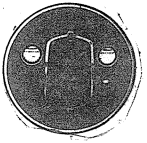
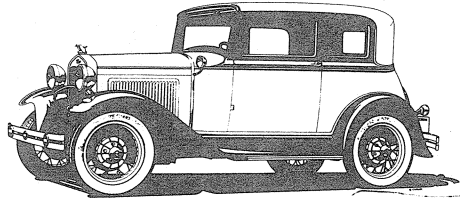


Victoria Association



Vol. 7 No. 4

NEWSLETTER

October 1992

MORE ON FAN BALANCING

I want to discuss the fan balancing article I wrote in the last newsletter. My friend Aldie Johnson, of Postal A's fame wrote to tell me he enjoyed the article and wants to run it in the Postal A's newsletter. That's great, as the more people that get the word, the better. Aldie is an engineer and went into some detail about how it was important for the pitch to be correct. Being a retired pilot and model maker and flyer, I agree with him. In my article, I didn't discuss the pitch as I thought most of the members would be doing good to balance the blades. I felt that most would not bother with checking the pitch and said it was probably the least important. I do want to say that all of the items mentioned in the balancing are important. The pitch normally would not be important unless one blade would be twisted more than the other. As I mentioned in the article, it would be good to check the pitch, the more closely each blade is in relation to the other, the less vibration. So, balance your blade using all methods in the article. Aldie pointed out that pitch being out could contribute to fatigue in the metal and certainly be cause for the blades to crack off.

I would be interested in hearing from you members and

how successful you were in balancing your fan blades. Was the fan far out of balance? And pitch and track?

I do not recommend grinding or filing off the metal on the two bladed original fan's as they were welded. I would not want anyone to grind away the weld. The late 31 blades without the weld could be ground or filed off without any problem. You use your own judgement.

SLICK FIFTY

I don't know about you, but when my model A's sit up a long time and are not run for awhile; when I start them up, the engine has rattles in it until the oil circulates and in time the rattles will stop. I was always under the impression that the oil additives like SLICK 50 were just a gimmick. A friend told me that he added it to all his cars, lawnmower etc and found that it really helps. According to his auto computer, it helps increase his gas mileage.

I thought I would try it to see for myself if what he was telling me was true.

I bought a quart of SLICK 50 and added it to my Victoria engine oil. Well, to my surprise, the engine does not rattle when I start it up

after extended non running periods. Since adding the SLICK 50 I have gone on a 400 mile trip and there was no oil consumption in the 400 miles.

I do believe that the product works and I am going to write to them about their transmission oil additive. I will let you know what they say.

If you try this (or another similar product) let me know what you think of the results.

CORRECTION IN THE NUMBER FOR ORDERING WINDSHIELD RUBBER SETS FROM BRATTON'S.

THE CORRECT PART NUMBER TO ASK FOR IS A 45501. (I printed A45502). I am sorry about the wrong number.

CLUB PATCHES

Several members wrote that they would be interested in obtaining Victoria Association patches. I will follow up on this. I will look into a design (a member in the business will do the design for free).

More on this as it develops.

"T" SHIRTS AND GOLF SHIRTS

The "T" shirts have been selling well and I have had a lot of good feedback on how much the members like them.

For those of you waiting for the Golf Shirts, I'll send them as soon as I get them. I have had trouble getting in touch with the fellow that makes them for us. He is slow but the price is right.

REAR VICTORIA GLASS

Remember, in the last newsletter, I mentioned a rear glass smaller than what we have been seeing? Mr. Roethig wrote to tell me that he has a Murray body. No clue as to why his window is smaller. The frame does not look modified. I assume that for now, this will remain a mystery.

INDENTED FIREWALL

Regarding the indented firewall, as mentioned on the DATA sheet (I send each member, to fill out the information on their Victoria), it seems as though several of the real early Victoria's, owned by members, have an indented firewall, as indicated on their data sheet. I was wondering about this. Could it be possible that the members are confusing the large indentation in the center of the firewall which is for the engine, (all Model A's have this) with the indentation we are referring to located at the fuel outlet from the firewall? I have no way of knowing but it could be one explanation for why some have indicated that they have an indented firewall when in fact they may not. Beats me, because there was no way the early Victoria's could have an indented firewall unless it was replaced with a late firewall.

As always, I am open to your comments on this and any other items.

TAIL LIGHT REFLECTOR

Bob Moore, a member from Tennessee, wrote that a co-worker of his came up with an idea that has promise. He suggested using the reflector, out of a flashlight, in the tail light to increase the output and make the tail &

brake lights easier to see. Probably you can locate them in a hardware store.

(I have heard about using aluminum foil to do the same thing. If any of you try either method, write and let me know so I can pass the results on), Ed.

POTO PAGE

Look for Walter Smith's before and (almost) after shots. He really started with a piece of junk. Real nice job Walter.

Ken Burnett, from England sent photos of his Victoria and one from a car he saw southern Ireland. The Ireland car is a steelback and Ken has a Leatherback. Ken said his car came from Uruguay with a right hand drive.

KEN BURNETT'S VICTORIA

Ken stripped the car down to the chasis. He suspects that the car was rolled over at sometime, as most of the body seems to have been put back into shape using a large hammer. (His frame number indicates that the Victoria is a July, 30 motor number). His body number is fairly early in 190A 2058. The right hand drive was used in Uruguay and of course in the UK. The front seats are the early type and he has the three hole adjustment on both front seats.

The top material was replaced with a dark grey vinyl type material. You will note that the car has had an external visor attached. As most all of you know, the Victoria had no external visor and was the first Ford to come with the internal sun visor. The extra padding of foam can

be seen in the photo in that the top is a bit puffy. With Ken not having any information to go on, I think he did a splendid job of restoring the Victoria pretty close to what FORD manufactured. Had Ken known about the Victoria Association, we could have furnished some information to guide him in his restoration.

Notice in the before photo, he has a downdraft fitting on the top of the intake manifold. It has a stop plate on it and is using a Tillotson Carb. How about the horn? Also, the coil is up-side down. It is nice to see that Ken has straightened all the mess out. Notice in the after photo (with the door open) that the gear shift has a bend in it towards the top. I notice too, that there is some kind of rubber pad under the front seat, rear legs.

Ken, the radiator shell and splash aprons appear to be 31 which is correct. While Ford did some funny things to export cars, that appears correct on your car. The photo of the car as you imported it appears to have the correct items. Your restoration photos do not show the splash aprons. The 30 radiator shell is all stainless where the 31 has an indent on the top. 31 splash aprons are one piece where 30 is two piece.

Ken, you can make a resistor for your six volt horn to use 12 volts. Take a piece of stainless steel wire and stretch it out to about six feet. Connect it to the horn and hot wire and blow the horn. It should be too much resistance and the horn should not blow. Keep moving your connection closer to the horn (along the wire) until it blows to your liking. Then you can wrap the remaining piece of wire around a small dowel making sure each wrap does not touch any other wrap. When

this is complete, cover all the wraps with a piece of heat shrink tubing. Be sure to leave each end out so you can connect it to the horn and hot wire. What you wind up with is a small coil of wire. (Your hand made resistor). All of this is small enough to hide under the horn cover. Any questions, let me know.

Be sure to let us know if you need more help, Ken, that's what we are here for.

LE BARON BONNEY TOP MATERIAL

I called LeBaron Bonney and spoke to them about their top material. I asked for them to send me a sample of what they had.

Their material is much lighter in color than the original. By the same comparison, the material that Bill Sturm uses is darker. Neither is correct. LeBaron Bonney is using a dark tan color where Bill Sturm is using a brown color. The original seems to be inbetween the two. Since no one has the correct original color of the material, I would say you can go with whichever you choose.

MORE ON LE BARON BONNEY

I just came back from a trip to Quebec, Nova Scotia Maine and New Hampshire. On my way back to Boston, I took time to visit LeBaron Bonney. I talked to Doug Bellinsky about the top material. So far, they have not ordered the correct material to be made as it takes quite a minimum order to duplicate the material. It would be years before they could get their money back from the investment. If they can locate someone to make it at a reasonable investment, they will do it. I will let you know if this ever develops.

Doug told me that they still have the 1932 top moulding and rubber insert. This can be used on the Victoria. It is as close as you can come to the original. If installed properly and painted top body color, you will never know the difference. The original is steel where the moulding they have is aluminum.

I was treated to a very nice trip through their large facility by the President and founder, Lee Atherton. Lee is a great fellow and he and all of his workers are super folks. I was impressed at the professional way they have everything in different departments as well as the cleanliness.

I am happy I took the time for the visit. I recommend a visit if any of you are in the area.

1994 JOINT MEET

The 1994 MAFCA/MARC joint meet will be held in Tacoma, Washington. It will be nice to go to Tacoma to meet all of our friends in the hobby and from both clubs at the same time.

We had a great meet in Dallas but it was only MAFCA.

My suggestion to MAFCA and MARC would be to alternate the National meets between the clubs. For instance even years MAFCA would put on the meet and on odd years MARC to put on the event. I say this knowing it would be ideal but I'm afraid that it will never come to pass.

The Dallas meet had quite a few Victoria's. I think there were twelve in all. Things were going on all the time and we never tried to get them all together.

For those going to Tacoma, I'll look forward to seeing you there.

AUTO ELECTRICAL MANUAL

One of my friends passed away and I was given several books by his widow. One of the books is an electrical manual. While this book starts in 1950, it is still applicable today as well as for the Model A.

Included in this issue, I will print pages 9 - 12. This is trouble shooting the ignition system. In the next issue, I will print page 2 - 8

I think you will get something out of this information.

SPARKLITE

There is a new item distributed through Bratton's Antique Ford Parts. This item is called Sparklite. It is a simple item to use and can tell you if your coil is good or bad and whether or not your coil wiring is correct or not. This is another club project item. Recently, I purchased one and took it to a club meeting to check the cars. Would you believe that 50% of the Model A's I have tested were wrong? Yes, that is a high number. Having the coil hooked up wrong means that you are running your points off the secondary winding instead of the primary. This can eventually cause your coil to fail prematurely, you will not get the correct voltage to the plugs. It takes 50,000 volts more to fire the plugs than if it is hooked up correctly.

All you have to do is disconnect the high tension wire to the distributor and plug in the Sparklite, now plug the high tension wire

into the Sparklite and start your engine. If it is hooked up correctly, the top light will come on every time the coil fires. If it is wrong, the bottom light will light and if the coil is bad, none of the lights light up. Get the club to get one and see how many are right and how many wrong. I would like to know your results.

This may not sound like much to some of you but it is very important to the way the car starts and runs to have the coil hooked up correctly. I guarantee, this is a good recommendation.

Bratton's address is: 9410 Watkins Rd., Gaithersburg, Md. 20882. Don't forget to tell him, that the Victoria Association sent you.

ANTI FREEZE

It's that time of the year to think about preparing your Model A for the winter. Some of you use anti freeze and some do not. If you do not, be sure to drain the water from your car. I have a friend that ruined (cracked) his cylinder head by not draining the water from his A. It was in his garage and he did not think it would freeze. He is from Minnesota and should know better.

When I ran the Great American Race, one of the sponsors was ZEREX. They furnished the anti freeze free to all entrants. I made a point to ask what mixture they recommended between ZEREX and water. They told me that anti freeze should never be mixed greater than 50/50. You may not believe it but 100% anti freeze is not as effective in cooling the car, or protecting the car from freezing as the 50/50 mix. So, get the car out and put that 50/50 mix of antifreeze/water in the car.

DUES TIME AGAIN

The October issue is the last newsletter for the 1992 dues year.

All of you paying your dues between now and January will receive the January newsletter and for 1993. It would be of help to send your dues as soon as you can before you forget. It sure makes it easier on me and saves money. About the middle of December I send post card reminders to those not paying by then. This takes time and money and so, please send your dues before January and if possible before December 15.

To those members that have joined in the last few months, be reminded that you received the newsletters as did the members joining earlier in the year. It's all the same. The main service of the dues is for the printing and mailing of the newsletter.

Also be reminded that the dues is \$12.00. Members renewing do not have to pay the one time initiation fee of \$5.00. Even if you leave the club and return at a later time, once you have paid the initiation fee, you do not have to pay it again.

It has been a busy year for me. I have enjoyed writing and talking to the members this past year. I always like to help the members solve their problems.

I would like to remind all of you to send in stories and photos for me to run in the newsletter.

Before the next newsletter, it will be Christmas time. I want to take this opportunity to wish all of you a Merry Christmas and I hope all of you have a good 1993. Enjoy that Model A.

Until January, *Charlie*

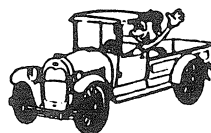
MEMBER'S ADVERTISEMENTS

FOR SALE * * FOR SALE

Victoria rear safety glass for sale, \$25.00. Dome light housing and glass, restored. No glass outer bezel. \$45.00. John Brutchter, 7 Mc Arthur Rd., Baldwinsville, NY 13027, 315-638-2825.

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.



HARRY'S EARLY FORD PARTS

Bill & Millie Harry

8175 WEST EVANS CREEK RD.
ROGUE RIVER, OR 97537
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CLASSIC WOOD MANUFACTURING
STEVE CANNON
1418 NC 150 W.
SUMMERFIELD, NC 27358
(919) 431-7373

THE IGNITION SYSTEM

The most frequent cause of poor motor performance, low gas mileage, miss in the engine and hard starting is faulty ignition.

The common causes of faulty ignition are, in their order of frequency, as follows:

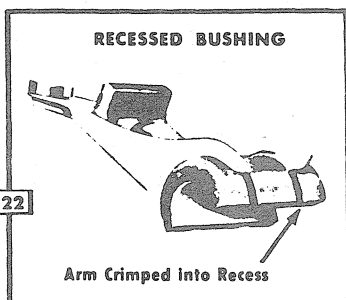
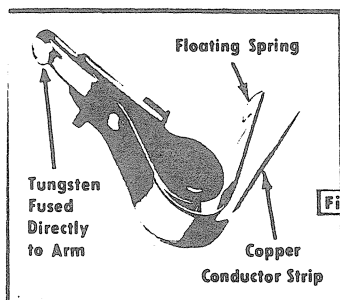
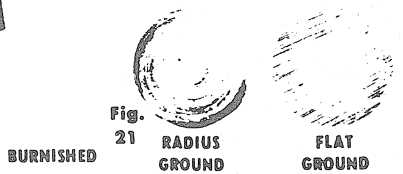
1. Contacts and condenser.
2. Spark plugs.
3. Distributor cover and rotor.
4. Ignition coil.
5. Ignition wiring.

IGNITION CONTACTS

DESIRABLE FEATURES IN DESIGN AND CONSTRUCTION

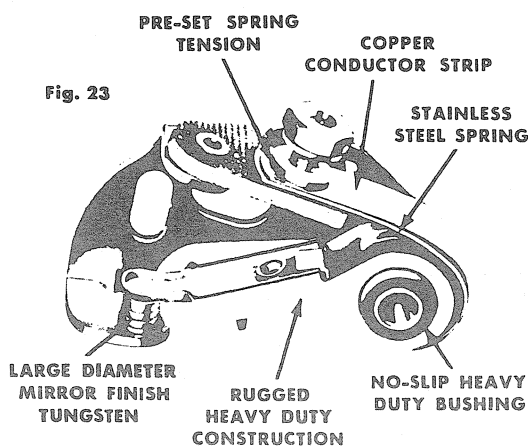
TUNGSTEN FINISH

Burnished tungsten minimizes oxidation during the break-in period.



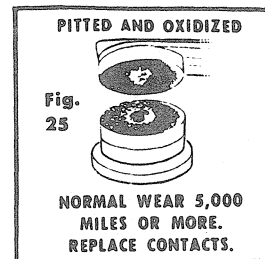
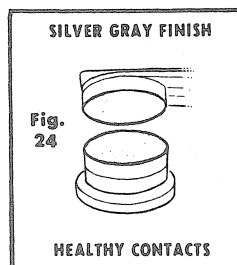
For all three systems you can have:

- (a) Floating spring to eliminate egg-shaped bushing wear.
- (b) Tungsten fused directly to arm to eliminate contact fluttering.
- (c) Copper conductor strip for better conductivity.
- (d) Recessed bushing prevents lateral slippage of arm.

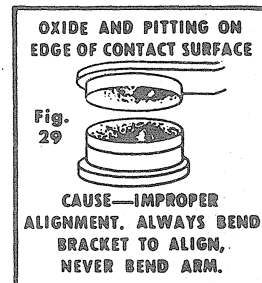
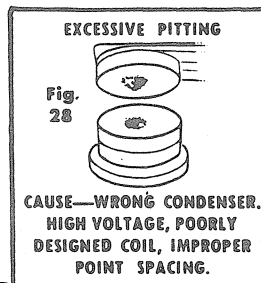
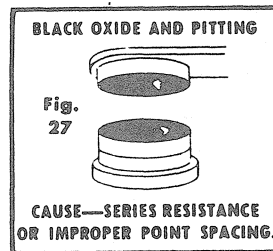
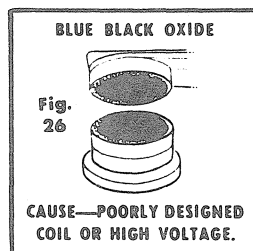


Heavy Duty Contacts are available as contact assemblies for easier and quicker installation.

If motor is sluggish or runs rough, examine the distributor points.



Causes of point failure not the fault of the points.



FILED CONTACTS WILL FAIL QUICKLY

Peaks of File Marks oxidize in a few hundred miles or less.

**NEVER FILE CONTACTS—
INSTALL NEW ONES**

Fig. 30

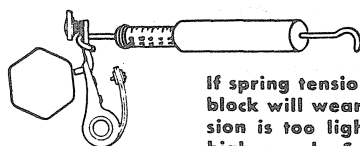


Fig. 31

CONTACT SPRING TENSION

If spring tension is too great, rubbing block will wear rapidly. If spring tension is too light, engine will skip at high speeds. See Tune Up Section for correct spring tension.

CONTACT SPACING

If point spacing is too close, cam angle will be too wide. Points will oxidize and pit rapidly. Coil will overheat. If point spacing is too wide, cam angle will be too narrow. Engine will skip at high speed. See Tune Up Section for correct spacing.

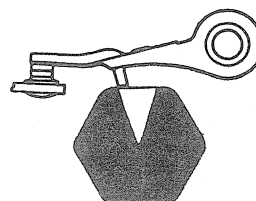


Fig. 32

For More Satisfied Customers
and More Profits—Replace Worn
or Tired Ignition Contacts
THAT IS PREVENTIVE MAINTENANCE !

CONDENSERS

FUNCTION

Condenser is always connected across the ignition points. Its purpose is to reduce arcing at the points and to boost the output of the coil.

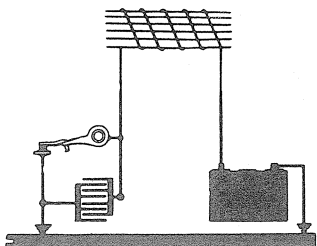


Fig. 33

CONSTRUCTION

Two layers of aluminum foil, separated by insulating paper wound into the form of a cylinder, impregnated with Malowax or oil, housed in a metal container, equipped with suitable connections.

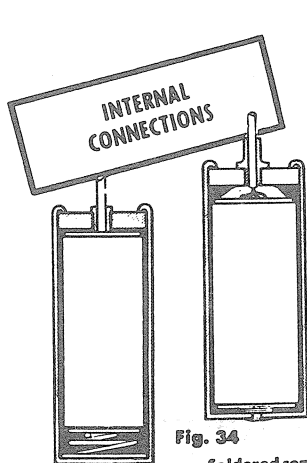


Fig. 34

Coil spring connections have high internal resistance.

Soldered connections to aluminum foil are never reliable.

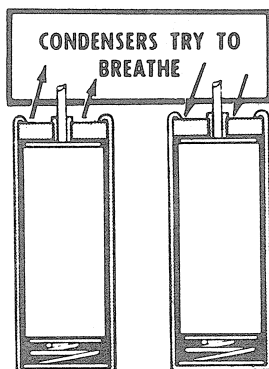


Fig. 35

Condensers that are not sealed expel air while heating and take in moist air while cooling. Moisture destroys the condenser winding.

**Well Designed
Condensers
Are Completely
Waterproof**

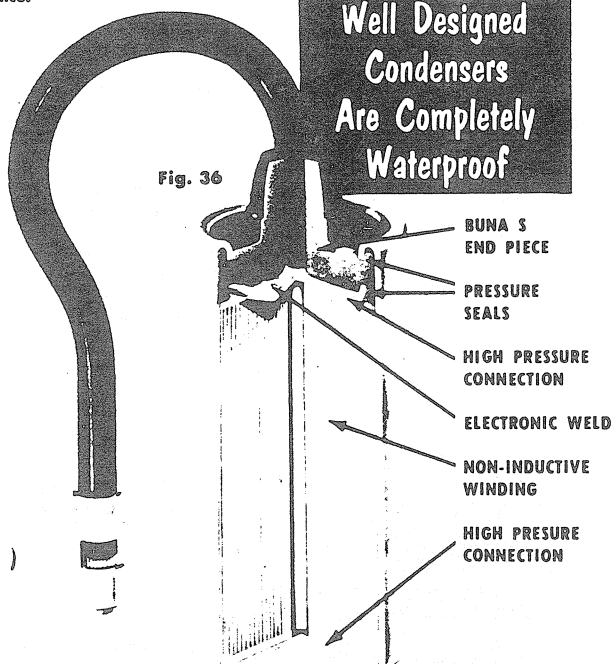


Fig. 36

**IF ENGINE SKIPS, STARTS HARD,
RUNS ROUGH, OR USES TOO MUCH GAS,
THE CONDENSER MAY BE AT FAULT**

If not equipped to test condensers, don't take a chance. For preventive maintenance replace the condenser every time you replace points.

BAKELITE PARTS

If engine skips, starts hard, or won't start at all, examine the distributor cover.

Carbon track caused by moisture condensation will result in an engine miss. Replace the cover. Mica filled, arc resistant covers available for popular cars and trucks will resist the formation of carbon tracks.

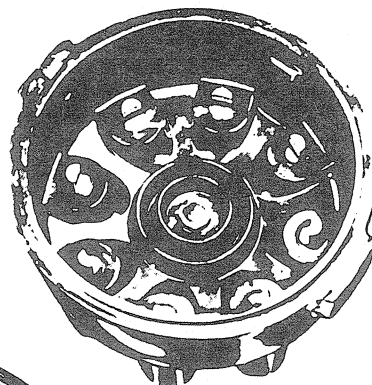


Fig. 37

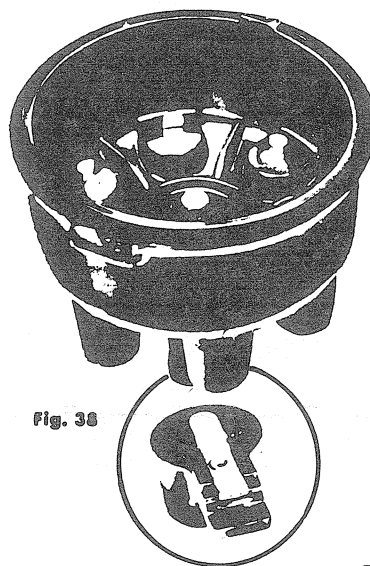


Fig. 38

**EXAMINE COVER
SEGMENTS AND
ROTOR BLADE**

Burned segments and rotor blade increase the air gap causing skip under acceleration and on hard pulls. Replace cover and rotor.

BURNED DISTRIBUTOR TOWER

If the high tension wire is not properly seated, an arc will occur inside the tower eventually burning through the bakelite. Replace the cover and wire. Be sure the wire is firmly seated.

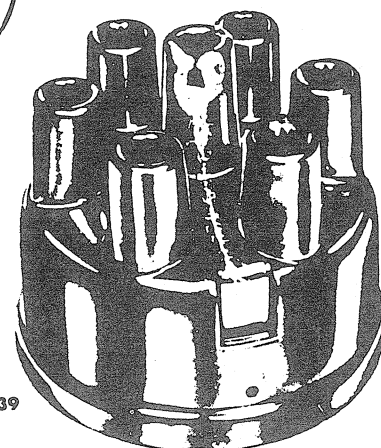


Fig. 39

CARBON RESISTORS

Many late model cars are equipped with covers or rotors that have built-in carbon resistors. They often increase greatly in resistance as they age. The value of the resistors should not exceed 12,000 ohms; yet it is not uncommon to find they have increased to over 50,000 ohms. Results—hard starting, rough idling, and generally poor motor performance.

IGNITION COILS

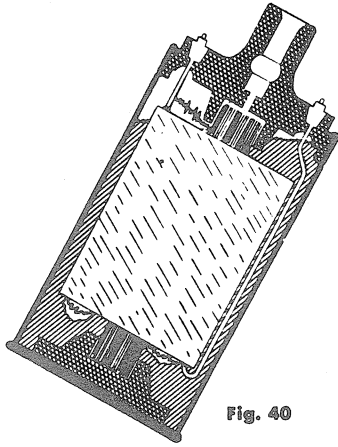
COMPOUND
FILLED
COILS

Fig. 40

Compound filled coils are never as well insulated as coils vacuum filled with transformer oil. Compound filled coils allow the formation of gas bubbles and voids. Under high compression they allow a spark to jump inside the coil case instead of at the spark plugs.

Also, when the coil is very hot the wax between the layers of wire frequently runs out, weakening the insulation. This results in gradual weakening and ultimate failure of the coil.

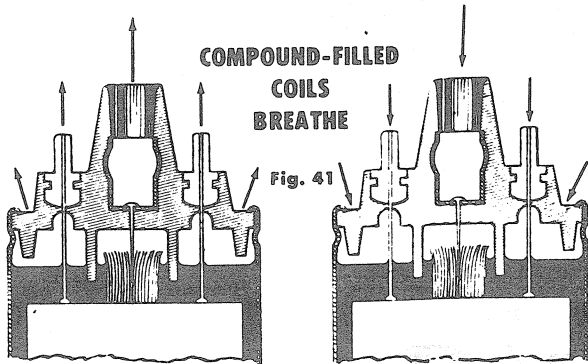


Fig. 41

Compound filled coils that are not sealed will force air out while heating and will draw in moisture laden air while cooling. **MOISTURE IS THE MOST COMMON CAUSE OF COIL FAILURE.**

OIL FILLED WATERPROOF COILS

The improvement in internal insulation of coils during the last few years has been very great. There is no need for buying compound filled coils for any modern car.

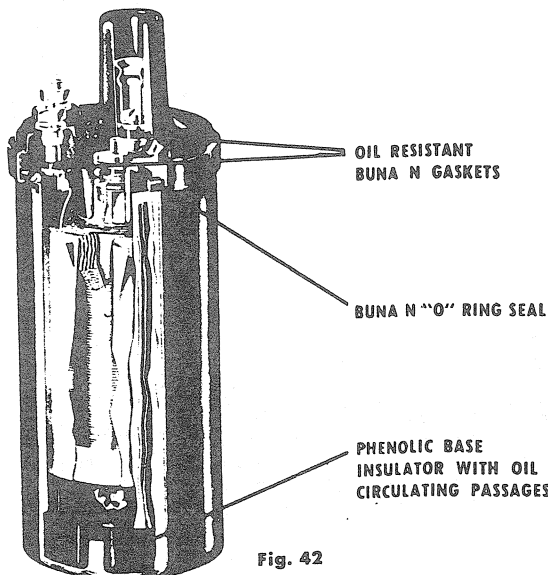


Fig. 42

Coils that are vacuum filled with hot transformer oil and hermetically sealed while hot, overcome the weaknesses in Figs. 40 and 41.

COIL POLARITY

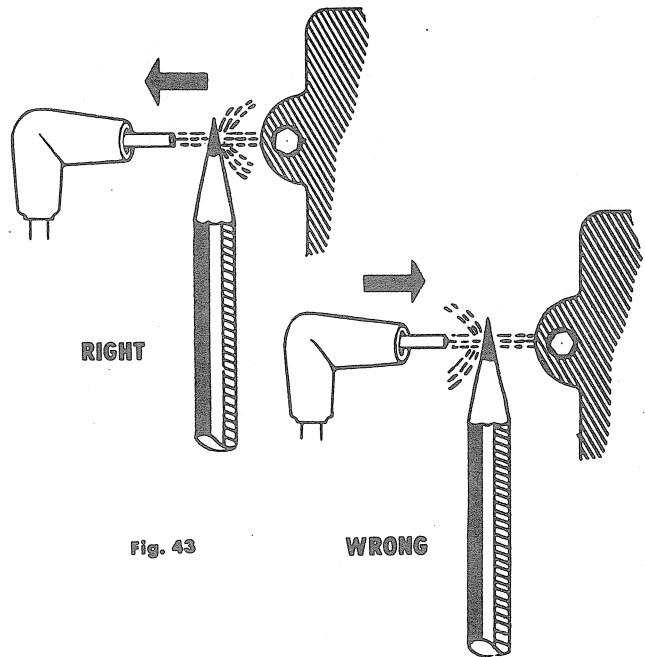


Fig. 43

WRONG

Coil polarity is the direction of current flow in the secondary. If polarity is incorrect, it may cause hard starting, rough idling, and skip on acceleration or at high speed.

To test polarity hold spark plug wire $\frac{1}{4}$ " from motor block. Run motor about 15 miles per hour.

Insulate the body of a #2 lead pencil. Insert lead between motor block and terminal as shown above. If spark flares out on motor block side of the lead, the polarity is correct. If incorrect, the spark will flare out on the wire side. If incorrect, reverse the primary wires to the coil.

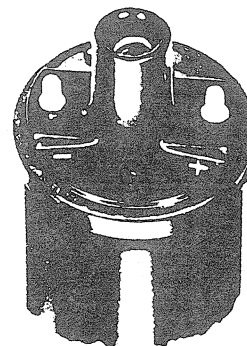
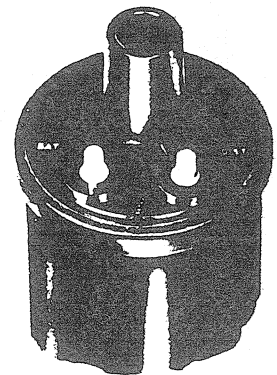
COIL
POLARITY
MARKINGS

Fig. 44



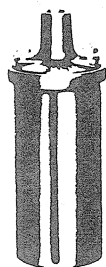
If negative ground battery system, coil terminal marked (-) must be connected to the distributor. If positive ground battery system, coil terminal marked (+) must be connected to the distributor. Ford-Mercury type coils are marked "Bat" and "Dist".

**6-VOLT
OIL FILLED
COILS FOR ALL
THREE SYSTEMS**



FOR FORD-MERCURY

Fig. 45



FOR DELCO-REMY



FOR AUTO-LITE

Ignition coil windings must be designed to balance with the entire ignition system. Universal coils will not protect the contacts from rapid oxidation and excessive pitting and at the same time provide the needed hot spark for starting and all speeds and conditions of driving. Use the proper coil for each installation.

**12-VOLT
OIL FILLED
COILS FOR ALL
THREE SYSTEMS**



FOR AUTO-LITE
(6-cylinder)



FOR DELCO-REMY



FOR FORD-MERCURY

There is a broad variation in the requirements of coils for the various new 12-volt systems. The characteristics of these coils differ widely. Substitution of one type of coil for another is hazardous. It may damage the entire ignition system.

Each of three types of 12-volt coils requires different resistance units in series. Two types of 12-volt coils require no resistance in series. But in their input and output characteristics they are entirely different.



FOR AUTO-LITE
(8-cylinder)



FOR OLD CARS

Fig. 46

**ALWAYS INSTALL
THE CORRECT COIL
FOR THE SPECIFIC
APPLICATION**

HEAVY DUTY OIL FILLED COILS

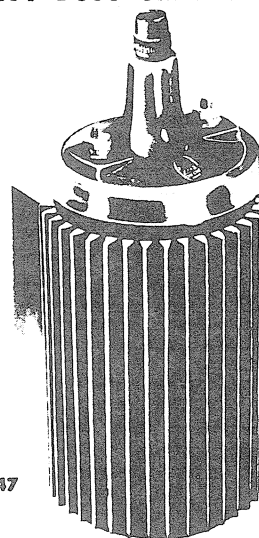


Fig. 47

Heavy duty oil filled coils are intended primarily for trucks, buses, marine applications, and foreign cars. They are low in current draw and have extra insulation. Vertical ribs assist heat radiation. They are extra sturdy to avoid damage from vibration. Available for 6 and 12-volt systems. No resistance unit should be used.

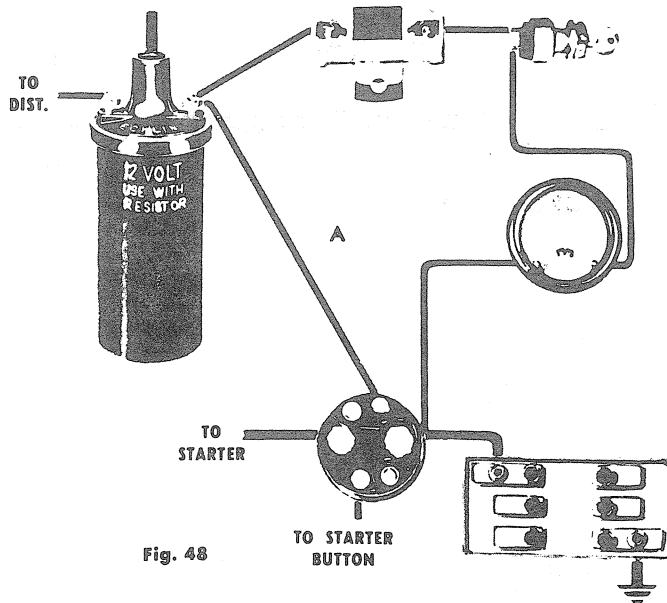


Fig. 48

Most 12-volt ignition systems using a series resistance unit are wired as shown above. Wire "A" leading from the solenoid switch directly to the coil primary shorts out the resistance to provide extra spark heat for easy starting. The circuit provided by wire "A" is opened when the solenoid switch opens.

A few 12-volt ignition systems equipped with a series resistance unit do not have wire "A".

Don't Be Fooled—

Some poorly designed coils are offered at reduced prices. Others are offered at premium prices as high output coils. In both cases the primary current draw may be too high, resulting in short contact life. Play safe! Always install properly designed coils.



YES! Count Me In For Fun & Enjoyment!

MAFCA: 250 South Cypress, La Habra, CA 90631-5586
(U.S. Member \$20.00, Foreign Member \$24.00,

U.S. Funds Only)

Name _____

Spouse's Name _____

Address _____

City _____ State _____ Zip _____

Country _____

NOTICE: Dues for new membership may be paid at any time, however, new members paying between November 1 thru December 31 will receive Nov/Dec issue plus all of the upcoming calendar year.



Send check for \$8.00 to:
**1994 MARC/MAFCA JOINT MEET
EARLY BIRD CLUB**
P.O. Box 1931
Woodinville, WA 98072-1931

Hosted by Pacific Northwest MARC/MAFCA Clubs at
the Tacoma Dome Convention Center

Join the Early Bird Club and Receive
Eight Newsletters Starting Nov. '92
Early notification of plans for the Convention
Early Registration Information

APPLICATION FOR MEMBERSHIP

MODEL "A" RESTORERS CLUB

24822 MICHIGAN AVENUE, DEARBORN, MICHIGAN 48124

The Model "A" Restorers Club, Inc. is a non-profit organization devoted to the preservation, restoration, exhibition and acquisition of the Model "A" and "AA" Ford vehicles, model years 1928-31. Ownership of a Model "A" or "AA" is not a requirement for membership. Dues received by November 1st will apply to the following calendar year. A thirty (30) day grace period is allowed after January 1st, for renewals.

The club publishes a bimonthly magazine, the Model "A" News, which contains:

- Authentic technical information
- Repair and restoration tips
- Regional and local news
- Fashion articles
- Classified ads

Any person with an interest in any aspect of the Model "A" or "AA" will find membership rewarding.

PAYMENT IN U.S. FUNDS ONLY

NAME _____ DATE _____

SPOUSE'S NAME _____

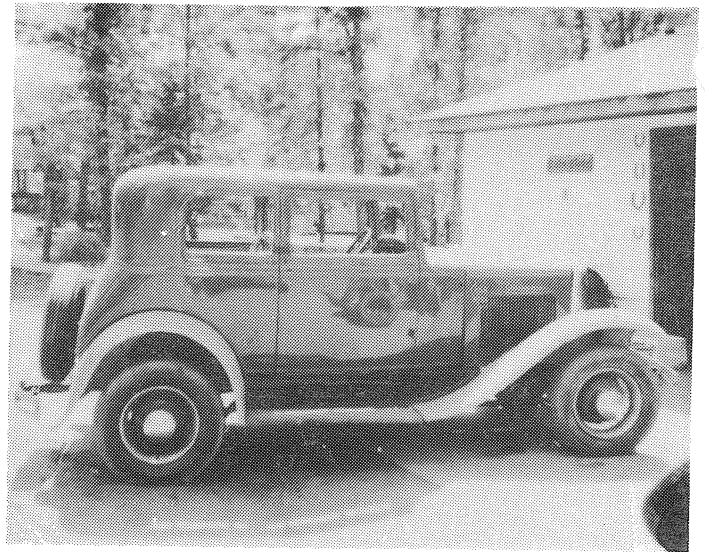
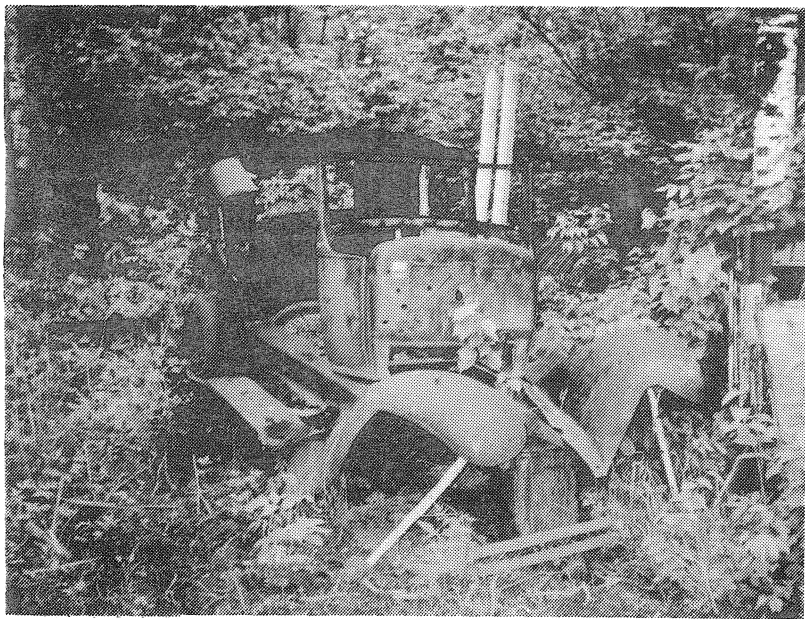
STREET _____

CITY _____ STATE _____ ZIP _____

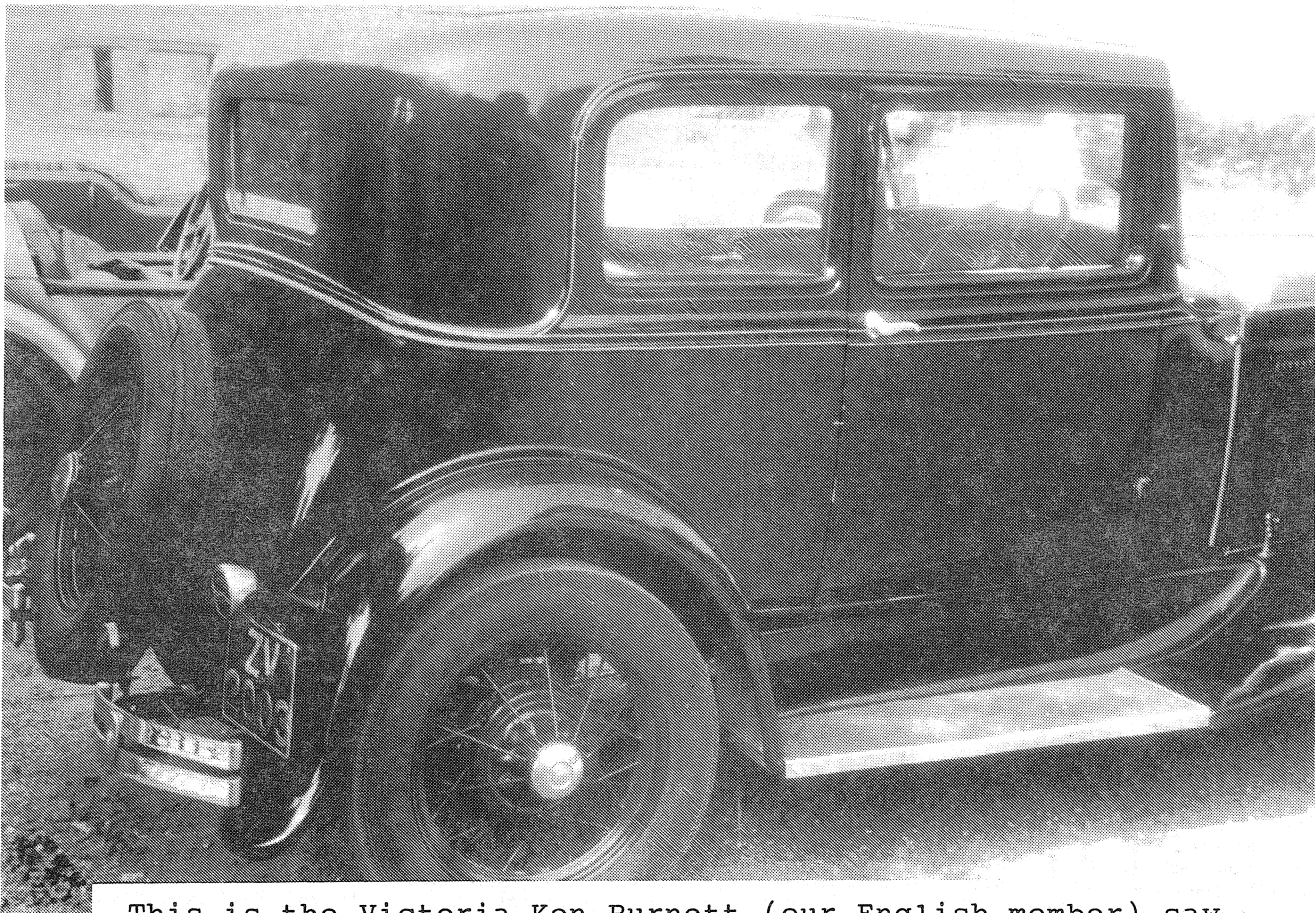
U.S. MEMBER\$15.00
CANADIAN AND FOREIGN MEMBERS. (In U.S. Funds\$16.00
FOREIGN MEMBERS AIR MAIL\$25.00
CLUB METAL EMBLEMS AT \$4.50 EACH
DECALS AT .35¢ EACH OR 3 FOR \$1.00.....

TOTAL ENCLOSED _____

APPLICANT'S SIGNATURE _____



Walter & Juanita Smith of Superior, Wisconsin own this Victoria. The before shot shows just how much junk he really started with. It's almost finished. Walter, you sure are doing a fine restoration.



This is the Victoria Ken Burnett (our English member) saw in Ireland, June of '92. I sure wish I had the data on this car. It is all maroon with an orange stripe. The moulding under the stripe is painted black. The maroon is much brighter than the original Ford maroon. It appears to be a nice restoration. This is a right hand drive Victoria with dual windshield wipers. You do not see many Model A's with this dual wiper configuration.

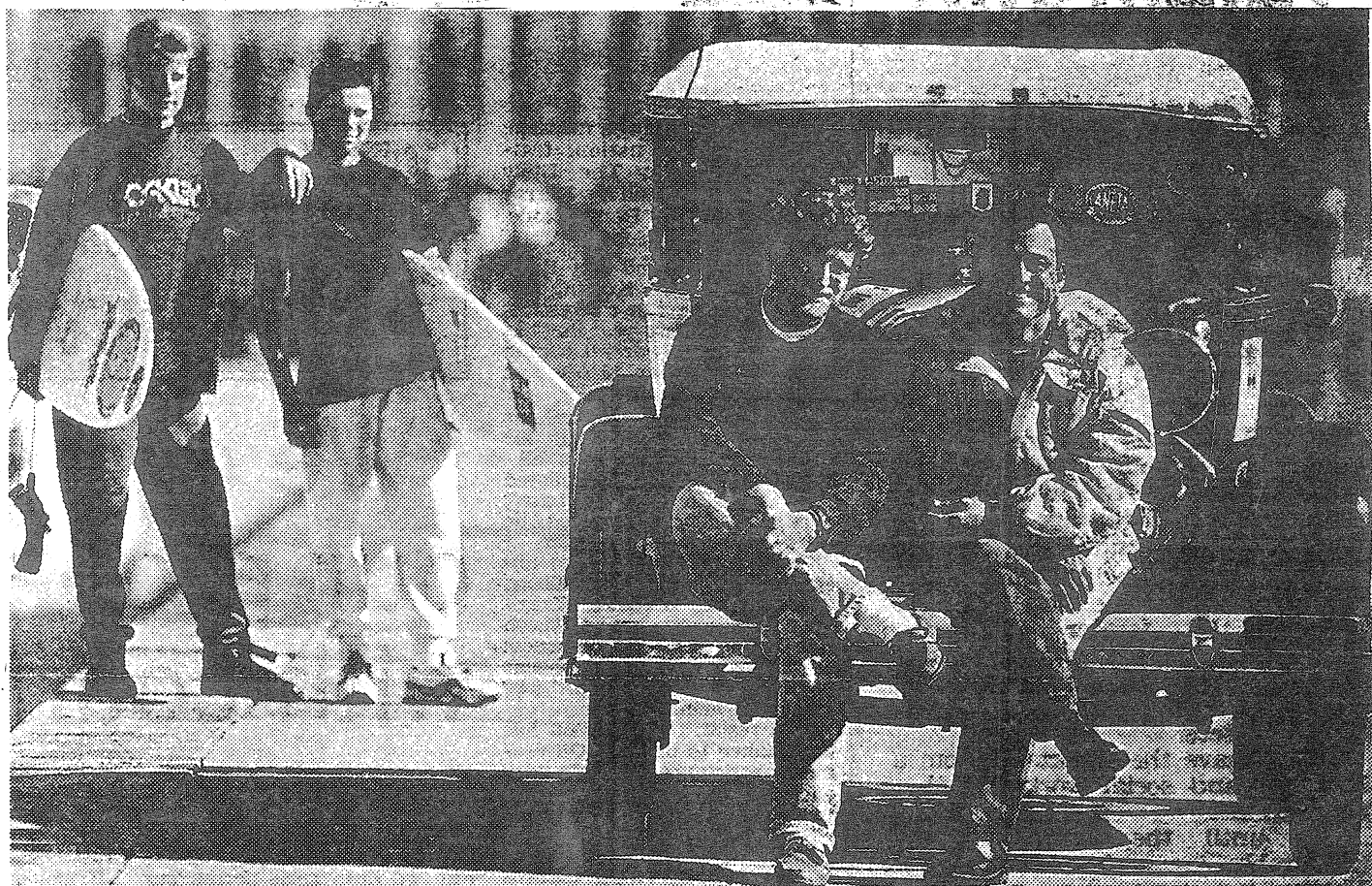
Telegraph Mirror

SYDNEY, Tuesday, July 14, 1992

WEATHER: Mild, sunny, 19 degrees

Phone: 288 3000

Brothers rolling down from Rio



Miguel and Carlos DeSouza at Bondi with the 1928 Model A Ford they are driving around the world

Picture: MARTIN JOHNSTON

YOU see some odd sights at Bondi, but two Brazilian adventurers cruising along in a Model A Ford was enough to make even the hardened locals stop and stare.

Brothers Carlos and Miguel DeSouza have arrived in Australia on the third leg of a round-the-world tour which will land them in the Guinness Book of Records for the longest journey in a vintage car.

So far their pristine 1928

By SCOTT ELLIS

Model A has taken them 50,600km from their home in Rio through South and North America to Canada and back.

From Sydney they will drive along the coast to Adelaide, then across the Nullabor Plain to Fremantle, where the car will be shipped to South Africa.

From there they plan to continue overland through Europe to Russia and back to Portugal.

They hope to cover more than 140,000km all up, beating the old record by more than 80,000km.

The trip is a dream come true for 38-year-old Carlos, who has owned the Model A since he was a teenager.

And the old girl is bearing up well to the rigours of the trip.

"The engine is the same one it left the factory with and it even has one of the original spark-plugs still in use," Carlos said.

"It may be an old can, but it is in very good condition and

aside from punctures we have had no problems."

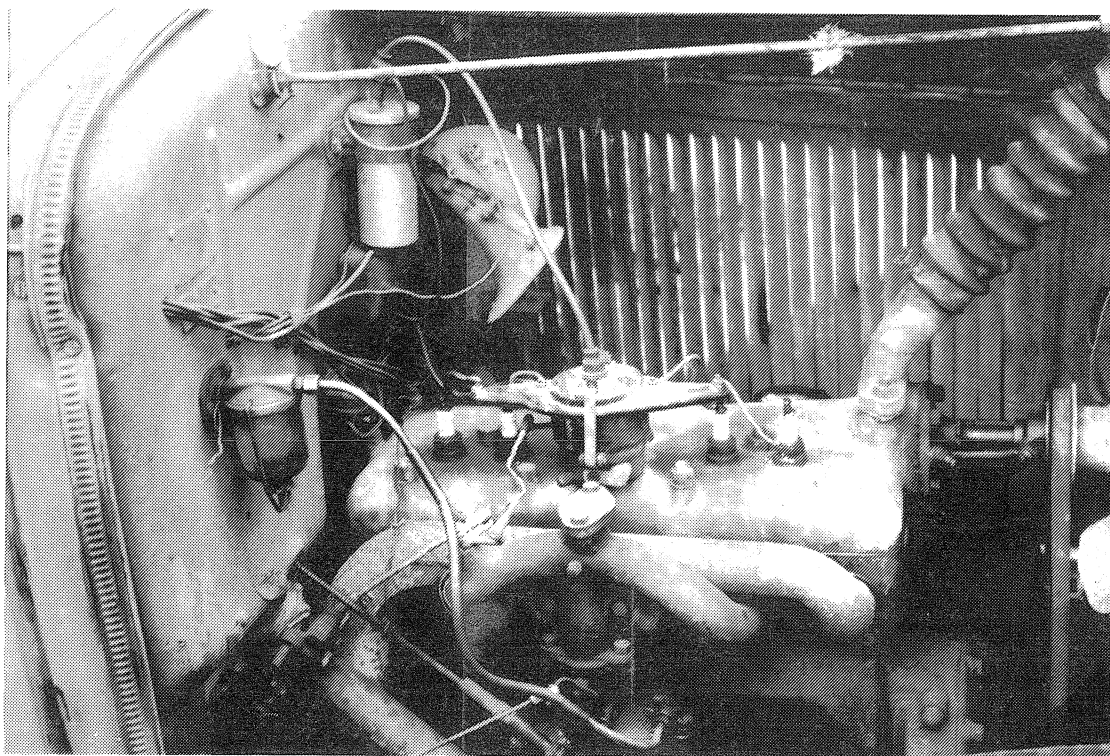
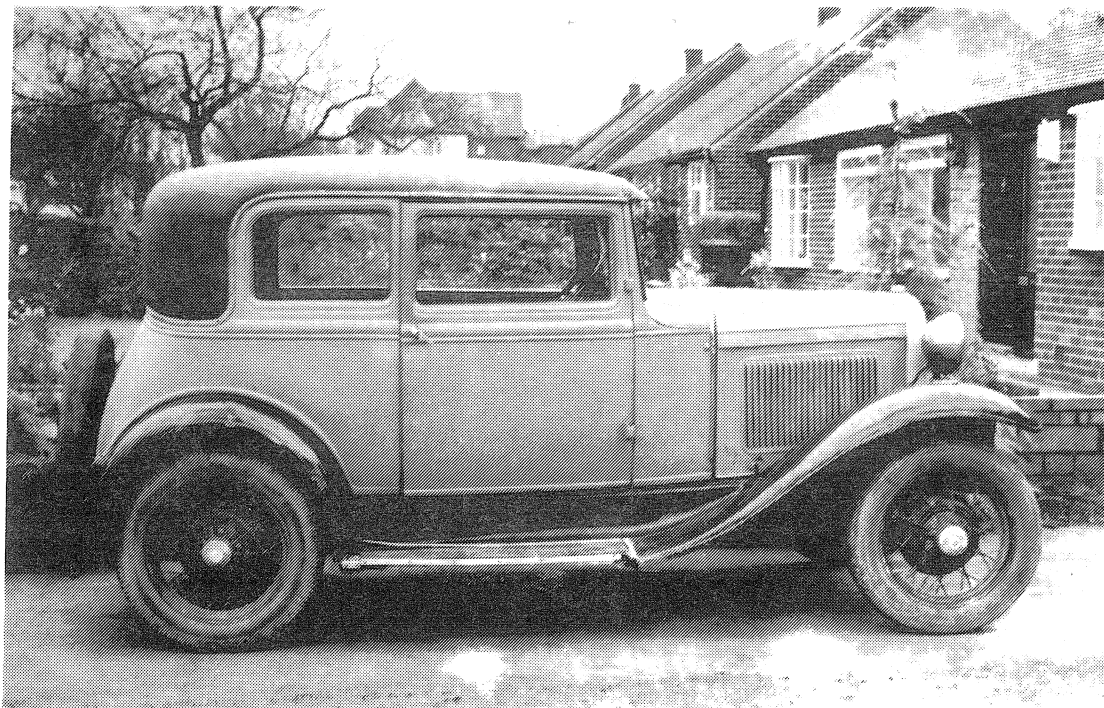
The only difficulty Carlos has found is driving on the left.

"I have to concentrate all the time," he said. "It feels like I am on the wrong side."

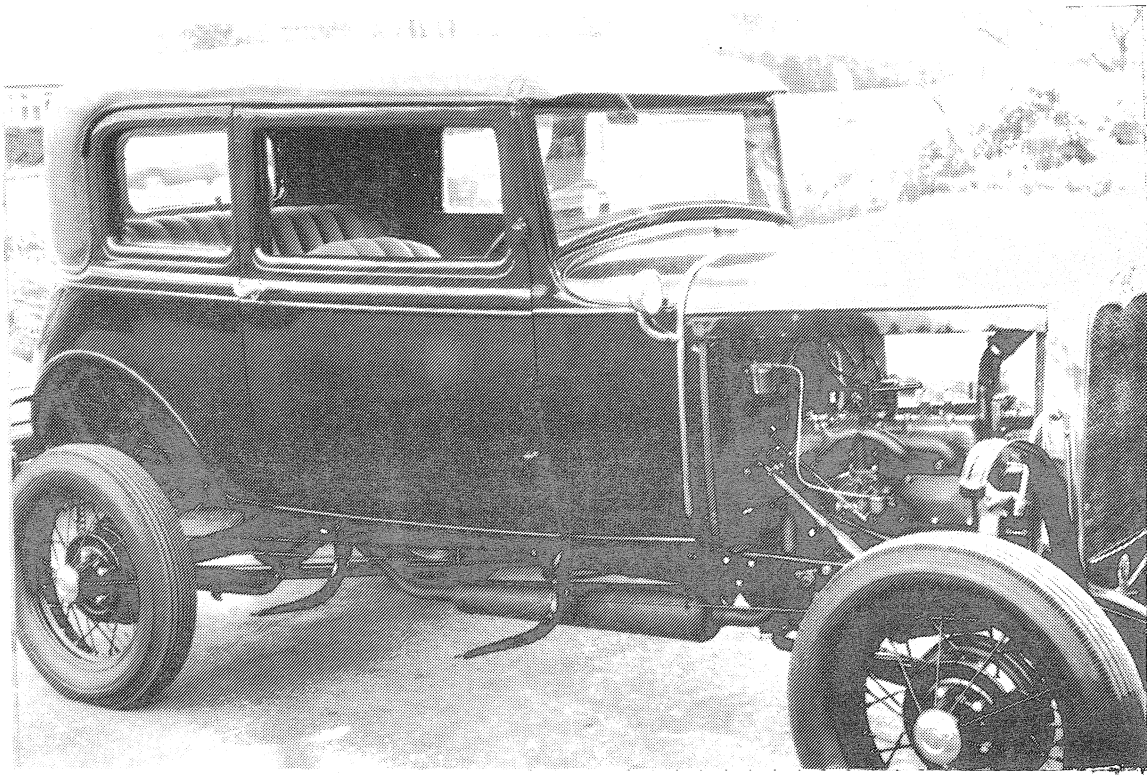
Miguel, a photographer, has been recording the epic journey on 80 hours of film and more than 3000 photographs.

He said he hopes to make a movie and book of their adventure when they return home.

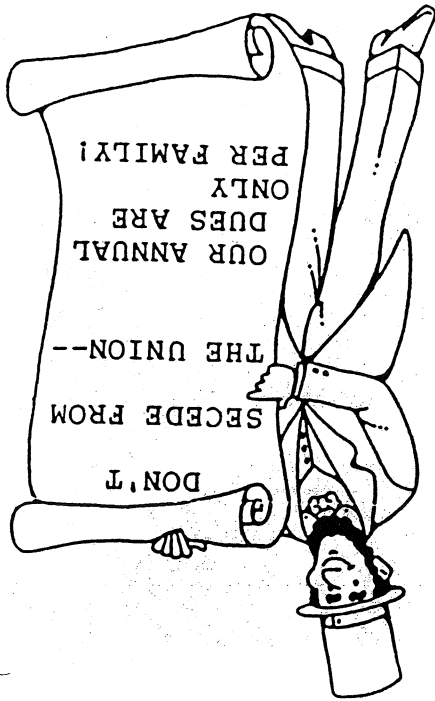
The DeSouza brothers passed through Dallas a couple of years ago. They stayed with us for several days and worked on the car. I certainly would like to have this original car to enter in the Judging at one of our national meets. I wish them good luck on completing their quest.



These are the before photos of Ken Burnett's Victoria. It was a bright green when he bought it (not an original color). Ken has restored it to Ford Maroon. I wish my Victoria had been in as good a shape as this was to restore. Notice the items mentioned in the text.

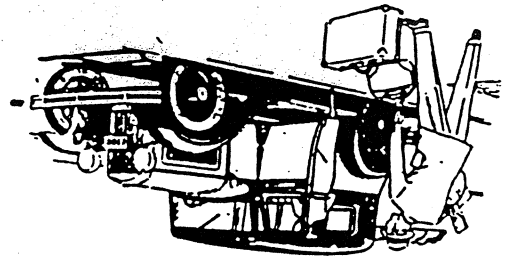


The almost finished photos of Ken's Victoria. He really has done a fine job and especially not having any help to guide him towards originality. Notice the curve in the gear shift. I wonder who did that? Ken, we are glad to have you in the Victoria Association.



*if it aint broke
don't fix it!*

DON'T MONKEY WITH YOUR MODEL AI



*International
Model A Ford Victoria Association*



68 WINDJAMMER • FRISCO, TEXAS 75034