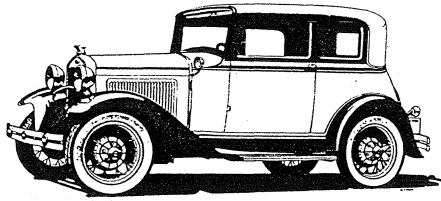


# Victoria Association



VOLUME 8

NUMBER 4

NEWSLETTER

October 1993

## FINAL WORD ON WINDOW SHADES

I have compiled a list of members that have called or written that they want the shades for their Victoria's. The following list tells you if you want to order or not - and what you ordered.

**THIS IS YOUR FINAL CHANCE TO DROP OUT OF THE LIST OR ADD YOUR NAME TO IT.**

**THE SHADES THAT WILL BE MADE ARE THE DIAMOND PATTERN IN A TAN.**

**WE WILL NOT MAKE THE BRAIDED TWILL PATTERN NOR BROWN DIAMOND PATTERN.**

(A few Victoria's had the braided twill pattern. Jacquie is not able to make this pattern at this time).

MEMBERS WANTING ALL THREE SHADES, THAT IS, THE REAR WINDOW AND BOTH QUARTER WINDOW SHADES.

Two people want 2 sets:

Harold Eason  
Mike Chaney.

These people want one set:

Martin Ottersberg  
William McElroy  
Rob Mills  
William Smittle  
John & Kay Lee  
Dean Larson  
Charlie Viosca  
Norm Cross

Wesley Estill  
Ray Russell  
John Icenhower  
James Icenhower  
Mary Ann Jurgensen  
Jack Perkins  
Jerry Bengel  
Fred Kraus  
John Rios

Dale Severson is a ?  
Ed Hildwein is a ?  
Doc Ingwersen is a ?

(I was asked if the early Leatherback had all three shades. I have no date data on this but I think most Victoria's had all three except when Ford cut out several items such as the passenger side door pocket, visor and probably the  $\frac{1}{4}$  window shades. Two months later after so many complaints, Ford put them back. The dates I have are April & May of 1931. If any of you can correct or update this information, please write to me.)

The following want THE REAR SHADE ONLY:

Bill Cilker  
Robert Coleman  
Ray Carey  
Marshall Lewis  
Bill Peace  
Ernie Smith  
Bruce Midlane

**HERE ARE THE PRICES:**

**REAR SHADE \$30 each.**

**QUARTER WINDOW SHADE \$27 each.**

If you want the hem sewn in on the bottom to place the stick in the shade, add \$2 per shade.

Jacquie will ship the shades to me for shipping to you and there will not be the original \$10 charge she quoted. I expect I can do it for \$4 per order (not per shade) so add \$4 to each order.

Make your check to: **VICTORIA ASSOCIATION**. I will deposit the money in the association account and keep track of it. When the shades come in, I will ship them to you.

**DEADLINE \* DEADLINE** TO PLACE YOUR ORDER AND SEND ME THE MONEY IS: **NOVEMBER 15th**. After that date, you will be out of luck. On November 16th I will phone the final order to Jacquie. Also, this is a one time order. I do not plan to repeat this order again.

Jacquie tells me that if I order by November 16th she can order the material and make the shades and can ship them to me by the end of January.

You should be made aware that the shades you are purchasing are only the cloth shades. They do not come with the rollers or hardware.

I have had a few inquiries as to the rollers and hardware. If you can find originals at a swap meet, this would be better. If not, you can find these items at LeBaron Bonney or Snyder's. The finish should be **BUTLER** so you may have to have them re-plated.

**REMEMBER \* REMEMBER**, It's not that you are on the list that counts, it is me receiving the money. No money, no shades.

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#### **VICTORIA WOOD GRAIN PATTERN**

Martin Ottersberg asked about the Victoria wood grain pattern. All the information I have on the Victoria is that it was Mahogany. I had my Victoria done in a beautiful

2

mahogany wood grain pattern and it was marked down by the judges in a Texas Tour car judging. The judges are not familiar with everything they need to know to be good judge and particularly when it comes to specialty cars like the Victoria. I notice in the photos of Walt Ramsey's Victoria that he has a mahogany wood grain pattern like mine. As you may well be aware of, the mahogany is a fine grain wood. Most judges are use to seeing the common Model A wood grain job that is usually more course.

I would like to ask **ALL ORIGINAL VICTORIA** owners to let me know what wood grain pattern they have. Please, it must be original.

When I hear from you members, I'll print something on this in the January newsletter.

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#### **DUES**

1994 Dues will be due in January 1994. Each year, I have to send out reminders to about 50 members because they do not renew their dues. I will no longer do this. If you want to continue as a member of the Victoria Association, you will have to make a note to pay your dues in January. Of course, you can pay it anytime between now and then.

I would like to remind all of the members that have recently joined the association that they got what every member got this year, the newsletters.

Two members have paid their 1994 dues in advance and they are Walt Peters and Doc Ingwersen.

We have 165 members in the Victoria Association which is a tie for the most members in any year. Each year we loose some and gain some. I am looking forward to having each of you on the 1994 roster.

-----

engine for donkey engines and sawing.

I have requested a date and time for a **VICTORIA MEETING** at the joint meet. I have not been advised as to the date and time but when I have it, I'll pass it on to you members.

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**LEATHERBACK TOP MATERIAL**

Repeatedly, I get questions as to where to obtain material similar to the original Leatherback Victoria top. To my knowledge, there is no material being sold that is anywhere close to the original. I have written about this in past newsletters. I even had someone in the vinyl material business look into it for me and we are told that it would be too expensive. Somewhere near to \$15,000 minimum. I don't know of anyone willing to take up this financial task.

If any of you have any answers on this please let me know so I can inform the membership.

Walt Ramsey received 11 of 20 points because of his top in Calgary.

I have asked the Judging Standards committee to inform us as to what material they would accept but they were not even courteous enough to answer my past three letters.

I'm sorry, I can not be of more help on this item.

-----

**MODEL A ENGINE USES**

Two members wrote to tell me of other uses for the Model A Engine.

Fred Kraus said he has seen the engine used to run a welder and the other was running a roof shingle machine.

Bruce Midlane of B.C. Canada wrote to tell me that in the North West a lot of sawmills used the A

Thanks Fred and Bruce for writing, any more of you know other uses for the "A" engine? Let me know

-----

**SCHEDULED NATIONAL MEETS**

MAFCA Annual Membership Meeting is being held in Redding, CA on December 2-5, 1993.

MARC Annual Membership Meeting is being held in Cincinnati, OH on April 14-17, 1994.

MARC/MAFCA Joint Meet is being held in Tacoma, WA on July 18-22, 1994.

-----

**GASOLINE VALVE**

I have looked into the gasoline shut off valve as used by me in my **TOURING** Model A Victoria.

This valve works effortlessly and doesn't leak. It has a Teflon ball inside. Smooth operating.

It is made in Italy by "Gia Comini" and is distributed in the USA by: B & K Industries, Inc., 655 Wheat Ln., Wood Dale, IL 60191.

The  $\frac{1}{4}$  size is what you want as they make several sizes. Any good hardware store should have this valve but if you can't find it, you can write the distributor for the Dealer nearest you.

You will have to obtain some brass fittings to adapt it to the Model A. Also, I recommend steel fuel line tubing for gasoline. Hydraulic brake line tubing works just fine.

If you use this valve, I know you'll like it. So far, I have used three and no problems. I know of many being used in the Dallas/Ft. Worth area.

-----

Roy Reger of Aurora, CO. wrote to inform me of an Epoxy filler that conducts electricity and thereby is able to be plated over.

This material is Metal Set A-4 and manufactured by: Smooth-On, Inc., 1000 Valley RD., Gillette, NJ 07933 (210) 647-5800.

Again, if you can not locate this material, write them for the name of the dealer nearest you.

VICTORIA AD'S

Howard Minners writes the Model A Ad Collectors newsletter. Howard sent me a copy of the September 1993 newsletter in which he had several pages of Victoria ad's.

I will run these ad's in this and other newsletters depending on space available.

I thank Howard for thinking of us in sending them.

WALT RAMSEY ARTICLE

In this newsletter, I am printing an article By Walt Ramsey of Kent, WA. on his **ORIGINAL** Victoria. I will also run more pictures of this car.

Thanks very much, Walt for sending this article to us.

I encourage more of you to send in articles on their Victoria.

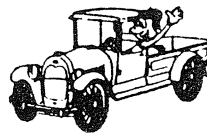
Walt also wrote to say that on checking on the Victoria Windshield Wiper, he found information in Volume 31, Issue 2 of the "RESTORER" Pg 19 stating the wiper was chrome plated on the Victoria before April '31.

WANTED \* \* WANTED

Need a Victoria Windshield Frame. Good to excellent condition. Also, need vacuum windshield wiper for the Victoria. Please help!!! Fred Kraus, 532 W. Hawthorne Dr., Round Lake Beach, IL 60073, (708) 546-1959.

WANTED \* \* WANTED

Wanted: Right rear bumper bracket for a 400-A/Victoria. Four hole type, (See sketch in this newsletter) Also want excellent splash aprons and pair of doors. Always interested in any 400-A parts or literature. Timothy O'Brien, 23 State Street, Attleboro, MA 02703, (508) 222-1583.



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1931 ORIGINAL MODEL A VICTORIA

I bought my 1931 Victoria in September 1987, on Whidbey Island, Washington about 40 miles North of Seattle in Puget Sound. The owner had actually advertised the car in September 1986 in the Seattle Times. The small advertisement appeared once and went as follows: '31 Model A Victoria, orig, exc 33K, Beaut \$(price deleted) OBO.

I called the owner and after asking many questions, determined that the car was quite original with top material on the roof and back. I made an appointment to see the car, and a few days later caught the State Ferry from Mukilteo to Columbia Beach on Whidbey Island. When I first saw the car I was very pleased to view an outstanding Maroon Leatherback Victoria. After examination and driving the car, I was very enthused and made an offer to buy which was not accepted. The owner decided to wait for other offers, and I left, of course, very disappointed. I noticed the ad did not appear again in the newspaper, but in about two weeks I called the owner who still had the car, but decided not to sell. I told him I would like to discuss it further, and we agreed to meet in Seattle in a few weeks. Over the ensuing months we continued to talk and I learned more about the Victoria.

Originally sold in Marysville, Washington the car had been purchased by the owner's father when still quite new and was used as a family car for short trips. The owner had received the car from his father's estate and, not wanting to drive very much, stored the car in a heated garage, covered and on jack stands. Periodically the car was started and driven a few hundred feet back and forth on the access road.

The brown mohair interior of the Victoria is completely original with the exception of the front carpet. I found original woodgraining, striping on gas tank, visors, curtains and windshield wiper all in excellent condition. The mileage on this early Victoria is 33,500 miles with the majority of the parts original including the pop out switch, horn and carburetor.

Approximately one year after the ad appeared, the owner decided it was time to sell the Victoria and we made a deal. When completing the paper work, I was presented with two sets of original keys and Owners Manual. I've only done minor reconditioning since I've owned the car such as a new front carpet and replacement of the cut-out, shocks and hoses. The upper body was repainted black with a new stripe and the Tacoma Cream wheels were also painted black.

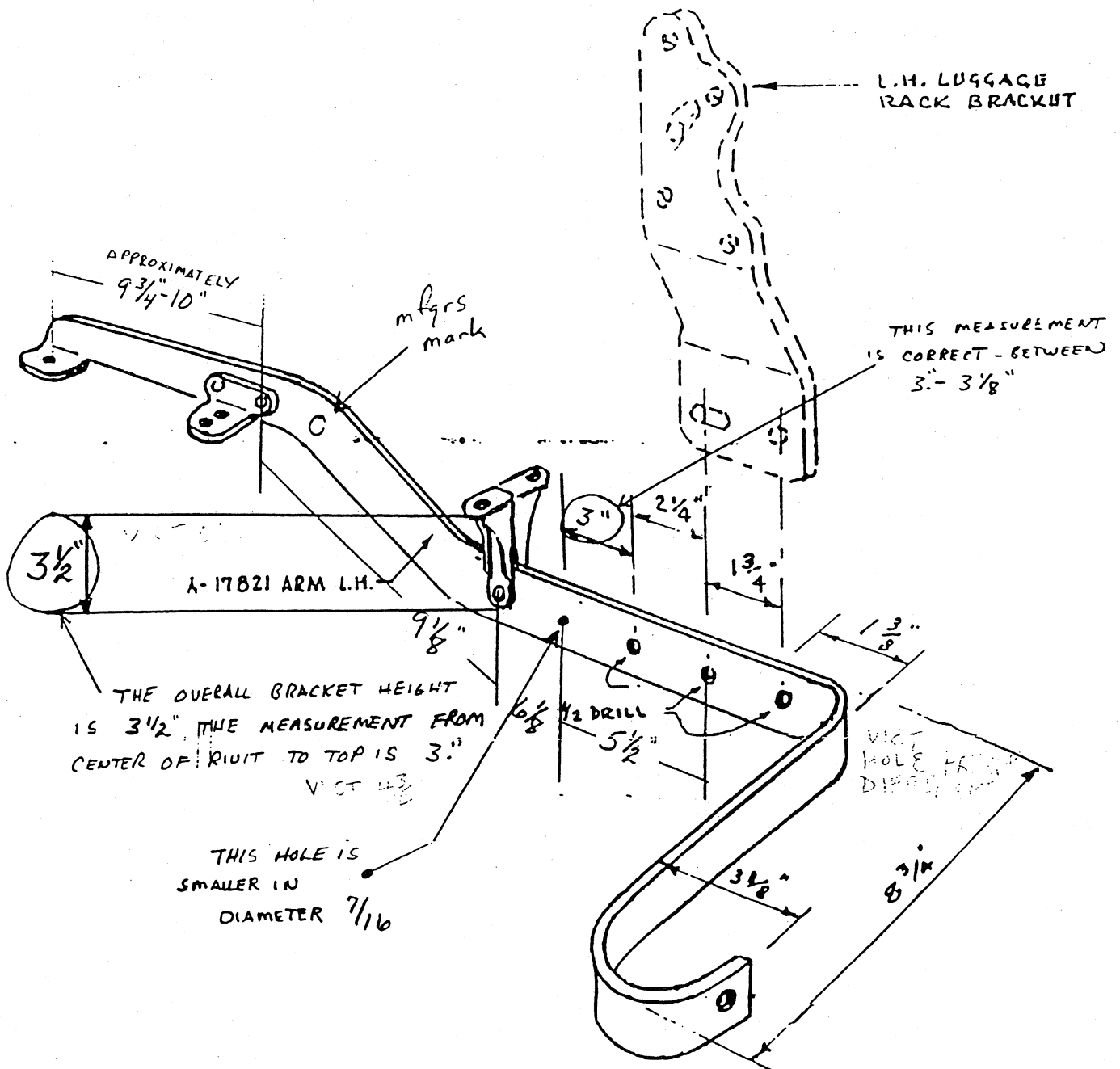
The Victoria has been a real pleasure to own and drive. We recently attended the Northwest Regional Meet in Calgary, Canada where a First Place was awarded, and a nice tour to Banff was enjoyed.

Walt Ramsey

NEED RIGHT SIDE BRACKET

6

# REAR BUMPER SUPPORT LEFT SIDE



BODY TYPE- A-400 CONV. SEDAN

Fig. B-4

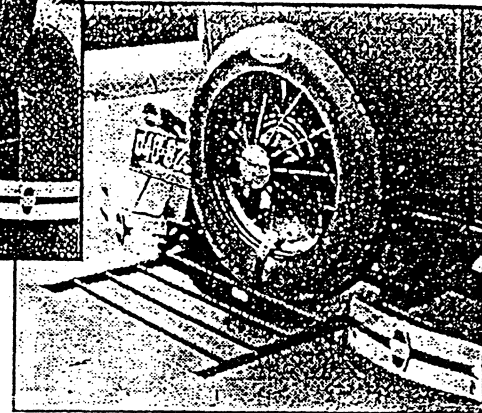
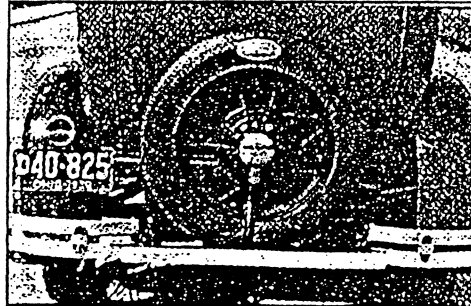
VICTORIA ASSOCIATION NEWSLETTER

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.

This was sent in by Roy Reger of Aurora, Colorado

## LUGGAGE RACK:

A new reproduction of an original "Ford" accessory, the accordion type luggage rack that fits under the rear spare tire carrier. It was named Par Zip-A-Rac. Manufactured during the "A" years, by Peters and Russell, Inc. of Ohio.



# NEW!

Visor Brackets

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THE TIRE THAT WAS ORIGINAL  
ON OVER FIFTY PERCENT OF THE  
ANTIQUE AND CLASSIC CARS  
Formerly R.T. McDANIEL



BIG Model A event put on jointly by both national Model A Clubs. The first such event was held in Lake Geneva, Wisconsin, in 1986. I saw more Model A's there than I ever imagined, and the 1994 MARC/MAFCA Joint Meet promises to be even bigger. The venue, in Tacoma, Washington, is spectacularly beautiful... even if it is a "tad" far away for those East of the Mississippi. Besides the meet itself, visits are being considered to Mt. Rainier and Olympic National Parks, the Boeing airplane factory, Mt. St. Helens, Grand Coulee Dam, hiking in the Cascades, etc. You can join their Early Bird Club for \$8 (P.O. Box 1931, Woodinville, WA 98072-1931).

That raps it up for this time, keep the questions coming and articles and any information you think we can use in the newsletter as well as information to pass on to the membership. Don't forget to place your free ad's in the newsletter. This month, we didn't have many.

Best regards,

Charlie Viosca

THE NEW  
**FORD**  
VICTORIA

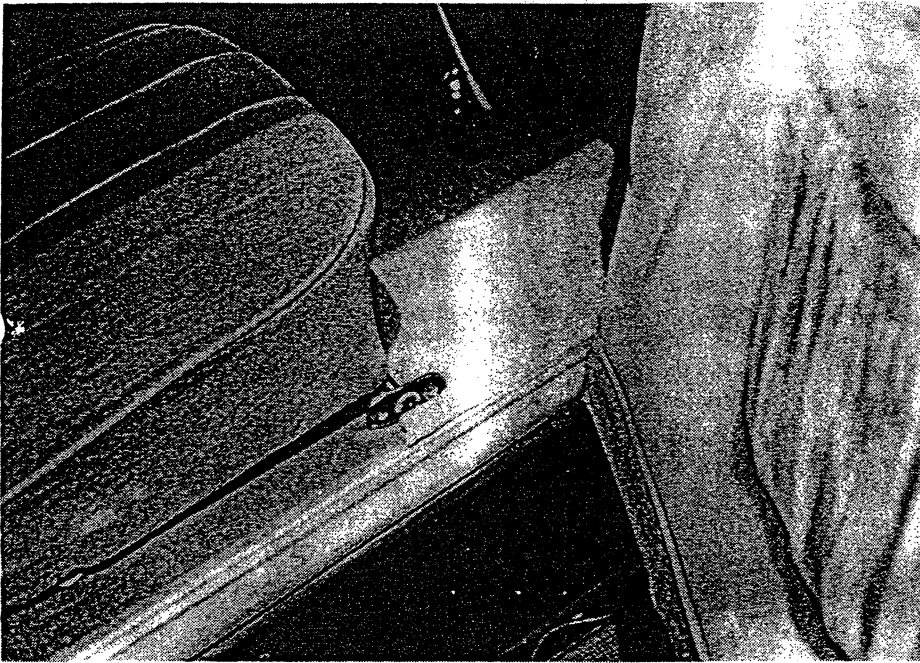
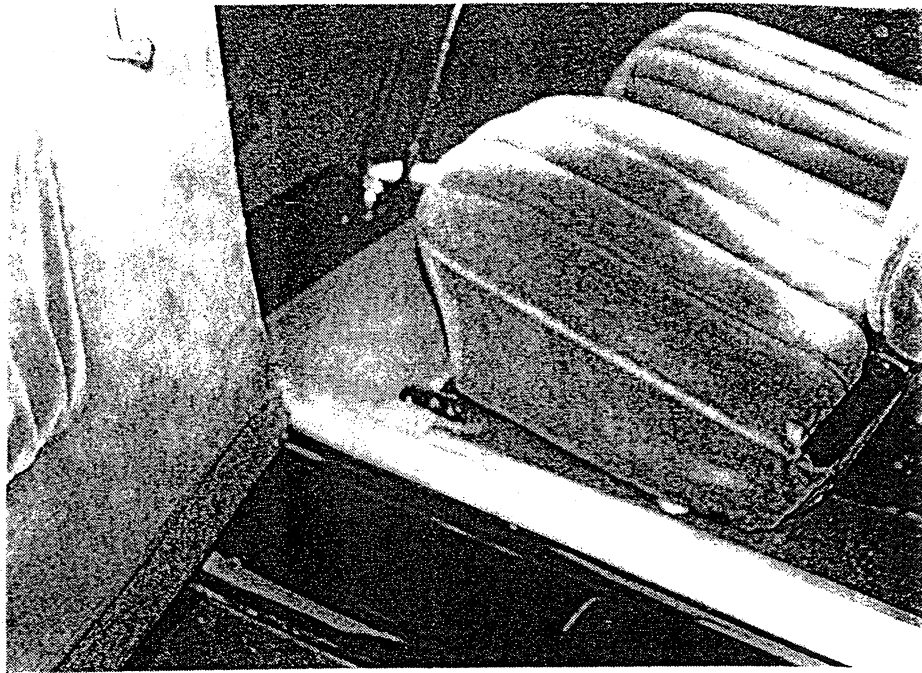
*A DeLuxe Type  
of Unusual Appeal*

The Model A Victoria was introduced during harsh economic times (late 1930) in an attempt to boost sales by offering a wider diversity and more appealing selection of body styles. As for sales literature dealing exclusively with the Victoria, there are 4 collectible varieties. Cover I on all of them is the same, as depicted here (the original is 7" wide by 10" tall). There is a pale yellow, rectangular background around the upper title; the text is B&W. The 4 varieties differ in two respects: two show a steelback Victoria on Cover III and two others portray a softback Victoria. Each of these, in turn, appears without an F-number and also with F-59. None are dated:

CONTINUED NEXT NEWSLETTER



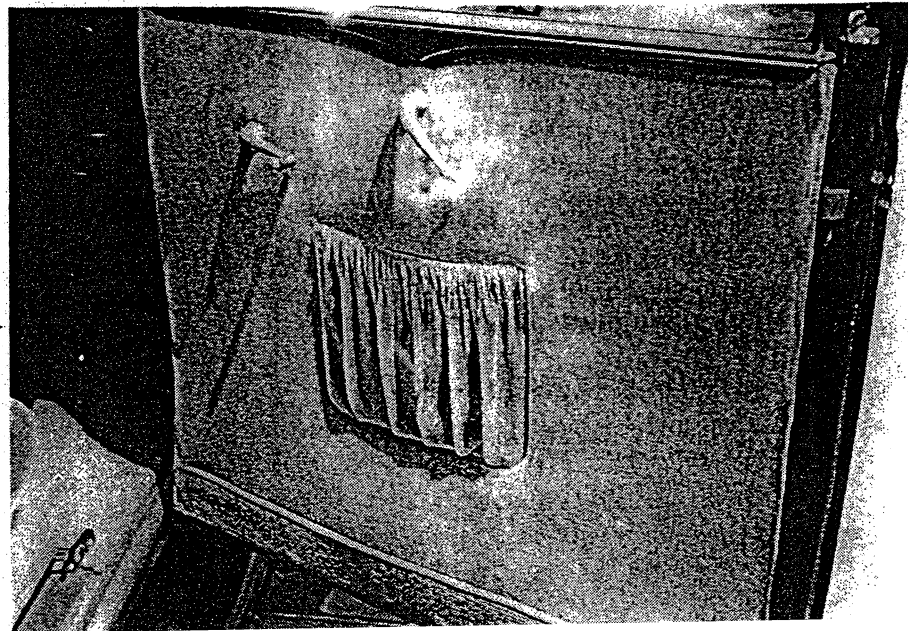
Driver side of the Ramsey Victoria. Note the three hole adjustment bracket holding the seat to the floor.



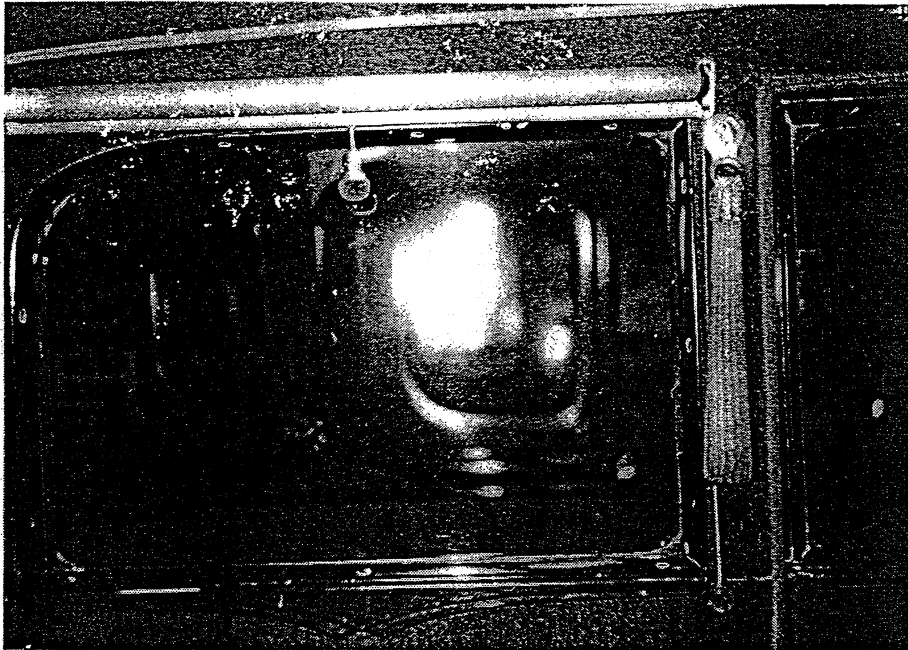
Passenger seat side showing the three hole bracket on this side also.

A good view of the window and door handles. An excellent view of the side panel and pocket.

Be sure to read the article on this Victoria belonging to Walt & Donna Ramsey of Kent, Washington. Everyone would like to have a chance to obtain a car like this.

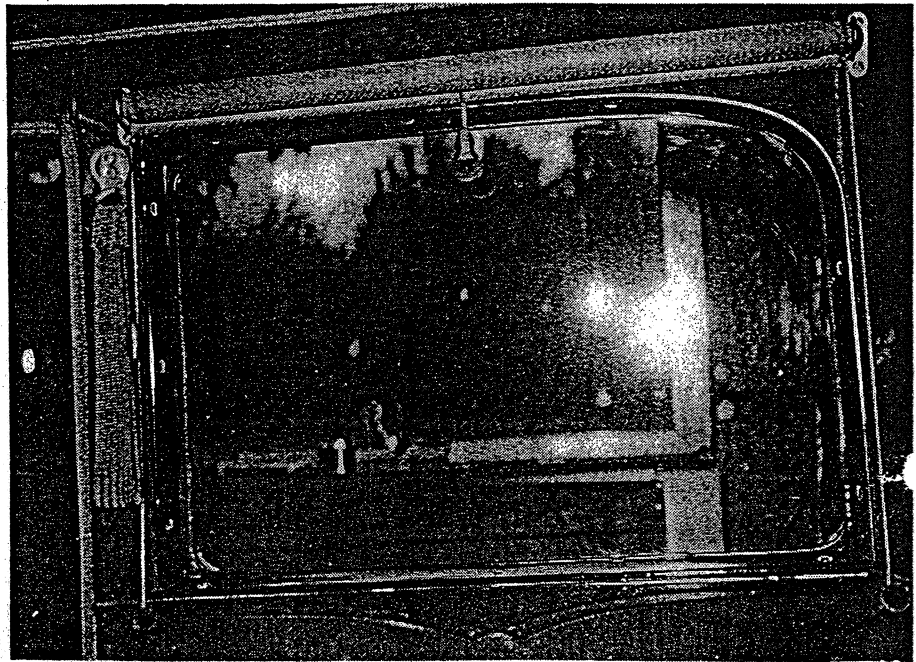


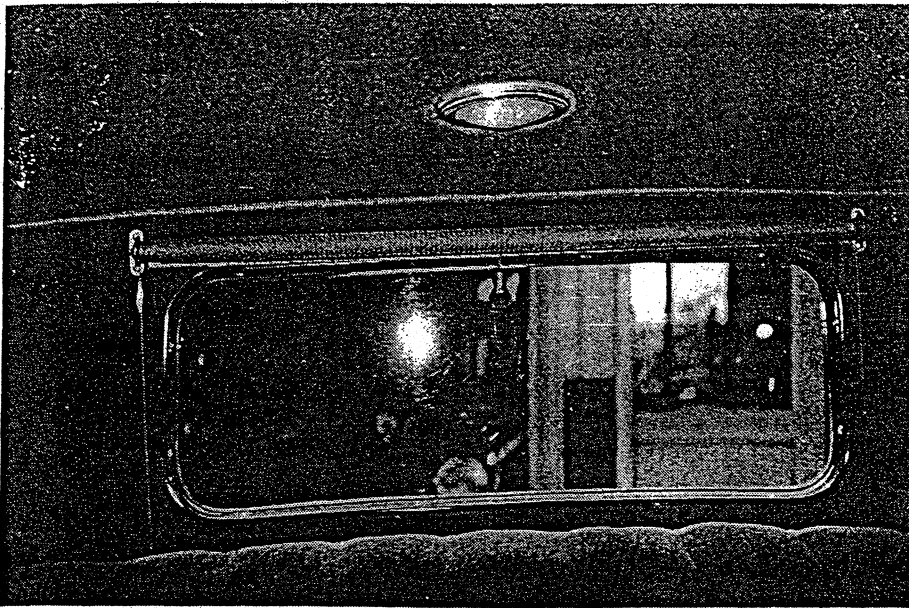
Three good photos of Walts Victoria interior showing the visors, mirror and windshield wiper. See - P4 where he mentions the chrome wiper.



These two photos of Walts Victoria show the right and left quarter windows and the shades as well as the assist straps.

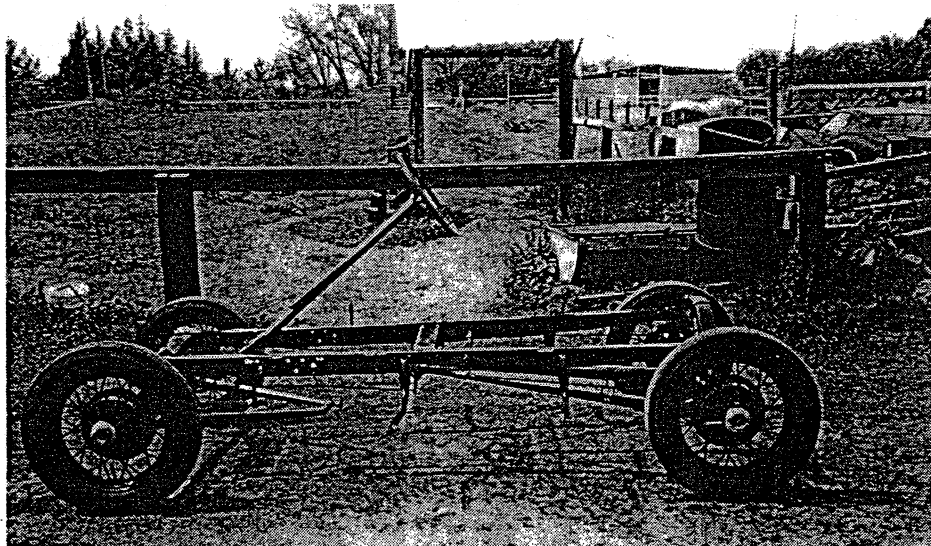
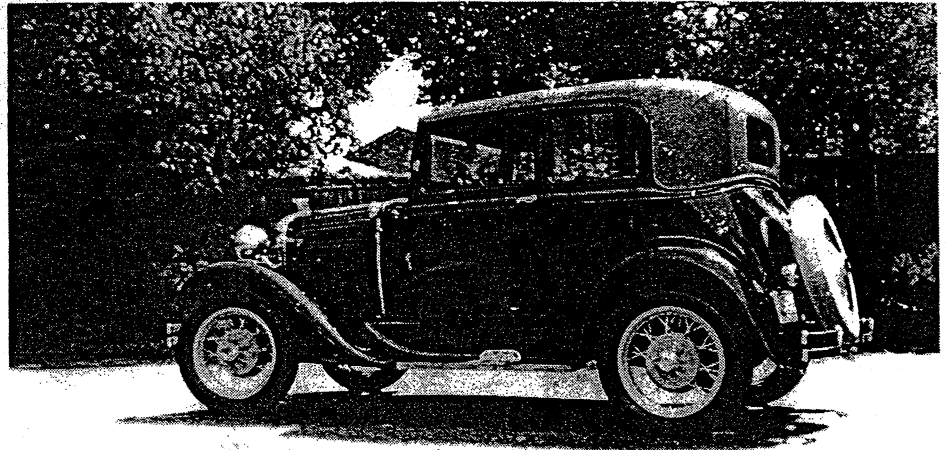
I'm sorry the mahogany woodgraining on the garnish molding does not show up as good as it is.





This shot of Walt Ramsey's Victoria showing the dome light and the rearshade. Notice the trim around the back panel and the headliner.

This is a photo of Walts car as it is with the exception of the wheels, they are now black.

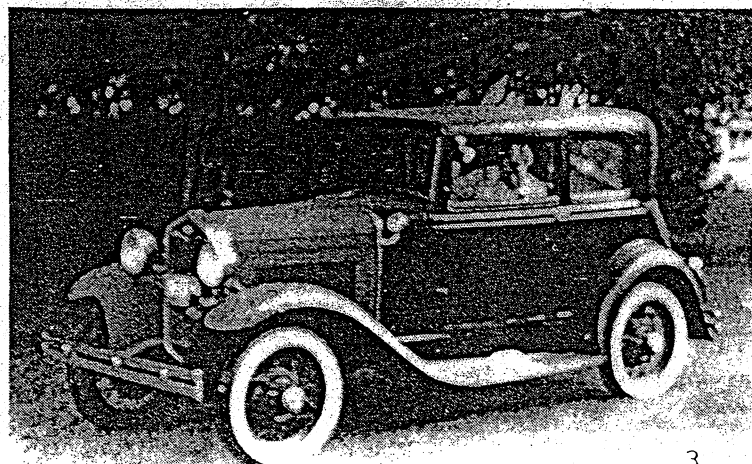
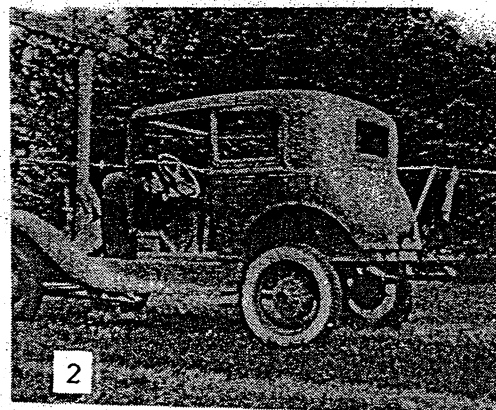
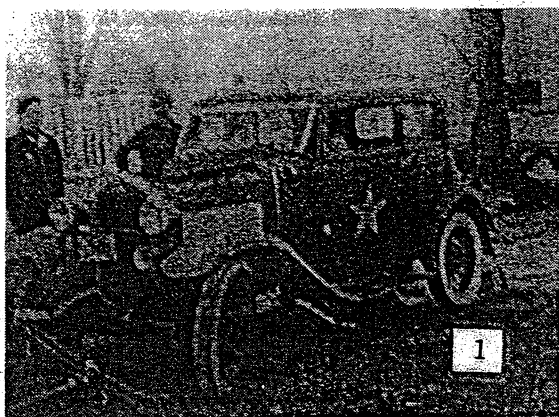


This photo shows the Victoria of Mel & Wilma Hodde. They live in Atwater, California. The restoration is slow but

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*International  
Model of Ford Victoria Association*



These three photos show the Victoria of David & Christine Wilgus of Hebron, Indiana. #1 shows the car as he purchased it. #2 in restoration & #3 as it is at the present time. Hang in there David, it's almost complete. You're doing a fine job.