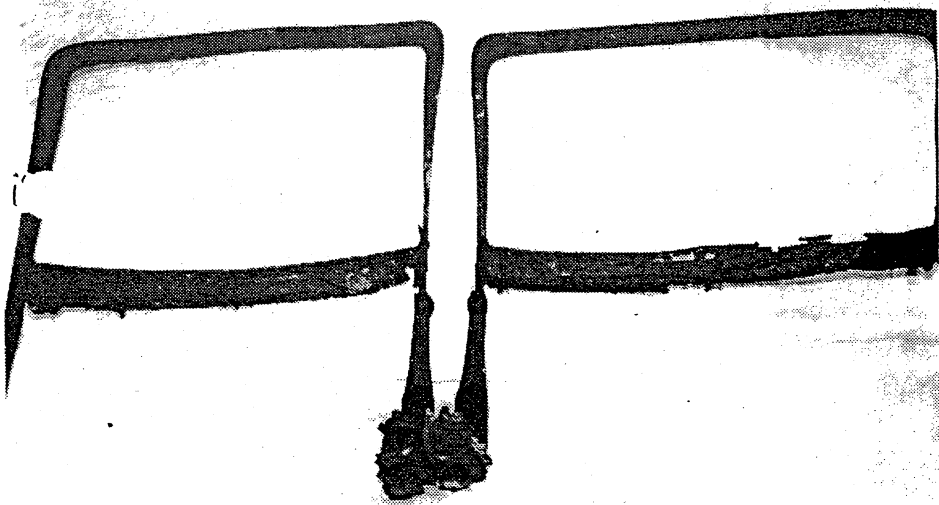
(919) 643-7

CLASSIC WOOD MFG.

1418 NC 150 W. • Summerfield, NC 27358

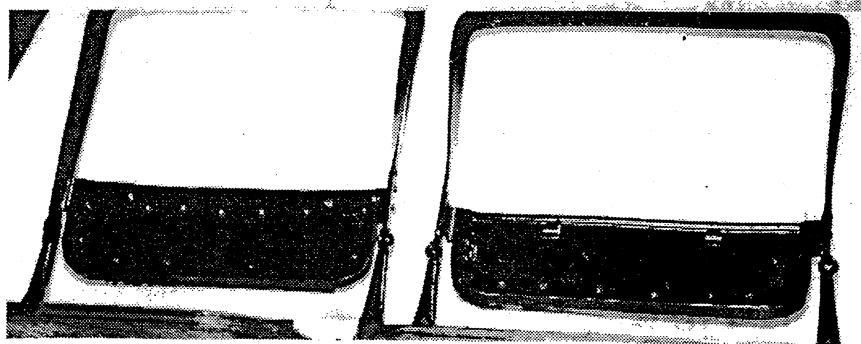
Wood Kits
Installation

Model A&T F
"T" Series M



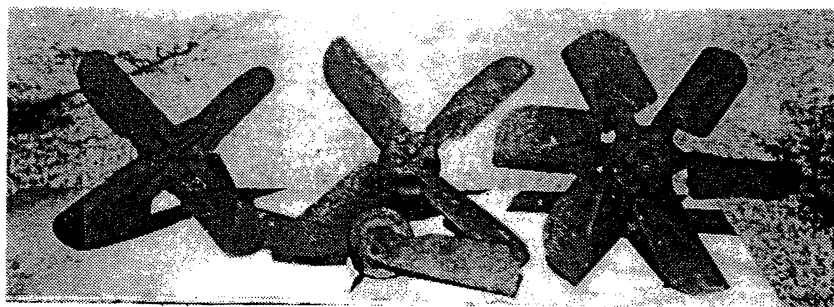
EARLY SEAT BACK METAL FRAMES

NOTE TACK STRIP ON THE EARLY SEAT BACK FRAME



LATE SEAT BACK METAL FRAMES

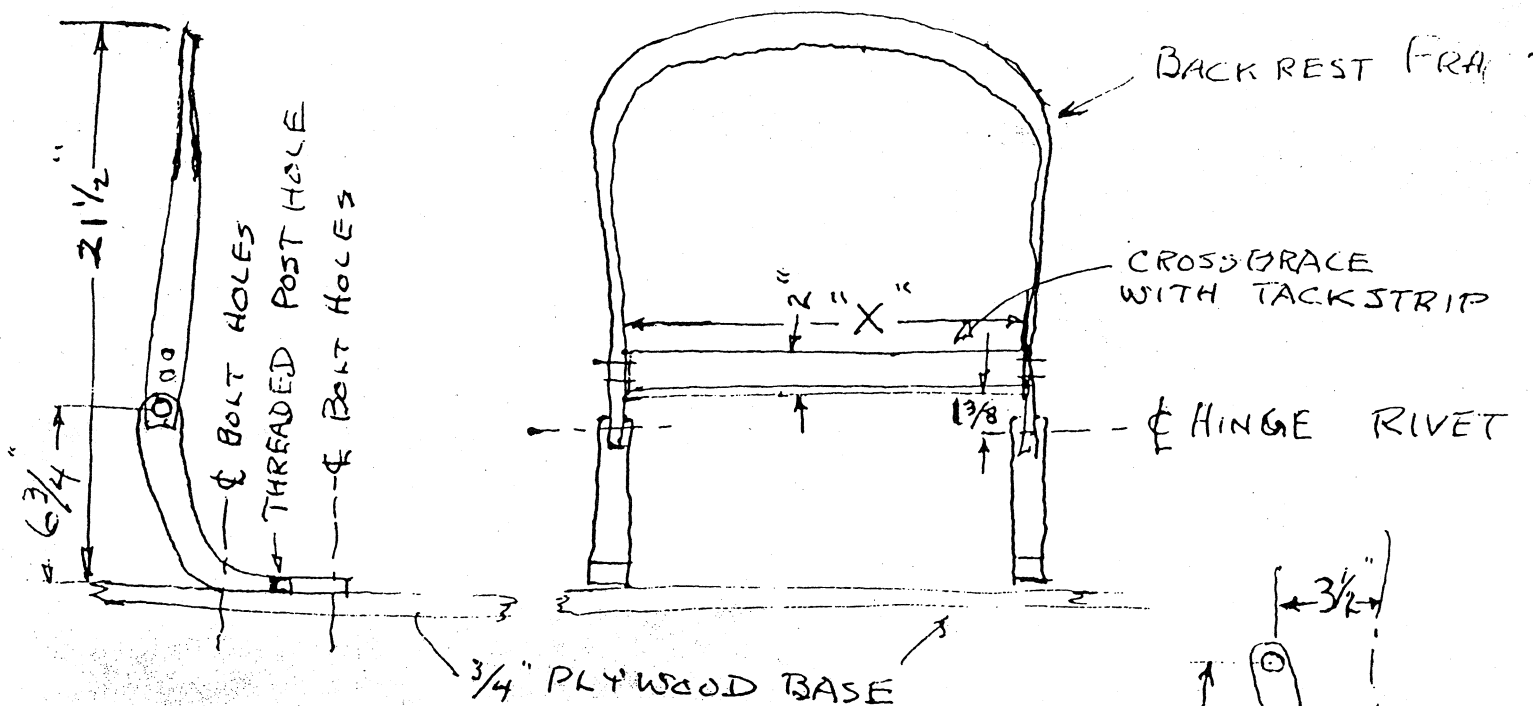
NOTE THE DIFFERENCE IN LOWER METAL STRIP ON LATE FRAME



DIFFERENT FANS I PERSONALLY HAVE TAKEN OFF OF MODEL A ENGINES. REFER TO THE ARTICLE ON BALANCING FANS IN THIS ISSUE.

VICTORIA ASSOCIATION "T" SHIRT. IF THE MEMBERSHIP WANTS THE GOLF SHIRTS, THEY WILL HAVE THE SAME DESIGN.

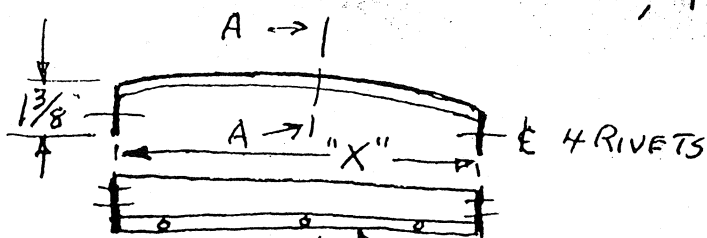




NOTE: DIMENSION "X"

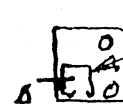
- DRIVER, 17 1/8"

- PASSENGER, 15 1/2"



Back-rest spring is supported in position by Tack Strip Case.

TACK STRIP CASE HELD TO CROSS BRACE WITH 3 RIVETS



TACK STRIP METAL CASE (FORD FILLED WITH TIGHTLY PACK HEAVY PAPER ROSS USES A MIXTURE OF SAND/ST/WOOD)

CROSS BRACE, 0.065" SHEET STEEL

CROSS BRACE BOWED 1 3/8" ALONG DIMENSION "X", BOTH SEATS

EARLY 1931 VICTORIA SEAT DATA
(NOT FOR LATE 1931 1/2)

68 WINDJAMMER • FRISCO, TEXAS 75034

*International
Model of Ford
Victorian Association*

This car's not for sale, stranger —
I'M GONNA FIX IT UP SOMEDAY!

