International Model A Ford
Victoria Association

Model A Ford Club of America - Model A Restorers Club

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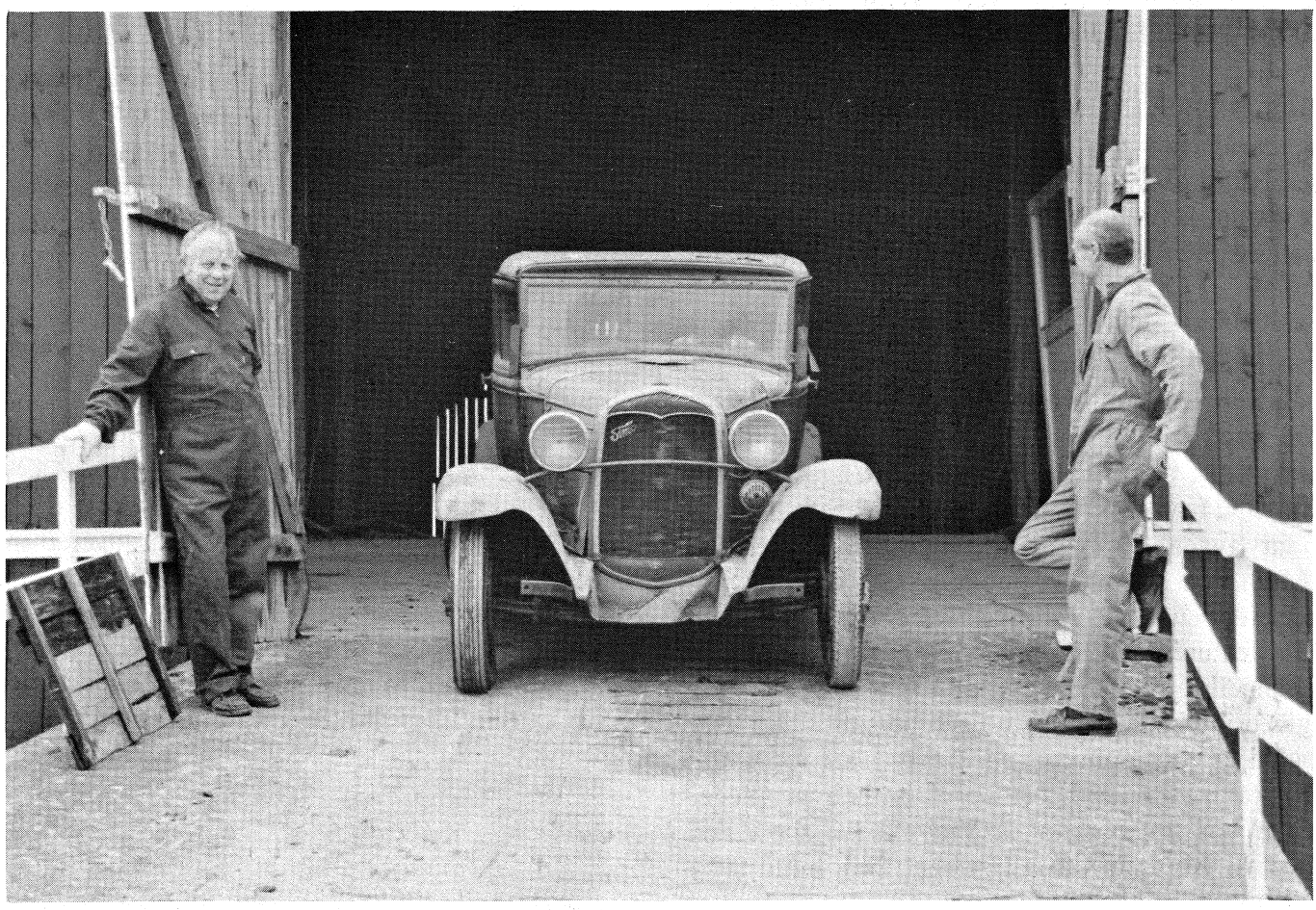


Ole, Widar and Roger

Discover Gold in Norway!

Charlie Says!

by Charlie Viosca

How about those dues!

Approximately 50 Victoria Association members have not paid the $10. 1997 membership dues. In most cases it is probably an oversight, but never-the-less it will be necessary to drop from the membership rolls those who have not paid. So, if you are among that number, this will be the last Victoria Association newsletter that you will receive. This is the last chance to remind and encourage the membership to pay their dues. The 1997 dues are **ten dollars! ($10.00)**. Please send your check payable to the **Victoria Association** in care of **Charlie Viosca 11084 Windjammer Dr. Frisco, Texas 75034.** Don't forget!

Back issues of the newsletters!

One of our members is looking into reproducing the back issues of the Victoria Association newsletters. We should know by the next issue of the newsletter when they will be available and how much they will cost.

The 1930 Victoria!

The controversy surrounding the 1930 Model A Ford Victoria has been around for a long time. Many folks claim that there were Victorias built with 1930 features. Documented information that is so far available does not support that premise. MARC and MAFCA publicize in the Judging Standards that all Victorias were delivered with 1931 features. The photograph referred to in De Angelis' book was of a pre-production engineering built Victoria. Each person is certainly entitled to their opinion and if they want to restore a Victoria with 1930 features it is their privilege. But, if you are building a Victoria for show and expect to win points at a National, best build it by the book.

MAFCA Award!

The Victoria Association newsletter received an Award of Merit for 1996.

Model A Ford Roadster Raffle!

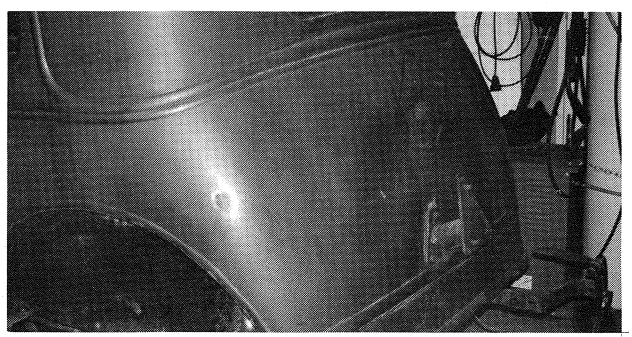
The MAFCA National is raffling off a restored 1931 Roadster. Tickets are on sale through the Victoria Association at $5. each or five for $20. A picture of the Roadster is featured in the January\February publication of the Restorer. The drawing will be held at the 1998 MAFCA National Convention in Reno, Nevada, and you do not have to be present at the drawing to win. Send your ticket purchase to the Victoria Association in care of Charlie Viosca. And if you have not paid your 1997 Association dues, you can include that also. ☺

Look at the label!

Please look at the label on the back mailing page of this newsletter. If your last name has an orange highlighted mark through it, it means that your 1997 Victoria Association membership dues have not been received. It also means that your name will be removed from the mailing list unless we hear from you. ☺

On the cover!

Three smiling Norwegians are shown with one of three Model A Ford Victorias they discovered in a barn in Norway. The three friends each bought one of the Victorias and plan to restore them. The three cars had been sitting in the barn since 1969. They had arrived in the country from Denmark two years earlier. See the letter on page 3. ☺



Widar Lilleng's steelback Victoria!

Letters!

A letter from Norway!

Dear Charlie:
We are three friends who live in Norway with some questions about the Model A Ford Victoria. We bought three Victoria's a year ago from a collector here in Norway. The cars had been stored in a barn since 1969 and the owner told us that he has not shown them to anyone during all that time except for his son. The cars were brought to Norway from Denmark in 1967.

We would like to learn about the history of these three cars and ask if the Victoria Association can supply any information. Is there also information available concerning paint colors and upholstery material?

Roger Johannessen has a 1931 Model A Ford Victoria with a tan fabric covered top. Body number 3693 is stamped on a standard Ford identification plate. There is a second identification plate with the number 3956182 and a third identification plate is attached to the door channel with the number 3956128. Notice that the last two digits are reversed.

Ole Kristian Krog has a 1931 Model A Ford Victoria body only with no identification at all. Both doors are also missing.

My name is Widar Lilleng and I have a 1931 Model A Ford Victoria steelback. The body number 37745 is stamped on a standard Ford identification plate. The chassis number is 3125267.

We are all three in need of replacement Victoria parts such as doors, window regulators, metal glass channel, and door garnish moldings.

Best regards,
Widar Lilleng
Address: Leikvingata 8 A
N-1800 Askim, Norway
Phone: 01147 69884660
Fax: 01147 69884661

About the 1930 Victoria:

Dear Charlie:
Now about this 1930 Victoria controversy! At the Buffalo MARC convention a few years ago I spoke to a man named John Armstrong who gave in vivid detail a fine description of a 1930 Victoria he had owned. This man is well respected for his knowledge of Model A Fords. There is also another man in the town where I live by the name of Matt Donaghey. He has told me about a 1930 Victoria he had about 25 years ago and he distinctly remembers it having the split splash aprons and other features pertaining to the 1930 Model A Fords. In De Angelis' book "The Ford Model A", on page 172, mention is made of Murray and Briggs Victorias. On page 169 a 1930 model is pictured with a 1930 radiator shell, no cowl lights, but with a one piece splash apron. Well who knows? The factory didn't always build by the book you know, they were merely selling cars.

Sincerely,
John Brutcher
Baldwinsville, NY

More about the 1930 Victoria!

Dear Charlie:
I discovered a 1930 Victoria recently that is in pretty rough shape. It belongs to Nathan Stephens of Squaw Valley, CA. It is unlikely that he will join the Victoria Association because he intends to build it into a street rod (Henry forbid!). The frame is a 1930, number 4051348 (October 1930) and it is Murray body, number 4051. It has a 1931 radiator shell, front fenders and splash aprons. The front seats are the fold up style that tip forward and are not on adjustable tracks. It also has window curtains at all three rear windows.

We refer to our Victoria as a "Vickie" and all the folks I know out west use the same nickname.

Sincerely,
Bob Petithomme
Fresno, CA

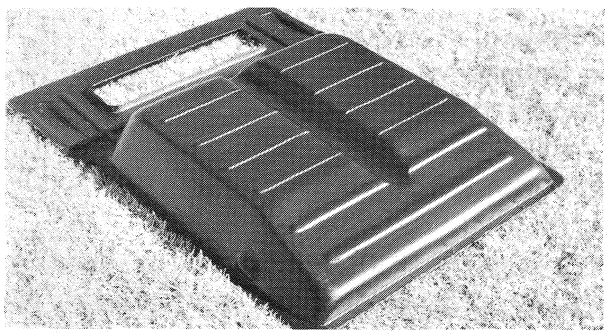
More Letters!

A reproduction floor pan!

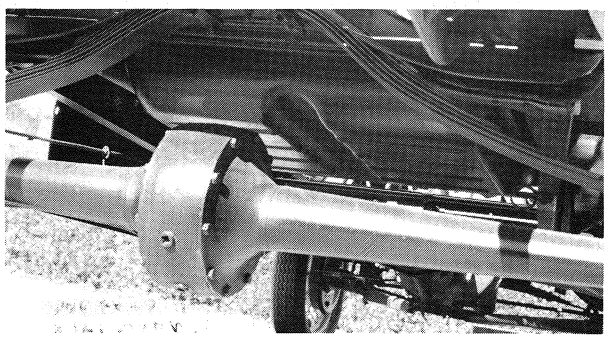
Dear Charlie:

I have produced some reproduction dropped floor pans for the Model A Ford Victoria, and I suspect they will also fit the other models that had the dropped pan in the back. The price is $450. each and I will sell the one I have that is painted for the same price as those that are unpainted. The pans are made of approximately ¼ inch fiberglass and they are strong enough for a person to stand on them while they are sitting upside down on the ground. You cannot stand on an original metal one like that without damaging it. I plan to make only a few of the pans. I would also be willing to trade for Model A Ford parts that I need.

Donald J. Gajowski
2017 Inverness Dr.
Carrollton, TX 75007 Phone: 214-242-4093



Fiberglass Victoria floor pan!



The floor pan installed!

Editors Note!

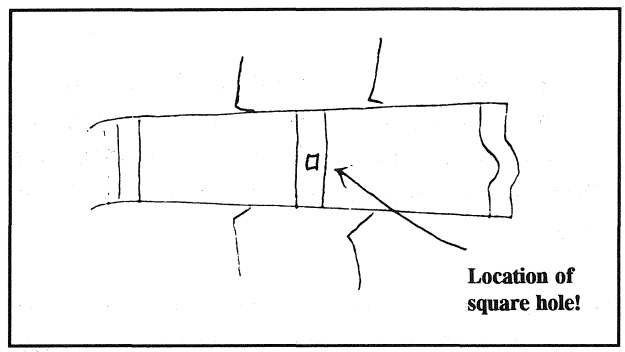
Do my eyes deceive me or does that bottom photograph reveal a Victoria with a pre-1931 banjo with the drain and fill plugs in line?
(Henry and Charlie forbid!)

A square hole for a round peg!

Dear Charlie:

Perhaps you can answer a question concerning the Model A Ford frame. I have noticed that on some frames there is a square hole in the middle of the center cross member. What is it for? See enclosed sketch.

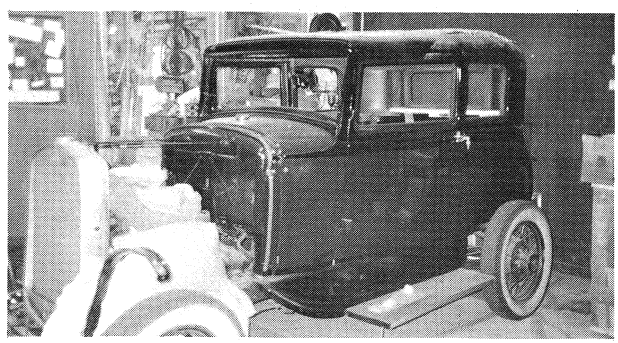
Thank You,
Dale Higgs
Forestville, NY



Model A Ford frame!

The Behm Restoration!

Ron Behm of Grand Haven, MI sends us a picture of his Victoria restoration. The color picture reveals that the car is maroon and black with black wheels, and it appears to be a steelback. The engine is probably very quiet since Ron has a big block of foam rubber attached to the top of the cylinder head. ☺

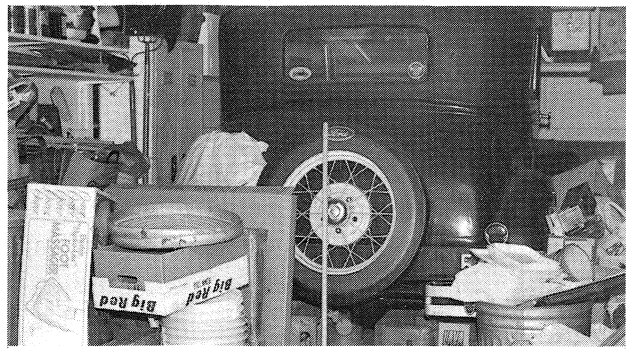


The Ron Behm restoration project!

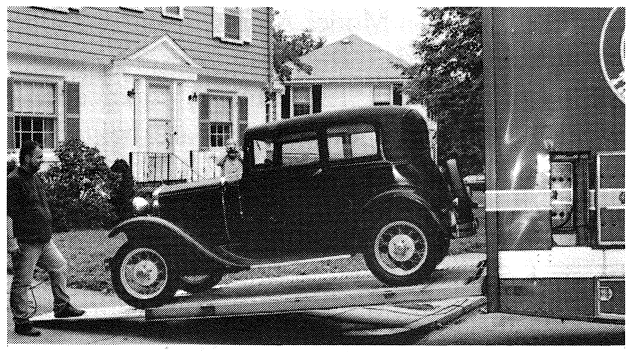
Old Faithful Is Home!

by Phil Ierardi

Back in the October, 1989 issue of the Victoria Association newsletter, I wrote an article about my leatherback Victoria, titled "Will Old Faithful Ever Get Restore?" The story was about a car I bought while in college in 1958. It was my first car. The last time the Victoria ran was in 1970. All these years I thought about restoring it but every time I planned to do it I got transferred. I am retired now and Old Faithful has finally come home (from Boston to St. Louis). On August 24, 1996, my son and I made the trip to my parent's home in Boston, where the Victoria has resided for the last 26 years. We had to clean out the garage which was filled with years of miscellaneous cast-off memorabilia. We could hardly see the car for the things piled around it. In fact we had a difficult time getting the garage door open. Once the garage was cleared out, there she was in all her glory. Looking at her sitting there took me back to my college days. We put some air in the tires and lowered it down off it's blocks. A hand crank was inserted and we found that the engine turned freely. The next effort was to get Old Faithful home to St. Louis. On September 23, 1996, a transport truck picked up the Victoria. She was rolled out of the garage and winched up into the truck. The truck already had a 1931 Chevy Roadster on board. After some manipulation of both cars the Victoria ended up above the Chevy. The Chevy had to look up to the Ford during the entire trip. When the cars were finally unloaded in St. Louis, Old Faithful was in the back. The first car out of the truck had no brakes, the second was stuck in gear, and the third had bugs and snakes in it when they picked it up. Finally it was Old Faithful's time to come out. It had brakes so the driver felt confident. He coasted the Victoria down the ramp, took a 180° turn and rolled her into the garage and stopped. A few days later Old Faithful was put on a trailer and brought to my home. It rolled off the trailer into my garage and was parked right next to my 1930 Deluxe Roadster. After all these years my Victoria is finally home. The adventure was like a trip back through time for me. I am enjoying finding things in the car and the trunk that have been sitting there for 26 years. Now it is time to get on with the restoration and make Old Faithful the proud Victoria she once was. ☺

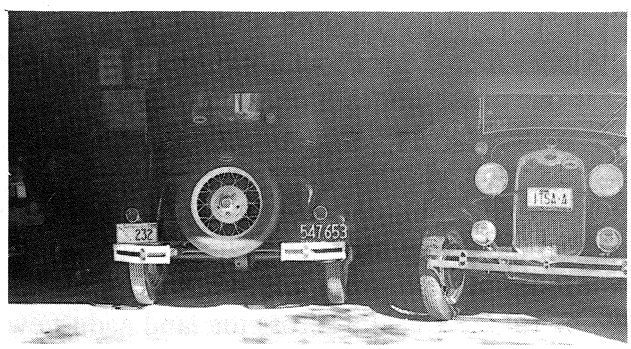


26 years of cast-off memorabilia!



A transport picks up Old Faithful!

The final leg of the journey!



Old Faithful is finally home!

Educating Our Youth!

by Phil Ierardi

My young son came home from school the other day with his school text book from his reading class and showed me an article in it about the Model A Ford. It is comforting to know that along with teaching children to read, someone saw fit to impart some history about the Model A Ford. The article is quoted below.

Save the Model A.

Between 1927 and 1932, the Ford Motor Company built some 5 million Model A cars. Nearly 250,000 are still being used. They can be seen chugging along the highways. The number could even be growing. Thousands of old cars are being saved from scrap heaps. They are being fixed. Many are in good-as-new condition.

Why the Model A? What made it so unlike all the other cars that have dropped out of sight? In one word, the answer is simplicity. With a few tools, almost anyone could fix this car.

But how did this car come about? The easy-to-fix Model A was the work of Henry Ford himself. At first he did not want to build the car. He wanted to stick to building the Model T. The Model T had sold for nearly 20 years without a change in its design. But then Henry's son convinced him that people wanted style to their cars. Henry gave in. Soon the designing of the Model A began. Mr Ford, however, examined each one of the auto's 5,500 parts. He allowed the Model A to have a modern look. Still, he kept some of the simple ideas found in the old Model T.

The Model A sold for about $500. Its design made the car one of the hottest things on the road. It had many of the things found in today's sports cars: crash gear box, quick cornering, ease of handling, rapid start-up. Some of the Ford's parts were so good that they were used for years. Orders for the new Model A cars were placed faster than they could be filled. Dealers across the land hadn't even seen the car. They were selling hundreds just from photographs of the car. The orders kept rolling in.

When production finally caught up with sales, Model As of all sorts were built. They were not just family cars. There were taxis with a glass window between the front and rear seats. A town car was built with an enclosed back seat and an open seat for the hired driver. The car could also be used in other ways. Special wheels were used to turn the car into a farm tractor. Saw rigs, pumps, generating plants, and many other pieces of farm equipment could also be powered by the A's engine. The Model A was a car with many uses. ☺

Editor's Note!

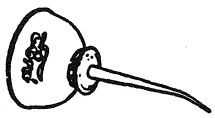
The title of the book and the author's name is unknown to me. I am therefore not able to give due credit. It is also not known what level of reading comprehension the text was aimed at. The article has been quoted accurately in every detail. ☺

Simplicity!

And the proper tool!

Like the article says, the Model A Ford is simple to work on. Anyone can do it! They can as long as they have the proper tools. If you plan to do any kind of serious work on a Model A Ford there are a number of specialized tools you are going to need. Tools such as a front and rear spring spreader, a rear hub puller, an axle shaft seal installation tool, a timing gear nut wrench, a crank pulley nut wrench, a transmission tower spring compressor, and a steering wheel puller describe only a few. There is a fellow up in Redding, California who designs, manufactures and sells specialty tools for the Model A Ford. His name is Pete Westler, and he produces a line of very good quality tools at a reasonable price. Many of us in the Model A hobby out in California have met him at the various swap meets where he and his wife Vi operate a concession stand. Pete provides a catalog of all the tools he makes. He's also a nice person to do business with. ☺ **Editor!**

Pete Westler
3824 Alma Avenue
Redding, CA 96002
916-222-0228

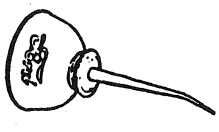


Properly Oiled!

by Ben Hadd

Ammeter "Jiggle"!

A few weeks ago I was rolling down the road in the ol' Model A when out of the blue the engine quit. As I coasted to the side of the road I tried to contemplate what had gone wrong. The car is well maintained and therefore there was no reason for this outrage. The problem had to be a lack of spark or a lack of fuel. Nine times out of ten it's usually a lack of spark. Before I climbed out from behind the wheel, I decided to perform a diagnostic test. With the ignition still switched on, I cranked the engine over a few time, not expecting it to start, but intently watching the ammeter. The ammeter needle did a small rain dance, that is it "jiggled" from left to right a couple of notches in each direction as the engine turned over. This visual indication provided a wealth of information. I now knew that the battery was alive and well and still attached to the car and that the primary side of the ignition circuit was functional. Functional means that the pop-out cable was not shorted out or open-circuited, the points were opening and closing and were connected to the circuit, the condenser was not shorted out, the primary side of the coil had continuity and was still connected to the battery at one end and to the points at the other end, and Henry's wayward wire that connects the upper distributor plate to the lower distributor plate had not broken or shorted out. Without even getting out of the car, I had ascertained that 75% of the ignition circuit was working properly. But since the car wouldn't start, it was time to get out and look under the hood. The problem had to be in the secondary side of the ignition circuit, or it had to be a lack of fuel. When I looked under the hood I found that the big fat wire that plugs into the bottom of the coil had fallen out. I plugged it back in and the engine fired right up. The big fat wire is in the secondary side of the ignition circuit along with the secondary winding of the coil, the distributor cap, the rotor, the copper spark plug wires and the spark plugs themselves. Volumes have been written about the Model A Ford electrical system, and the "Jiggling" ammeter has been mentioned numerous times. But for those folks who aren't electrical types, much of the explanation is meaningless. What the "jiggling" ammeter is all about, is that with a properly functioning ignition switched on and the engine turning over (but not running), the points will open and close as the engine rotates. Each time the points close electric current flows through the ammeter causing the needle to move two notches to the left. Each time the points open the needle returns toward the center, but since the needle movement is undamped, it swings past center to about two notches to the right. As engine cranking continues, the ammeter needle "jiggles" and it is telling you that all is well in the primary circuit. But wait! There is a catch! Not all Model A Fords are wired this way. The early production cars up till November 1929 were wired such that the ammeter was not connected to the ignition primary circuit. **There was no "jiggling"!** The later cars were wired with the ammeter in the circuit (Ford Service Bulletin, page 390), and this now provided the desired diagnostic "Jiggling". All is not lost though, you can easily convert your non-"jiggling" Model A Ford to a "jiggling" Model A Ford. All you have to do is move one wire. But before you do, first determine which way your car is wired. To do this pull the big fat wire out of the bottom of the coil. Switch the ignition on and crank the engine over. Watch the ammeter needle. If it doesn't "jiggle" your car is wired to the early configuration. If you want to convert it to the later wiring configuration, remove the two broken-looking wing nuts on the front cover of the little box that all the wires go into that is mounted on the fire wall. Remove the cover and locate the small black wire that runs from the coil to the little box. On the non-"jiggling" cars it will be connected to the threaded post that is toward the right side of the car (right as in the passenger's side). Remove this wire and put it on the other threaded post. This one will be on the left side of the car (as in the driver's side). Before you do any of this stuff, you might want to disconnect the battery, or better yet pull the fuse out if you have one installed (look for it on the top of the starter). This will prevent an undesired rain of sparks. It's as simple as that, you now have a "Jiggling" Model A Ford. If you want to learn more about this phenomenon, there is an excellent two part article that appeared in the Restorer in the 1987 November-December and 1988 January-February publications. Both articles were written by Paul Moller of Evergreen Park, Illinois. The two articles were also reprinted in "How To Restore Your Model A", Volume 5 (1994). ☺



Properly Oiled!

by Ben Hadd

A broken rear axle shaft!

It is not unusual for a Model A Ford to suffer a broken rear axle shaft. When it happens the break is usually right at the key slot, and it is definitely a show stopper. Most Model A Ford enthusiasts know how to remove the rear end from the car and completely disassemble it. If you restored the car, you probably had the whole works apart at one time. But, if all you want to do is replace the broken axle shaft, you don't have to remove the rear end from the car and you don't have to completely disassemble it. There is a short cut that can be taken if you are sure that the fault is limited to only a broken axle shaft. The rest of this article will describe how the axle shaft can be replaced with a minimal amount of disassembly. You will need a good safe spring spreader, a hub puller, a jack, and a set of hardy jack stands.

How to do it!!

You do not have to remove the floor boards or disassemble the U-joint housing, so don't do any of that. Jack the rear of the car up and set the frame on the jack stands just forward of the axle housings. Leave the jack in place supporting the banjo, but slightly to the right so that it clears the edge of the left axle housing. Remove both rear wheels and both rear brake drums (you will need the hub puller). Be sure to remove both axle shaft keys to prevent damage to the axle shaft seals. Do not do any more disassembly to the right side (as in passenger side) of the rear axle. Insert the spring spreader and remove only the left (as in driver's side) spring shackle. Also remove the left shock arm link, and both left brake rods from the left backing plate. Remove the left rear radius rod by unbolting the two forward bolts at the left backing plate and by removing the nut from the bolt up at the front of the torque tube where both radius rods are held together. This is why the nut is supposed to be on the left side of the torque tube and the bolt head on the right side. Lower the jack a little bit to clear the left axle housing away from the rear spring. Remove the ten bolts that secure the left axle housing to the banjo. You should now be able to pull the left rear axle housing clear of the car. Since I failed to tell you to drain the oil out of the banjo, go back to the beginning of the procedure and do that. If it's too late, get some rags and clean the mess up. With the left axle housing removed, you can now pull the entire axle shaft and differential assembly out of the rear end housing. Both right and left axle shafts, the carrier assembly, and the ring gear will come out as a complete assembly. You can now take the axle shaft and differential assembly over to a work bench (or a shade tree) and disassemble the carrier to replace the broken axle shaft. Remember to center punch both halves of the carrier so that you can reassemble it exactly as it was. It is also important to take special note of the quantity and total thickness of gaskets that were installed between the left axle housing and the banjo. If possible, measure the total thickness with a micrometer. It is extremely important that you reinstall the left axle housing with the same total thickness of gaskets. The total thickness determined the carrier bearing preload and ring and pinion backlash that was set (if it was) the last time the rear end was overhauled. If you just throw a single .010 gasket back on, you chance burning out the carrier bearings when you're back on the road. After the new axle shaft is in place, reassemble everything just as you took it apart. Tighten the carrier nuts and bolts to 30-35 ft lbs, and reinstall safety wire. At this point of the disassembly you could easily replace both axle shaft seals if you had a mind to do so. You can knock both of the old seals out with a long screwdriver, but you would need one of the special seal installation tools that screw onto a length of ½" water pipe in order to tap the new seals into place. Reinstall the axle shaft and differential assembly back into the banjo and the right axle housing that is still attached to the car. The ring gear should be toward the left side of the car. Make sure that the ring gear is properly engaged with the pinion gear before you reinstall the left axle housing. Tighten the ten banjo bolts down to 30-35 ft lbs. It is a good idea to use new unworn axle shaft keys on both sides to preclude breaking another axle shaft. Tighten both rear axle shaft nuts down to 80-100 ft lbs. Don't forget to put some oil back in the banjo housing when you are all finished. ☺

Classified Ad's!

FOR SALE:
Dropped floor pans for Model A Ford Victoria. Reproduction fiberglass floor pans. See article on page 4. $450. each. Donald J. Gajowski, 2017 Inverness Dr. Carrollton, Texas 214-242-4093.

FOR SALE:
Model A Ford Victoria (leatherback). Maroon\black, older restoration, has a high compression head, and an overdrive. Excellent touring car. It's picture was featured in the October 1995 Victoria Association newsletter on page 5. Asking $13,900. Joop Plaggenborg 508-881-8751. Ashland, MA

FOR SALE:
Front seats for a Model A Ford Victoria. Early style, original back rest frames, new seat springs, original wood base, no hinge. $450. OBO, you pay shipping. Jerry Bengel 916-362-3183 after 6 PM. 2596 Warrego Way, Sacramento, CA 95826-2434

WANTED:
A complete set of Victoria Association newsletters up to volume 10, issue 1. Will buy or rent. Everett Hessels, Box 181, Blyth, Ontario, Canada NOM 1HO.

WANTED:
Model A Ford Victoria driver's seat, or seat frame. Fred Cassin 15 Park Circle Dr. Fairport, NY 14450 716-223-1641.

You could have placed an Ad in this space!

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.

First Class Mail

International Model A Ford
Victoria Association

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Frisco, Texas 75034