

# ***The Victoria Bustle***

***International Model A Ford***

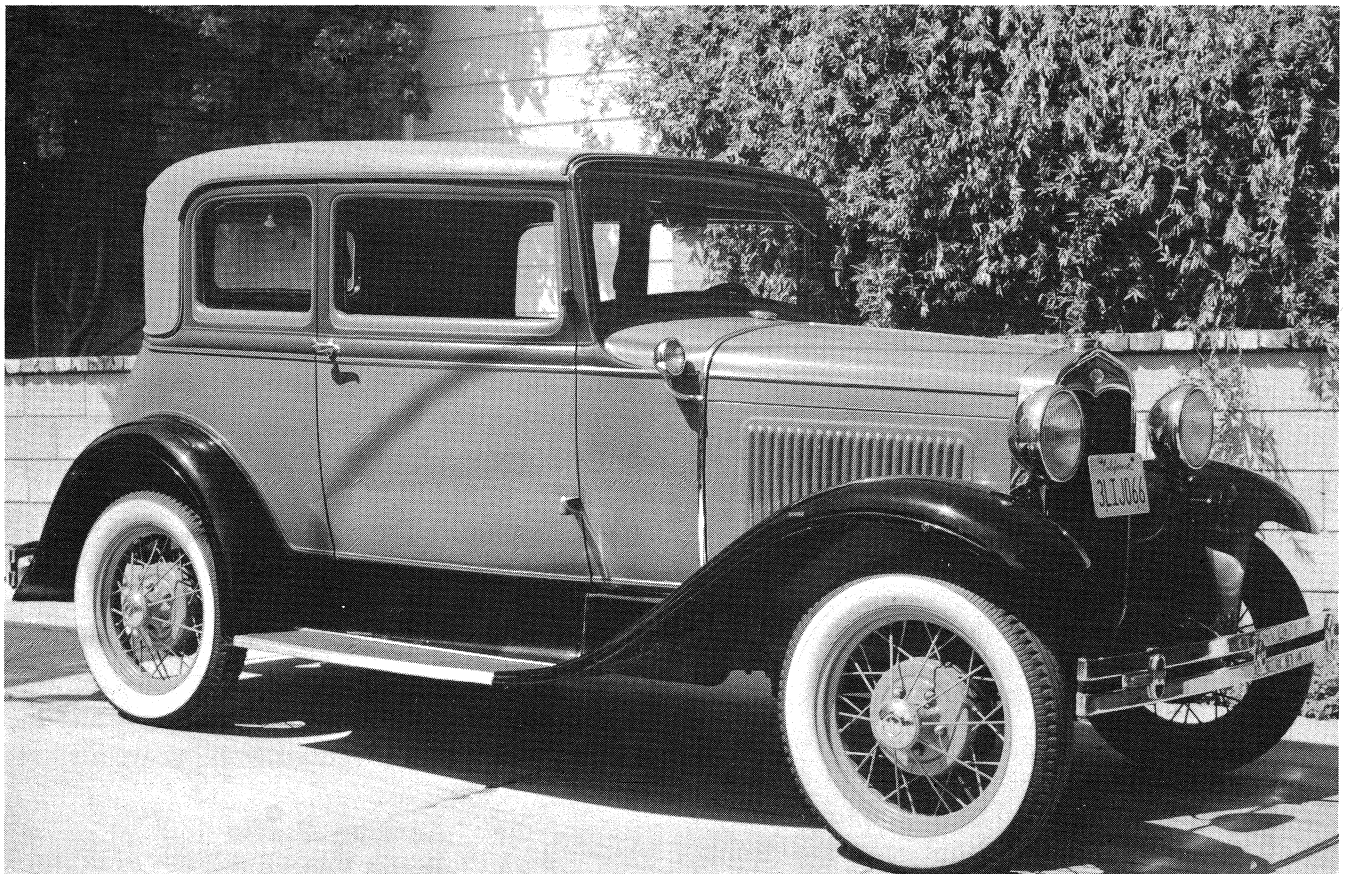
***Victoria Association***

*Founded 1986 - Frisco, Texas*

***Model A Ford Club of America - Model A Restorers Club***

July, 2000  
Volume 15, Issue 3  
Newsletter

President & Founder: Charlie Viosca  
Editor: Tom Endy  
Printer: S & S Printers, Anaheim, CA



***A Briggs Built Victoria***



## Charlie Says!

by Charlie Viosca

### Hooray for Briggs

We finally have confirmation that there really is a Briggs built Victoria in the world. The car is owned by one of our association members, Bill Webb of Glendale, CA. Bill, why did you keep it a secret so long? You don't know how happy I am to discover after all these years that a Briggs Victoria does actually exist. What needs to happen now is for Bill to get together with a Leatherback Murray built Victoria owner in his area and determine what the body differences are between a Briggs and a Murray. This would make for a great Victoria Bustle newsletter article. See Bill's letter on page 3 of this newsletter.

### The color of money

It's yellow, not green. Take a look at the mailing label on the cover of this newsletter. If your name and address have been highlighted in yellow, it means that the Victoria Association has not received your dues (\$10.) for the year 2000. It also means that you will no longer receive a newsletter, because we will have to remove your name from the mailing list. If this has been an oversight and it is your intention to remain a member of the Victoria Association, please mail a check in the amount of \$10. made out to the Victoria Association to our treasurer,

John Icenhower  
1613 Ryan Rd.  
Sulphur Springs, Texas 75482

### It's an E-mail world

If you have an E-mail address, send a msg to John Icenhower at [johnike@koyote.com](mailto:johnike@koyote.com). He is compiling a list of Victoria Association members who have E-mail addresses. One of these days when we have enough of a response, we will publish a membership E-mail list. The E-mail address for Charlie Viosca is [cjviosca@aol.com](mailto:cjviosca@aol.com) the E-mail address for our editor, Tom Endy, is [tendy53@earthlink.net](mailto:tendy53@earthlink.net)

### The Kansas City National (July 10-15)

The Victoria Association will be holding a meeting during the week of the MAFCA National and all members who plan to go are encouraged to attend. It is scheduled for Friday, July 14 at 11 A.M.

### The color of paint

In this issue of the Bustle you will find a three page insert on Victoria paint and striping. It was compiled from past issues of the Victoria Association newsletters by Walt Ramsey. Walt updated it by checking with the MARK/MAFCA Judging Standards and the Paint & Striping Guide to be sure everything we tell you is up to date with those publications. It is essential that we provide accurate information. For those of you who do not have a copy of the MARC/MAFCA Judging Standards and the Paint & Striping Guide, we suggest you obtain a copy. There is more factual information on all Model A's than you can imagine. If you plan to show your Model A, you have to follow the guidelines or you will be wasting your time. ☺

### Please Advise Your Members!

#### Quarter belt molding

Due to my inability to find an acceptable molding for my restoration project, I am producing a small quantity of the **A-51881 quarter belt molding retainer**. This molding is used on the 50-A Sport Coupe, 54-A Business Coupe, and the 49-A Special Coupe bodies. These parts are being made to the original blueprint specifications by a prototype supplier to the big three automakers here in Detroit, Michigan. **This is a limited quantity one-time production run and moldings will be available on a first come, first served basis.** The cost per assembly to MARC/MAFCA members is \$130. US, plus shipping. The shipping box is oversized per UPS so I recommend that members consolidate their orders to minimize shipping costs. The molding should be ready to ship in mid August. I am also developing tooling to produce the DB2 & D1 drip rail profiles. Interested parties can contact me via E-mail at [aa7805@hotmail.com](mailto:aa7805@hotmail.com), or by mail at

Anthony Raffin  
18160 Vreeland Rd.  
Woodhaven, MI 48183

Thank you for your attention.  
Anthony Raffin ☺

# Yes Virginia, there is a Briggs!

by Bill Webb

Dear Charlie:

I have been a member of the Victoria Association since July of 1998 and have enjoyed your publication, including reading all of the back issues during the past few months. I will tell you a little about my background with Model A Fords, and something about myself. The Victoria we now own is my 4th Model A, the others were a 1929 Standard Coupe, a 1929 Special Coupe, and a 1931 Slant Window Town Sedan. My wife, Ginny, and I have been members of MAFCA and the Jewel City Chapter (Glendale, CA) for over thirty years. I am also a judge with two Nationals under my belt.

Now for the real reason I am writing to you. As I read through the back Victoria Bustle newsletters, and again in the April, 2000 issue, you have stated that very few, if any, Briggs manufactured Victoria bodies have been located. Ken Johnson said "he believes" his is a Briggs body, well I am sure my Victoria body was mfg by Briggs and I am enclosing pictures to support my claim. The body number plate clearly indicates the Briggs Mfg Co. Detroit, Mich. 190-A-2311. Our Victoria also has 1930 splash aprons, the old style spare tire support, three window shades, straight cowl fuel shut-off and has engine #3982444 (September 1930).

I am the fourth owner of this Victoria, and strange as it may seem, I was given the original sales paperwork from March 14, 1931 from a Ford dealer in Little Rock, AR to a Miss May Kelly, who I was told drove the car until 1971. Along with the sale paperwork I was given three shop orders for routine maintenance verifying that the engine in my car is the original.

I will close now and enclose a couple of pictures. We enjoy driving our Victoria and look forward to many more issues of the Victoria Bustle. Keep up the good work.

Sincerely,  
Bill Webb ☺

## WHITNEY HARB, Inc.



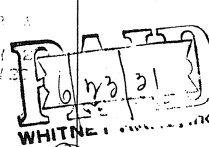

CARS-TRUCKS

"Service With a Smile"

NORTH LITTLE ROCK, ARK  
"ON THIRD, BETWEEN THE BRIDGES"

Miss May Kelly  
Boyle Bldg.,  
Little Rock, Arkansas.

All Accounts Due on the 10th of Month Following Date of Purchase

1914	744.00	744.00
1914	312.60	431.40
1916	434.00	260.00
1918	1.25	1.30
1920	1.25	1.30
1922	1.00	1.00
		
WHITNEY HARB, INC.		
BY 		
PLEASE REEPLY & RETURN		

The original sales receipt



It certainly says Briggs

## On the cover!

The first documented proof of a Model A Ford Victoria body manufactured by the Briggs Company. The car is owned by Bill & Ginny Webb of Glendale, CA. ☺

# ***We Get Letters!***

## **San Diego Victoria's**

The Victoria Bustle

Tom Endy:

The San Diego Early V-8 Ford Club held it's Ford Fun Day at Simpson's Old Town Nursery in sunny Jamul in east San Diego this past May. I attended with my 1929 Model A Roadster and took the accompanying photos. The first is a 1931 Victoria Leatherback owned by Bill & Jane Goshorn of El Cajon, CA. The beautiful two tone green 1932 Ford Victoria was restored by Fred & Charlene Meyers of La Mesa, CA. The black 1931 Victoria Leatherback is owned by Lee & Cathy Smith, owners of Simpson's Nursery. The Smith's Victoria is displayed in a large barn filled with automobilia, Model T's and A's, 1940 Fords, and bicycles from their collection. The nursery grounds have old trucks and camping trailers scattered around on display. If you are ever in the area, they are worth visiting. They have a great picnic grounds perfect for car club gatherings. I hope you can use these pictures in the Victoria Bustle. I would like to send in more information on Fred's 1932 Victoria, and the Smith's 1931 Victoria for use in a future issue if you are interested.

Thank you,

Vern Schwebke

Spring Valley, CA ☺

**Editor's note!** Thank you for your letter, we are certainly interested in anything you want to send for a future article. ☺

## **Tennessee Victoria's**

Dear Charlie:

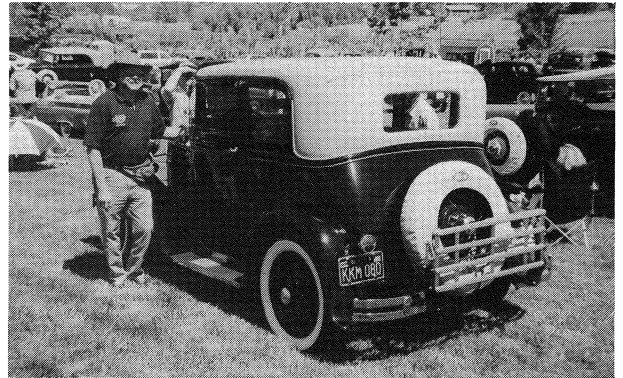
I have been meaning to send you a note for a long time to thank you for all your efforts in establishing the Victoria Association. When I joined the association, I requested all the back issues of the newsletters and it was plain to see that you have devoted a lot of your time and talent to something that a lot of folks can enjoy. I sincerely appreciate you and hope to meet you sometime. Last year at the national meet in Lancaster you left your card on my Victoria, but we just never made contact. Like you, the Victoria is my favorite Model A Ford. You may have visited my friend Ken Miller's website and seen my car. <http://members.tripod.com/vickyman/ken.html>. I built my Victoria from parts found all around the

country. Needless to say, I know this car like the back of my hand. I want the outward appearance to look stock, but I like the horsepower. I have been known to cruise at 70 mph, but I prefer to run at 55 mph up hill or down hill, this is the main reason for all the horsepower. I hope to see you at Williamsburg, I am going to be busy in July and not able to attend the National in Kansas City.

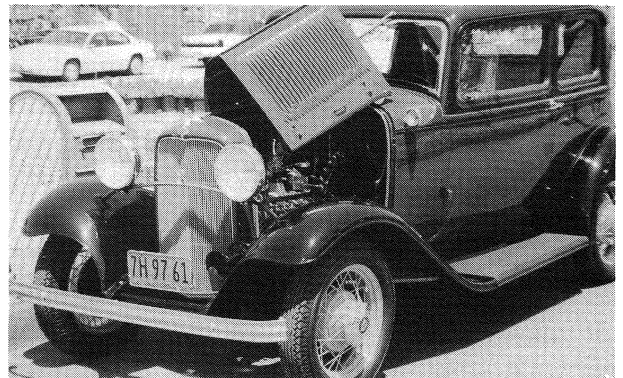
Best regards,

Dave Keplinger

Jonesborough, TN ☺



**Bill & Jane Goshorn's Victoria**



**The Meyer's 1932 Ford Victoria**



**Lee & Cathy Smith's Victoria**



# ***It's All In The Game!***

by Tom Endy

## **Charles G. Dawes (1865-1951)**

One of the most forgotten names of history is that of Charles Gates Dawes. Vice President of the United States, winner of the Nobel Peace Prize, ambassador to Great Britain, soldier, financier, and composer, yet hardly anyone living today has ever heard of him. Dawes was born in Marietta, Ohio in 1865. He was educated at Marietta College and Cincinnati Law School. From 1897 to 1902 he was the U.S. comptroller of the currency. In 1902 he returned to private business and organized the Central Trust Company of Illinois. During World War I Dawes entered the army, where he rose to the rank of brigadier general, and was placed in charge of all supply procurement for the American Expeditionary Forces in France. In 1919 he resigned from the army and in 1921 was appointed the first U.S. director of the budget.

In 1923 Dawes was appointed by the Allied Reparations Commission to plan a solution for the problem of Germany's inability to pay reparations for their liability for World War I. Dawes presided over a committee of experts that submitted a plan in 1924 providing for a reorganization of German finances with the assistance of loans from U.S. investors. The "Dawes Plan" saved Europe from economic collapse. For this he was awarded the Nobel Peace Prize in 1925.

Dawes was vice president under President Calvin Coolidge (1925-1929), and from 1929 to 1932 he was ambassador to Great Britain. In 1932, with the election of Franklin Roosevelt, Dawes returned to the U.S. to direct the Reconstruction Finance Corporation. He resigned the same year and reentered the banking business.

Dawes was the author of several books including "A Journal of the Great War" (1921), "Notes as Vice President" (1935), and "A Journal of Reparations" (1939). More interesting is the fact that he also composed several pieces of music. The first being "A Melody in A" (1911), and most notable, the music for the song "It's All In The Game" (1926). The song was popular in 1926, and became a number one hit in 1951 when it was recorded by Tommy Edwards.

Dawes died in 1951 at the age of 86. Even with such a distinguished career, he is little known today except by a few disk jockeys who periodically provide their listeners with the trivial fact that the music for "It's All In The Game" was written by an obscure vice president of the United States.

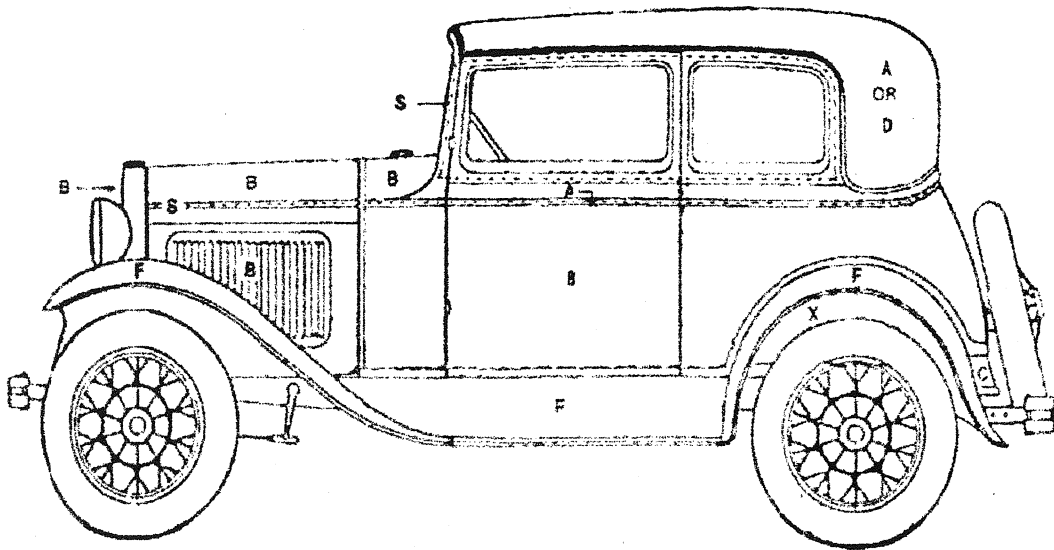
President Calvin Coolidge came to office upon the death of President Warren Harding in 1923. During the two years Coolidge served out Harding's term there was no vice president. When Coolidge ran for re-election in 1924 Dawes was his running mate. Coolidge declined to run again in 1928, and instead backed Herbert Hoover, who won the election. One wonders why Dawes, the incumbent vice president, was not given the nomination by the Republican party. Upon taking office in 1929, President Hoover appointed Dawes ambassador to Great Britain. I guess it's all in the game. ☺



**Charles Gates Dawes 1925**

**By courtesy of the Library of Congress  
Washington D.C.**

# **VICTORIA ASSOCIATION FORD MODEL "A" 1930-31 VICTORIA**



## ***BODY STYLE 190 - A***

***AREA 14 - Paint & Striping - Pages 1, 6, 8 & 9.***

***AREA 15 - Page 8.***

***AREA 22 - Page 1.***

***(MAFCA/MARC - Judging Standards.)***

***ASSEMBLED BY:***

***WALTER RAMSEY &  
CHARLIE VIOSCA***

***May 7, 2000***

# MODEL "A" FORD VICTORIA ASSOCIATION

## BODY COLOR DETAILS

**A - UPPER BODY COLOR** - starts at bottom of belt on quarter moulding upwards.

**B - LOWER BODY COLOR** - includes top of tank, hood & front top radiator insert.

**C - REAR APRON** - always black, Area 14 Page 9

**D - LEATHERBACK VICTORIA** - top covered in vinyl.

## PAINT COLORS - Area 14 Page 6.

### LOWER BODY & REVEALS

Brewster Green  
Ford Maroon  
Kewanee Green (3)  
Chicle Drab(3)  
Black

### UPPER BODY, BELT QTR & SILL MOULDING

Black  
Black (2)  
Elkpoint Green  
Copro Drab  
Black

### STRIPE

Apple  
Vermillion  
Apple Green  
Straw (1)  
Apple Green

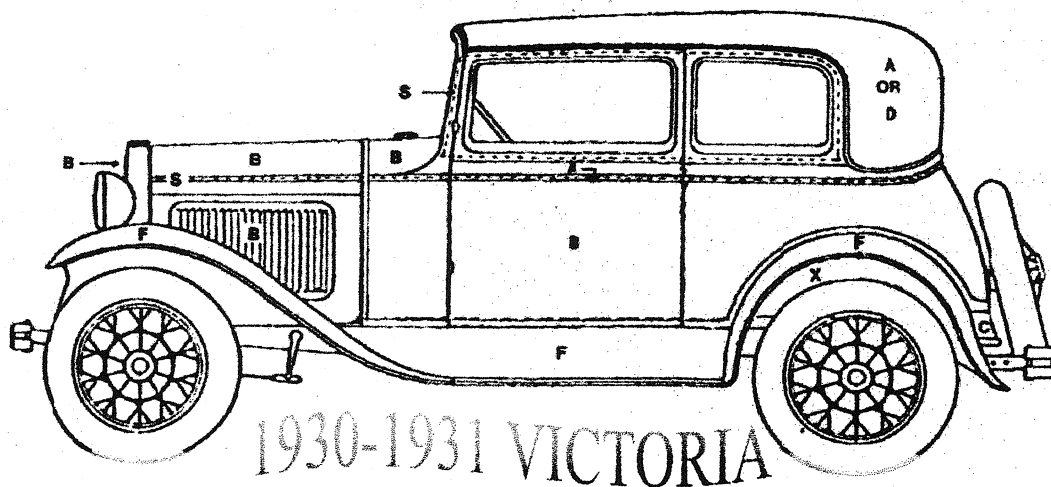
- (1) Tacoma Cream stripe beginning July 1931
- (2) Sill moulding is lower body color
- (3) Reveals are upper body color

**F- FENDERS** - Fenders and splash shield always black, including underside.

**S - Striping** - See page 2.

**X** - Rear fender wells were specified to be black; however, some plants failed to paint this area black. On these vehicles, the well was body color (if no moulding over the fender was present) or the same color as the moulding. Wheel wells painted black, lower body color or trim color are acceptable. Area 14 Page 1.

**NOTE - 1 - WINDSHIELD** frames were upper body color. Area 14 Page 9.

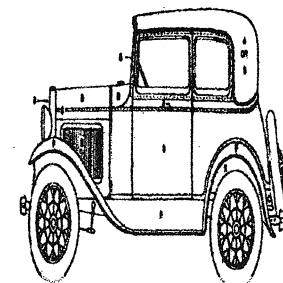
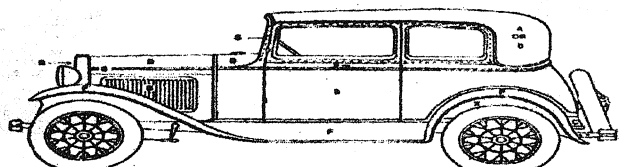


page 7

**WHEEL COLORS** - Area 15 Page 5. See page 2.

## NOTICE

WE GREATFULLY ACKNOWLEDGE THE MAFCA AND MARC JUDGING STANDARDS WHERE MOST OF THIS INFORMATION WAS CONFIRMED AND COORDINATED. If you do not own a set, we urge that you get a copy.

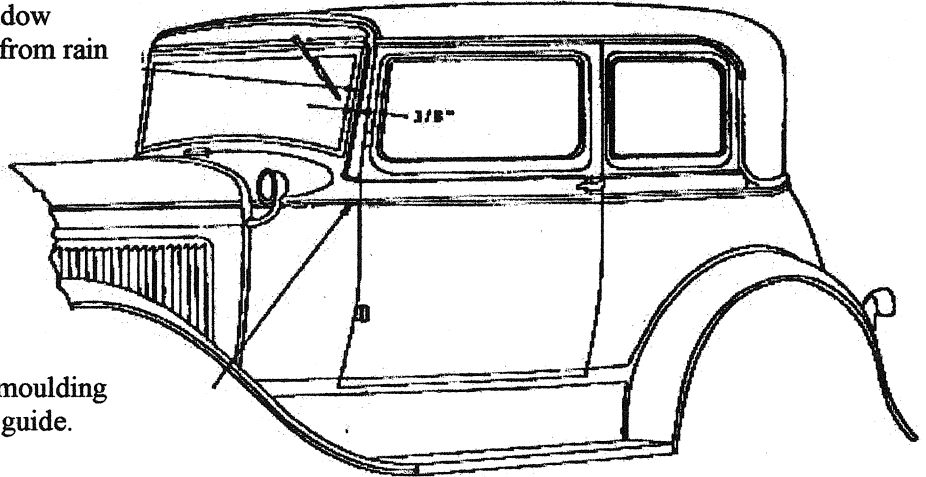


# MODEL "A" FORD VICTORIA ASSOCIATION

1/16" wide stripe 3/8" from moulding all around.

Note: Stripe at lower rear corner of 1/4 window follows curve of moulding that continues from rain gutter and not round curve of window.

1930-31 VICTORIA



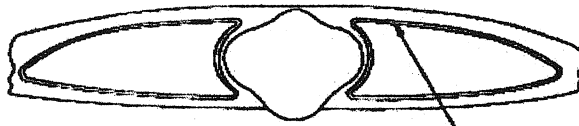
Stripe in center of moulding

Information from MAFCA paint and finish guide.

Stripes on moulding and body: Upper stripe around the two windows on upper body.

Lower stripe begins at the radiator shell and follows the belt moulding around the car.

Area 14 Page 8



1/16" wide stripe.

Gas tank had a 1/16" wide stripe outlining the raised portion of the tank inside the car.

Area 14 Page 1.

## NOTES:

WHWWL COLORS - Area 22 Page 1.

June 1930 thru June 1931: Black, Aurora Red, Tacoma Cream, Apple Green, Orange & Hessian Blue (1)

(1) Used September 1930 through June 1931 on cars painted Lombard Blue.

RADIATOR SHELL - Area 15 8.

In 1930 the radiator shell was stainless steel with a black painted steel panel in the lower section. With the introduction of the Victoria in November 1930, the upper section became a steel insert. (2) A later design had a similar painted insert at the bottom. 1931 cars used either of these designs.



# Seat Belts!

by Tom Endy

## Procrastination

For several years I have had it in my mind to install seat belts in Miss Vickie. I looked at it a number of times trying to figure out where best to anchor the belts. My greatest concern is for a passenger sitting in the right front seat. During a left turn there is a tendency for the passenger to lean against the door. The Model A body wants to flex now and then, and I could see where the door could come open and the passenger go tumbling out.

## A tragedy

The recent tragedy that occurred in Arizona, reported in the January/February 2000 publication of the MAFCA magazine, ended my procrastination. Looking at the photos of the wrecked Model A, it appeared to me that the passenger in the right front seat would have survived had she remained in the car. I immediately set about to install seat belts.

## The belts

Seat belts are readily available at most any auto supply store. Looking over Miss Vickie, I noticed that there is a bolt on each side of the car that goes clear through to the frame. They are both located just aft of the outboard side of each front seat. The ones on my car were a 3/8 inch garden variety bolt, set down in the wood frame by about a 1/2 inch inset. I noticed that the hole in the frame was a 7/16 size. My local hardware store supplied me with two three inch long 7/16 inch hardened bolts and a number of flat washers. I drilled out the wood frame to 7/16 to match the hole in the car frame. I used the flat washers to shim the head of the bolt up even with the bottom of the carpet. I cut a slit in the carpet to get the bolt through, and mounted each outboard seat belt anchor at this location. The bolt goes clear through to the car frame and should be sufficient to provide excellent restraint.

The inboard seat belts were attached to the steel plate that the front seat rear inboard seat pegs rest on. My Victoria has an adjustable drivers seat with the slider mechanism, so only the passenger seat rear inboard peg rests on the steel plate. I noticed that there were two small holes about a quarter inch each drilled through the plate just about in the center. I drilled the forward one out to accept a hardened 7/16 inch bolt.

I obtained a 2 inch length of 2 inch angle iron and drilled a 7/16 inch hole through both sides. One side was bolted to the steel plate from above the carpet. The two inboard seat belt anchors were attached to the upright portion of the angle bracket with one 7/16 hardened bolt. The steel plate is held to the car by a number of bolts, and should provide sufficient restraint. I would prefer to have the center seat belts attached to the car frame. Perhaps at a future time when I have the car up on a lift, I will figure a way to anchor the steel plate through a bracket to the frame. But for now I think I have come a long way from no seats belts at all.

## Inconvenience and non-Henry

I can't say that I like the idea of the seat belts in my Model A, they tend to want to fall out the door when unhooked, and are generally in the way, but then again as I re-read the article about the Arizona tragedy, I am glad I installed them. ☺

## Accolades!

My compliments on continuing to publish a great "The Victoria Bustle". Not one line goes unread.

Ron Klamm  
Fresno, CA ☺

## Editor's note

Ron sent us an E-mail to provide us with his change of telephone area code. He also requested we add his wife's name to the roster, as she felt slighted at not being listed as co-owner. So, to Wanda Klamm, your name is now in the roster. In case anyone has wondered why a spouses name is not included on the mailing label of each Victoria Bustle issue, it is because of the size restriction of an Avery label. Some people have long first and last names. In order to uniformly use the computer's merge file access to the mailing list I had to limit it to one first and one last name. ☺



## Classified Ad's!

### FOR SALE

**1931 Leatherback Victoria.** Older restoration, good condition, low miles on engine, no rust, no dents. Color is beige with cream wheels. \$12,000. Jim Sutch, Florida 727-394-2724

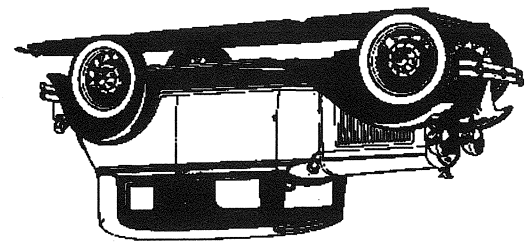
# First Class Mail



11084 Windjammer  
Frisco, Texas 75034



*International Model A Ford  
Victoria Association*



The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America and a region of the Model A Restorers Club. The association was founded in 1986 at Frisco, Texas by Charlie Viosca. The purpose of the association is to aid the membership in the authentic restoration of the Model A Ford A-190 Victoria body style. To achieve the purpose this periodic newsletter is published for the association membership. The intent is to furnish accurate and complete information concerning the Model A Ford Victoria body style. Permission to reprint or quote from this publication is expressly given provided acknowledgement and credit is given to the author and to the publication.