



MAFCA  
Chapter

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*International*  
*Model A Ford Victoria Association*



MARC  
Region

Vol. 3 No. 4

VICTORIA NEWSLETTER

October 1988

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## CORRECTION:

I need to inform you of an error that I made in the last newsletter. I was asked to print the Victoria exterior colors and wheel and strip colors. Well, I made a mistake in where I obtained my information. Unfortunately, I quoted the book "THE FORD MODEL "A" AS HENRY BUILT IT" by George DeAngelis, Edward P. Francis and Leslie R. Henry. This book was printed in November of 1972.

I certainly should have known better and should have used the JUDGING STANDARDS as my reference. I just didn't notice that there was a discrepancy between the two. My thanks to Mrs. Patti Jones and Mr. Paul Gilliatt for calling this to my attention.

To be sure I got the correct answer for you and to be sure that the NEW JUDGING STANDARDS had no changes, I wrote for the latest. Here it is: The STRAW STRIPE goes with the Chicle and Copra Drab paint combination, however, the correct wheel color for this paint combination is TACOMA CREAM. I listed the wheels as STRAW which has been changed. All of the other combinations remain as I listed them. I am sorry for this error and I hope that it hasn't caused any of you any problems.

For those that keep the newsletter issues, I suggest that you make a note in the last newsletter (where I mentioned paint colors) to see this issue for the up to date colors.

## SEAT STORY

I have had quite an experience with Victoria front seat bottom wood. When I purchased my Victoria, the seats had been professionally restored. They were then sent to a shop that covered them. (I would like to caution all of you that we use the term PROFESSIONALLY RESTORED too loosely in the Model A Hobby. Some professionals are not even good amateurs). All of this work was done by the previous owner.

When the time came, I installed the seats in the Victoria. After sitting in it for a short time, I leaned back and applied only a little back pressure and I heard something pop. What had happened was the seat bottom wood cracked just in front of where the seat back hinge bracket bolts to the bottom wood. (Needless to go through what I said when this happened). Lets proceed; I obtained some front seat bottom wood from one of the suppliers and this turned out to be the late wood for the sliding seat. As you may know, there is a difference in the early front seat bottom wood and the late front seat bottom wood. The early wood bottom is made with 3/4 inch plywood and vent holes drilled into it. Also, it has the front and rear edges parallel whereas the later seat bottom is made from solid oak strips with the front edge slanting towards the drivers door. It certainly is easy to tell the two styles from each other.

Back to my story. After receiving the new bottom wood, I called the supplier and told him that he sent the wrong bottom and that I needed the early type. Pretty soon I received the new bottom but it was made from solid oak pieces glued together. I thought that this would be great and very strong but the grain was running from side to side and not front to back. Figuring that it was Oak and that it would be strong enough, I installed it in my seat. How many of you can guess what happened next???? That's right, it didn't last but one lean back as it too cracked. As you can see, I am only getting a little smarter but I am gaining a hell of a lot of experience covering the front seat.

Talking to the supplier again, I was sent a third seat bottom which was correct except that this bottom was made of 5/8 extension plywood. Well, I am back to square one as this is what I originally had and cracked right away. So, what to do? I thought about the problem for awhile and looked at my passenger seat as it hadn't cracked. It turned out that it was an original. Ford must have known something. I went to a wood supplier and discussed the problem and what I finally bought was a piece of 3/4 inch (well 3/4 not 5/8) red oak plywood. First of all the 3/4 has many more ply's than the 5/8, not only because it is thicker, but it has more layers of thinner wood. Besides, it is oak whereas the extension ply is soft wood. The quality of the oak was very apparent as was the weight. When I got home, I cut the seat bottom out of the oak with the majority of the grain of the ply's running fore and aft. The seat was re-covered once again and the seat installed in my Victoria. Testing the seat was a relief as it was solid and didn't crack.

The way the Victoria front seat is made, the fulcrum is located so as to put quite a strain on the seat bottom. If the little foot was located further back from where it is the seat bottom wood would not be so critical.

#### SEAT FRAME

Actually, the Victoria is a first class lever. When the mechanical advantage is calculated, it comes out to 7 to 1. In other words, if you apply 100

pounds of pressure to the top of the seat back you get 700 pounds of pressure at the end of the bracket. That's where the seat breaks. If the foot was moved back four inches the mechanical advantage would become 3 to 1 so that if 100 pounds were applied at the top of the seat back only three hundred pounds would be applied at the front of the bracket. It may seem like a small thing but a few inches makes a lot of difference. What we have to do is select good wood and place the grain in the right direction and maybe, pray a little.

I hope in relating this experience to you that I will keep some of you from the grief I had. This is one of the objectives of the Victoria Association.

## 1989 DUES:

At the Victoria Association meeting held in Sturbridge, Massachusetts, it was discussed that the dues just covers the association expenses. We never have any money left over to do anything we might need to do, such as, obtain masters of Ford drawings so we can have them available to the members. What was agreed upon and voted on was to make the dues \$1 per month for 1989. In other words, it will cost the members \$12 to join in January, \$11 in February, \$10 in March etc. However new members will have to pay an initiation fee of \$5.00. This fee will not affect the present membership unless they do not pay their dues by the end of February. Anyone joining after January will have to pay the full \$12 if they wish the back issues of the newsletters for the calendar year. As an example, a member joining in July will pay the \$5 initiation fee as well as the \$6 dues for the rest of 1989. However, if he wants the back issues for 1989, he will have to pay the \$5 initiation fee and \$12 dues for a total of \$17.

The MAFCA archives has many mylar drawings for the Victoria and I made duplicate mylars for us as a test. The came out just great. One is of the door glass and two are of the door glass channel assembly. These can be used by

persons wishing to manufacture parts for us. At the end of this year, if we have any money left, I plan on using it for this purpose.

Of course, we may have other things come up and it would be nice to have some surplus money to use it for.

I would like to encourage any of our present membership to send in the \$5 initiation fee if they wish to do so on a voluntary basis. It will not be a requirement but some of you might like to contribute to this worthy cause. I know that down the line, we'll all benefit from the money.

I will include a dues renewal application with this newsletter and you can pull it out and mail your renewal to me. It will have 1989 marked on it and this is what it will be for. No 1989 dues will be used in 1988. Three members have already paid their 1989 dues, John Frazee, Doc Ingwersen and Mal Bradley.

I should point out that U.S and Canada dues is the same with all other foreign being \$20 in U.S. currency. New foreign will also have to pay the \$5 initiation fee.

#### WANT AD SECTION

I HAVE THREE ITEMS (NOT MINE) TO SELL. THERE IS ONE LEFT VICTORIA DOOR WINDOW FRAME AND TWO LEFT  $\frac{1}{4}$  WINDOW FRAMES. ALL OF THESE ITEMS ARE IN EXCELLENT CONDITION AND ARE EASY TO RESTORE AND RE-FINISH. NO DENTS OR RUST. ONE  $\frac{1}{4}$  WINDOW FRAME IS MISSING THE SMALL CORNER GUSSET IN THE UPPER RIGHT CORNER. THIS IS EASY TO MAKE AND SOLDER INTO PLACE. Price \$25.00 for the  $\frac{1}{4}$  window frames and \$45.00 for the driver's door window frame. If not sold at these prices, they will go to the highest offer. Write if interested. CHARLIE VIOSCA.

ORIGINAL MODEL A PARTS WANTED FOR 1931 45-B STANDARD COUPE (May 1931 with indented firewall).

Dill 957 Dust Covers (also interested in plain or Dill Dust Covers).

A-47342 & A-47343 Molding (Roof Deck) right & left hand.

A-14300-B Battery to Switch Cable Assembly.

A-9240-C Gas Tank to Carburetor Pipe Assembly.

A-17543-B Vacuum Windshield Wiper Tube - Dash to Manifold.

A-13450-B Rear Lamp Lense.

A5715 Rear Spring Hanger.

A-8100-C Radiator Cap.

A-8260-B Cylinder Head Outlet Hose.

The Restorer Volumes 1-2 and 2-6

Model A Ford Parts Books dated June 1, 1929, August 1, 1929 and March 1, 1930.

TIM JOHNSTONE

P.O. BOX 37 - 414 S. Broadway

McAllen, TX. 78502

Ph. 512-686-8162

WOOD KITS FOR VICTORIA'S.

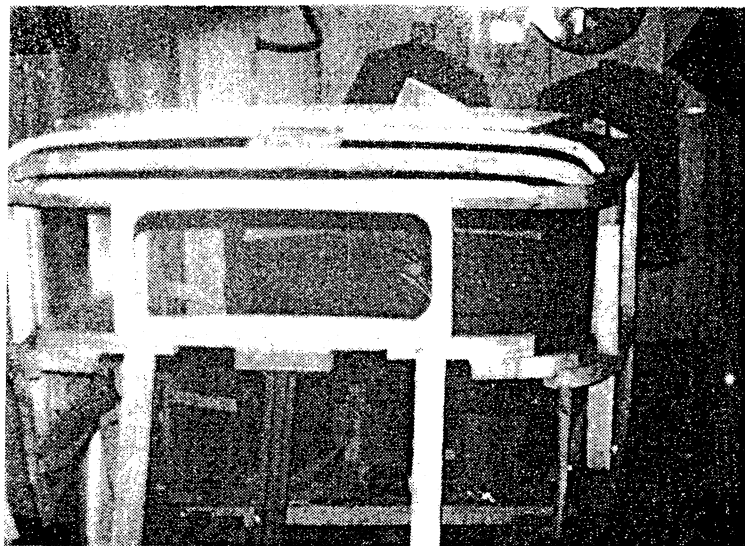
STEVE CANNON

1418 N.C. 150 W.

Summerfield, NC. 27358 [919] 643-7373.

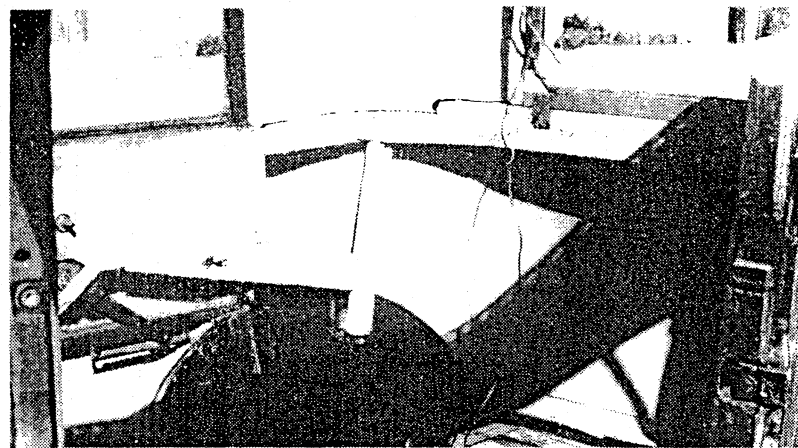
I have received a packet from Newood of P.O. Box 128, Monett, Mo. 65708 [417] 235-2872. I am including their wood parts lists and prices and diagrams of the wood bodies. I want to caution you that they list the Leatherback as a Briggs and the Steelback as a Murray. Write or call them for information.

BE SURE TO TELL THE VARIOUS VENDORS WHERE YOU GOT THE INFORMATION.

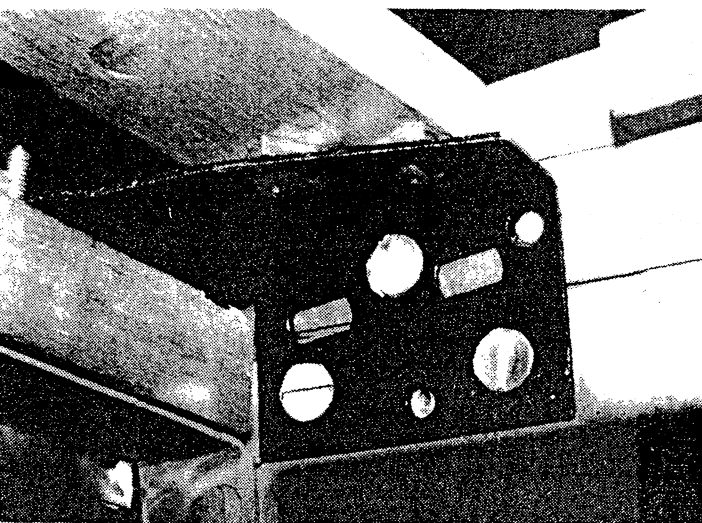


This photo shows the frame work of a Leatherback Victoria. Please note that the piece of wood that runs from quarter window to quarter window is stepped up in three pieces of wood joined together. The rear window rests on the top piece of wood. The dome light wooden frame is between the last two bows.

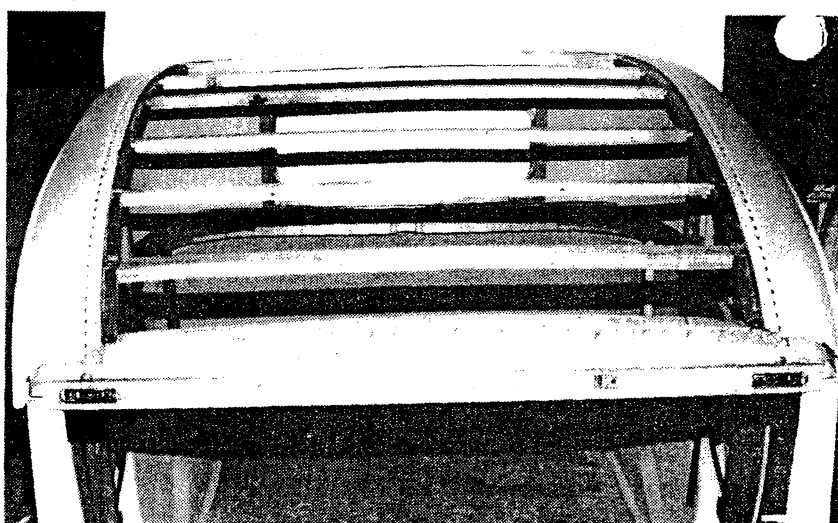
The two Victoria's are decidedly different in this rear top bow and window area. Dome light attachment is also different. If you buy a wood kit for your Victoria be sure to get the right one.



This is a Steelback Victoria. Note that the wooden rail that runs from quarter window to quarter window is in one piece with a step in it. The wooden rear window frame is joined to this by two metal straps. The dome light wooden frame goes between the last bow and the top rail over the window. This rail is metal and filled with a filler that looks like cardboard. This is so you can nail your interior to it. The rail is joined to the window frame by metal brackets just as the bottom is.



This is a photo of the metal bracket that joins the wooden header and the roof rails. There is an angle bracket in the lower left corner. This is in the drivers door area.



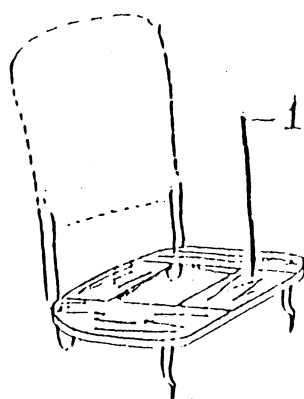
In this photo you will see all of the roof ribs in place. Note the two metal inserts in the front header. These are the backing plates for the bracket shown on the left. These metal inserts are tapped for the screws. The way this is all joined makes for a strong joint.

I was re-elected to the board of directors of the Model A Ford Club of America. I want to thank those of you that supported and voted for me. I will do the very best job that I can to do the right things for all of the membership. If any of you need me in that capacity, please write and I'll see what I can do to help. I know there are some members that are not members of MAFCA and I urge you to join. The RESTOROER magazine is worth more than the dues.

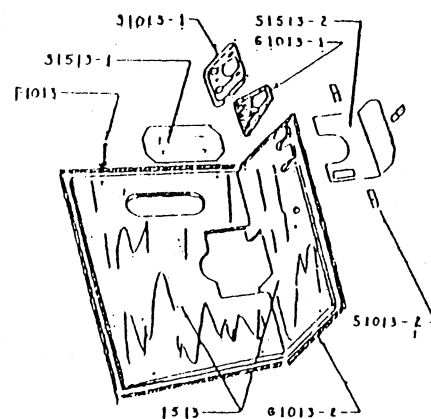
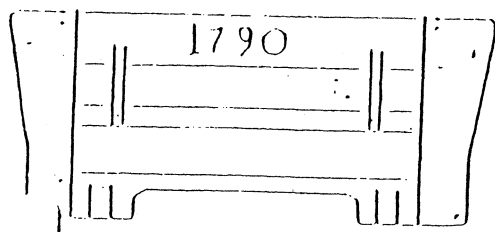
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This diagram shows an exploded perspective view of a vehicle interior assembly. The components are labeled with reference numerals as follows:

- 1714: Front left corner trim piece.
- 1708: Front left side trim piece.
- 1713: Front center trim piece.
- 1712: Front right side trim piece.
- 1711: Front right corner trim piece.
- 1710: Rear right side trim piece.
- 1709: Rear right corner trim piece.
- 1704: Rear left side trim piece.
- 1701: Rear left corner trim piece.
- 1702: Rear center trim piece.
- 1733: Rear center trim piece (dashed line).
- 1737: Rear left side trim piece (dashed line).
- 1725: Rear left corner trim piece (dashed line).
- 1726: Rear left side trim piece (dashed line).
- 1724: Rear left corner trim piece (dashed line).
- 1735: Rear center trim piece (dashed line).
- 1717: Rear center trim piece (dashed line).
- 1727: Rear left side trim piece (dashed line).
- 1730: Rear left corner trim piece (dashed line).
- 1722: Rear left side trim piece (dashed line).
- 1732: Rear left side trim piece (dashed line).
- 1738: Rear left side trim piece (dashed line).
- 1720: Rear left side trim piece (dashed line).
- 1718: Rear left side trim piece (dashed line).
- 1716: Rear left side trim piece (dashed line).
- 1706: Rear left side trim piece (dashed line).
- 1705: Rear left side trim piece (dashed line).



1-1792 & 1793



K 15 13 Floorboard Set

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1.  $\text{H}_2\text{SO}_4 + \text{NaOH} \rightarrow \text{NaHSO}_4 + \text{H}_2\text{O}$

NEWOOD - STANLEY, INC.  
1930 - 31 VICTORIA BODY WOOD PARTS  
~~WOOD~~ BODY 190 A LEATHER BACK  
LEATHER BACK

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Item No.	Name of Part	Retail Price Each
1701	Header	\$ 65.00
1702	Side Rail [Pass.Side 2 pieces]	85.00
1703	Side Rail [Driv.Side 2 pieces]	85.00
1704	Bow Rail [Pass.Side 3 pieces]	65.00
1705	Bow Rail [Driv.Side 3 pieces]	65.00
1706	Bow Rail Support [Pass.Side]	10.00
1707	Bow Rail Support [Driv.Side]	10.00
1708	Rear Cross Member [3 pieces]	65.00
1709	Roof Rib #1	10.00
1710	Roof Rib #2	10.00
1711	Roof Rib #3	10.00
1712	Roof Rib #4	10.00
1713	Roof Rib #5	10.00
1700	TOP WOOD KIT [All of the above]	\$ 360.00
1714	Rear Rail	35.00
1715	Light Board	14.00
1716	Top Rail [5 pieces]	92.00
1717	Rear Window Assy. [4 pieces]	60.00
1718	Belt Rail [5 pieces]	92.00
1719	Pillar [Driv.Side Rear]	95.00
1720	Pillar [Pass.Side Rear]	95.00
1721	Back Brace [Driv.Side]	20.00
1722	Back Brace [Pass.Side]	20.00
1723	Body Sill [Driv.Side]	135.00
1724	Body Sill [Pass.Side]	135.00
1725	Cross Sill #1	20.00
1726	Cross Sill #2	17.00
1727	Pan Support [Rear]	27.00
1728	Cross Sill #3 [End Sill]	30.00
1729	Door Post [Driv.Side Latch]	92.00
1730	Door Post [Pass.Side Latch]	92.00
1731	Outside Brace [Driv.Side]	25.00
1732	Outside Brace [Pass.Side]	25.00
1733	Window Mech. Brd. [Driv.Side]	35.00
1734	Window Mech. Brd. [Pass.Side]	35.00
1735	Panel Brace [Driv.Side 2 pieces]	25.00
1736	Panel Brace [Pass.Side 2 pieces]	25.00
1737	Sill Cross Brace	12.00
1738	Qtr. Window Header [Pass.Side]	30.00
1739	Qtr. Window Header [Driv.Side]	30.00
1740	BODY WOOD KIT [All the above excluding TWK]	\$ 1,075.00

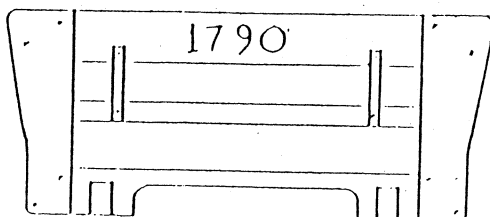
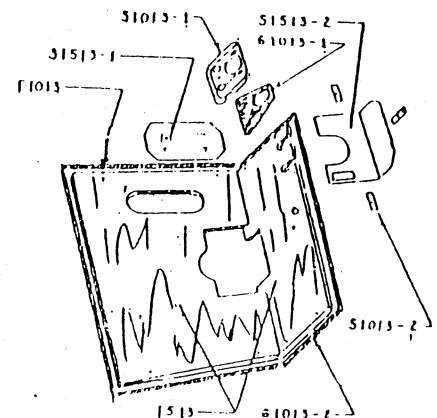
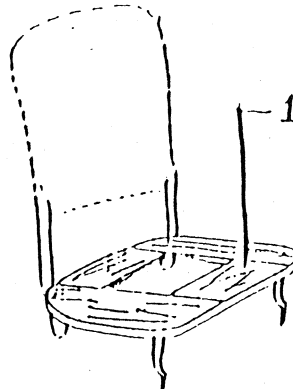
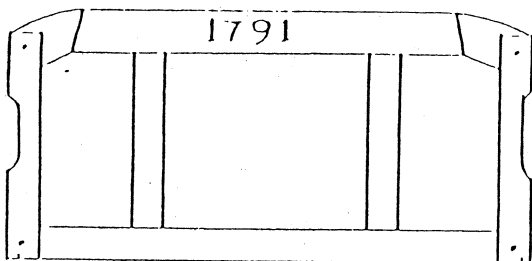
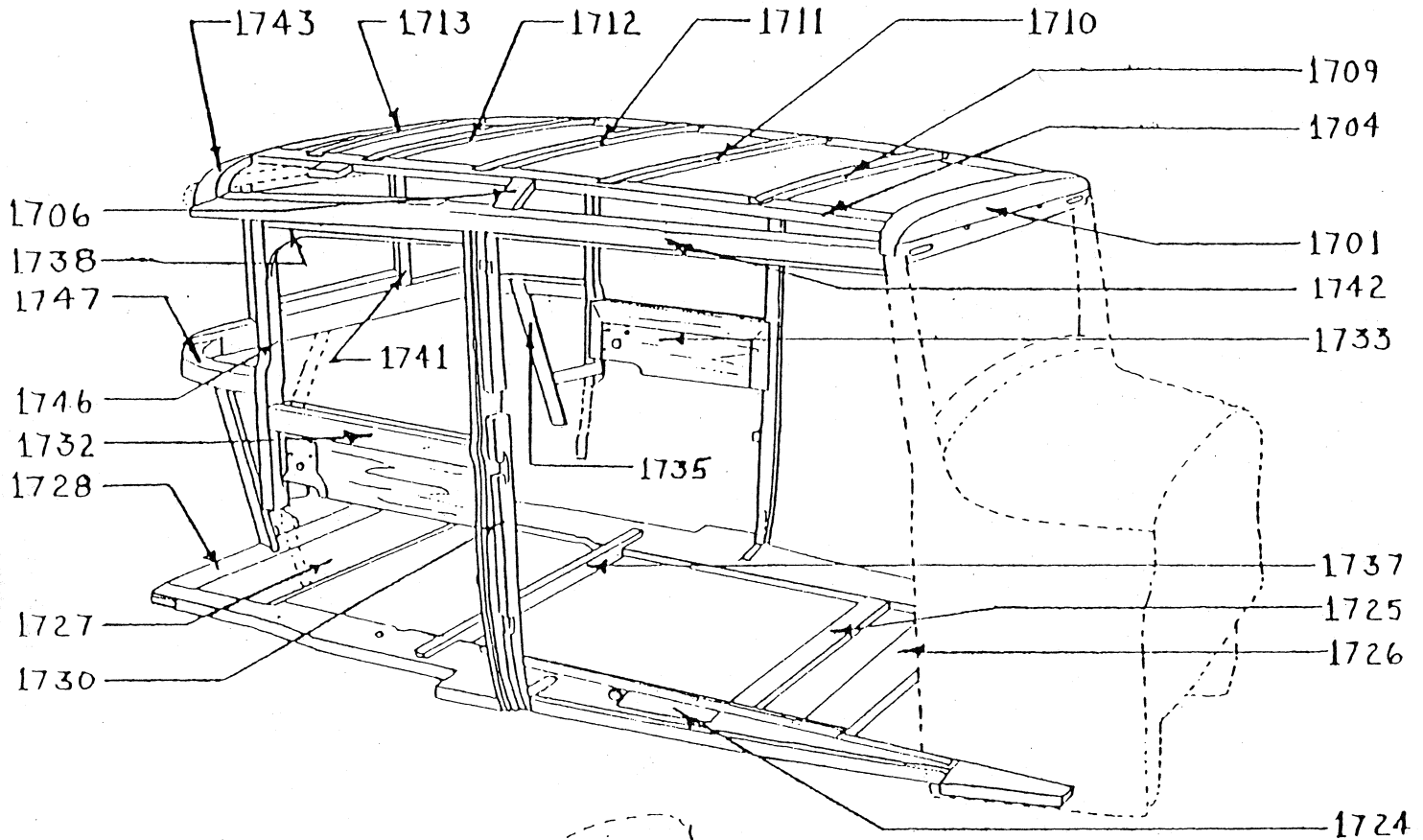
Less than FULL KITS are charged by the INDIVIDUAL PIECE. DO NOT deduct unwanted pieces from full kit price.

1790	Rear Seat Bottom	55.00
1791	Rear Seat Back [Driv.side]	45.00
1792	Front Seat Bottom [Pass.side]	23.50
1793	Front Seat Bottom	33.50
1515	Cowl Light Block Set [2]	2.00
K1513	Floor Board Kit [Front Seat]	38.00

# 1931 VICTORIA MURRAY 190A STEEL BACK BODY WOOD PARTS

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~~EDITOR'S~~ EDITOR'S NOTE! THIS IS THE STEELBACK VICTORIA WOOD.



K 15 13 Floorboard Set

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NEWSED - MCNETT, MO.

NEWOOD - MONETT, MO.  
1930 - 31 VICTORIA BODY WOOD PARTS  
MURRAY BODY 190 A STEEL BACK

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STEEL BACK

Item No.	Name of Part		Retail Price Each
1701	Header		\$ 65.00
1704	Bow Rail	[Pass.Side 3 pcs]	65.00
1705	Bow Rail	[Driv.Side 3 pcs]	65.00
1706	Bow Rail Support	[Pass.Side]	10.00
1707	Bow Rail Support	[Driv.Side]	10.00
1709	Roof Rib #1		10.00
1710	Roof Rib #2		10.00
1711	Roof Rib #3		10.00
1712	Roof Rib #4		10.00
1713	Roof Rib #5		10.00
1743	Rear Cross Member	[3 pieces]	65.00
1781	Side Rail	[Pass.Side 2 pcs]	75.00
1782	Side Rail	[Driv.Side 2 pcs]	75.00
1770	TOP WOOD KIT	[All of the above]	335.00
1723	Body Sill	[Driv.Side]	135.00
1724	Body Sill	[Pass.Side]	135.00
1725	Cross Sill #1		20.00
1726	Cross Sill #2		17.00
1727	Pan Support	[Rear]	27.00
1728	Cross Sill #3	[End Sill]	30.00
1729	Door Post	[Driv.Side Latch]	92.00
1730	Door Post	[Pass.Side Latch]	92.00
1731	Outside Brace	[Driv.Side]	25.00
1732	Outside Brace	[Pass.Side]	25.00
1733	Window Mech. Brd.	[Driv.Side]	35.00
1734	Window Mech. Brd.	[Pass.Side]	35.00
1735	Panel Brace	[Driv.Side 2 pcs]	25.00
1736	Panel Brace	[Pass.Side 2 pcs]	25.00
1737	Sill Cross Brace		12.00
1738	Qtr. Window Header	[Pass.Side]	30.00
1739	Qtr. Window Header	[Driv.Side]	30.00
1741	Rear Window Assy.	[4 pieces]	45.00
1744	Light Board		15.00
1745	Pillar	[Driv.Side Rear]	95.00
1746	Pillar	[Pass.Side Rear]	95.00
1747	Belt Rail	[5 pieces]	101.00
1780	BODY WOOD KIT [All the above excluding TWK]		1000.00

Less than FULL KITS are charged by the INDIVIDUAL PIECE. DO NOT deduct unwanted pieces from full kit price. Sets are sold as complete units.

1515	Cowl Light Blocks	[2 in Set]	2.00
K1513	Floor Board Set	[Front Seat]	30.00
1790	Rear Seat Bottom		55.00
1791	Rear Seat Back		45.00
1792	Front Seat Bottom	[Driv.Side]	23.50
1793	Front Seat Bottom	[Pass.Side]	33.50



If you need the metal straps that secure the cloth cover to the spring hole in the rear pan, you can obtain these from: Charles Corry, 3817 Pendleton, Irving, TX. 75062. The set sells for \$35.00.

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#### VICTORIA ASSOCIATION NEWSLETTER

The International Model A Ford Victoria Association newsletter is a Body Style Chapter of the Model A Ford Club of America and a Region of the Model A Restorers Club. The purpose is to aid its members in the authentic restoration of this (Victoria) particular body style. To achieve this purpose the newsletter is published by the Editor on a completely volunteer basis. It is written, edited, typed, printed and mailed from 68 Windjammer, Frisco, Tx. 75034. It is our intent to furnish you with as accurate information as possible. Reprint or quotes from this newsletter is granted, provided due credit is given.

HEADER UPHOLSTERY  
RETAINER  
42<sup>5</sup>/<sub>8</sub>" \$40.00

WINDOW GARNISH MOLDINGS

THINK ABOUT JOINING US AT THE  
HIGH COUNTRY TOUR. LET'S SEE  
HOW MANY VICTORIAS WE CAN HAVE  
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Mark your 1989 Vacation Calendars NOW!

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(Monday through Friday)

Brought to you by  
The Model A Ford Club of Colorado and The Adolph Coors Company

For information write to  
HIGH COUNTRY REGISTRATION  
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#### PRICES OF THE MOLDINGS ARE:

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Q window 19 3/4" \$30.00  
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Add 10% postage.

Donald J. Vagasky  
2220 S. Placita Penlozzo  
Tucson, Az. 85748

This will be the last newsletter of 1988. I plan to have the next one in January of 1989. I would like to ask that some of you relate your restoration experiences to me so that I can print them in the newsletters. I can use more photographs, especially some of the actual restorations such as the photo's in this newsletter. I do need help in conveying restoration information to the membership.

Until next year.

Charlie Viosca

