

The Victoria Bustle

International Model A Ford

Victoria Association

Founded 1986 - Frisco, Texas

Model A Ford Club of America - Model A Restorers Club

January, 2000
Volume 15, Issue 1
Newsletter

President & Founder: Charlie Viosca
Editor: Tom Endy
Publishers: Bob & Karyn Sitter



Lonesome Charlie On Tour



Charlie Says!

By Charlie Viosca

The New Millennium

Happy new millennium to everyone. I hope it will be a good one for all of the Model A Ford Victoria Association folks.

Dues are due

The annual dues are due for the year 2000. The cost is \$10. For the year and includes four newsletters published during the year. You should have received a post card reminder in the mail. Please make any name, address and phone number changes on it and mail it back with you check. Make your check payable to the Victoria Association and mail to our treasurer.

John Icenhower

1613 Ryan Rd.

Sulphur Springs, TX 75482

Don Vagasky

For those of you who are new to the club, Don Vagasky makes very nice garnish moldings for the Victoria doors as well as the header upholstery retainer and the top of the door strips. All of these parts are as good as the originals that are hard to find. Don has moved and he has just sent me his new address. It is, Don Vagasky, 10795 E. Pantana Trail, Tucson, AZ 85730.

MAFCA annual meeting

The MAFCA annual meeting was held in Huntsville, Alabama this past December. It was hosted by the Heart of Dixie A's and was headed up by our own Gene Taylor and the rest of his local club. Their club is only 16 members strong and they really went all out. It was a great event, and those of you who missed it really missed a truly good time. My personal thanks to Gene and all the gang who worked so hard. I particularly enjoyed the Space Center visit, the trip to the Saturn automobile plant, and the Grand Ole Opry in Nashville. The banquet and introduction of the new MAFCA officers for 2000 was very nice, and it was a time to visit with old friends of the National organization.

Victoria patches

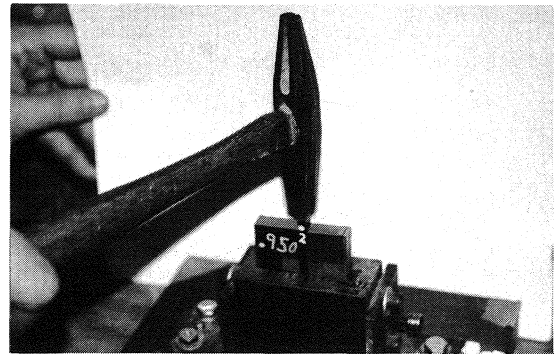
We used to have Victoria patches and finally sold out of them. We felt it was too much trouble to fool with this item. Someone has asked me to poll the membership to see if it would be worthwhile to order another batch. If you would like to have a patch, let me know, if enough members request them, we can order them.

Victoria parts

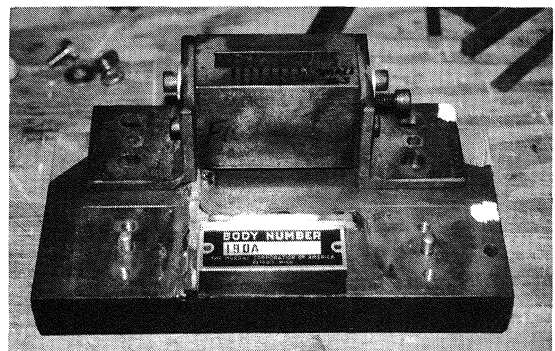
A good source to find Victoria parts is, Buddy Frazier, 1601 Quaker Road, Quinton, VA 23141-2022, 804-932-3330. If he does not have what you are looking for, he will try to find it for you. His E-mail address is frazier@cybrwks.net. Buddy has joined our Victoria Association. Good luck in obtaining your parts.

Body tags

There seems to be some confusion on this item. Here is the official word. The Victoria Association purchased 75 body number tags. That's the one on the firewall that has 190A stamped on it, then a body number. We sold some, but have quite a few left. If you need one of these tags, send two checks to me, make one payable to the Victoria Association for \$10. (for the tag), and another payable to Gwyn Machacek for \$10. (for the stamping). Also provide the body number you want stamped on the tag. Gwyn will stamp the tag and mail it back to you. These are very nice tags, and the stamping is first class. I don't know of anyone else selling the correct Victoria body tag. We sell them at our cost. Everyone who has sent money in for a body tag should have received it by now. If you have not received yours, please let me know. ☺



Body tag stamping machine



Body tag stamping in action

The Relief Valve!

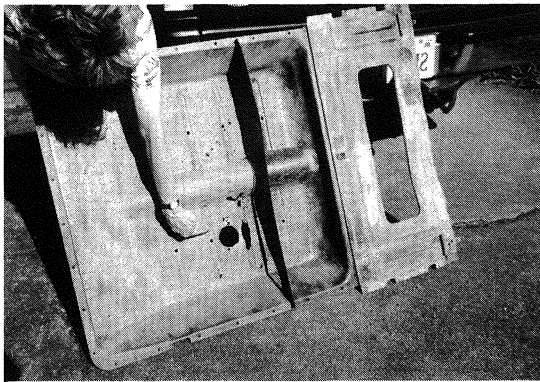
by Speedy Seay

Victoria dropped floor pan

When I disassembled my 1931 Victoria Leatherback many years ago, I noticed a hole in the floor pan that would require some patching. More recently, as I sandblasted the pan, I discovered the whole was not rust out as I expected, but a carefully cut circle with two drilled holes on opposite sides. The position of this cutout was such that it would be at the feet of the passenger sitting in the right rear seat. It was clear that some sort of device had been bolted above the floor pan. With today's landscaped highways with drive-through restaurants and large blue signs announcing the distance to the next rest stop, we tend to take fast and comfortable travel for granted. However, when you remember what long trips might have been like in the 1930s, it doesn't take much imagination to figure out what the original owner of my Victoria had in mind when he customized the car as a matter of convenience. I suspect he might have also been a World War I pilot in his younger years. ☺

Editor's note!

Speedy Seay lives in Virginia Beach, Florida. His Leatherback Victoria was featured in the April 1999 publication of this newsletter.



The relief valve

Doc Ingwersen!

Victoria enthusiast and world traveler Doc Ingwersen reports that he participated in a 15 day, 1500 mile tour into Baja California with a group of people from several Southern California clubs. The tour took place during the last two weeks of October last year. Of course he drove his around the world Victoria. The foreign adventure began at the Mexican boarder where two Tijuana motorcycle police escorted the tour group through town. The trip took them south and across to the Sea of Cortez on the east coast. One Model A Ford (not a Victoria) had to come back across the boarder on a trailer. despite many misadventures, everyone reported a good time. ☺

Editor's note!

I hope Doc remembered to brush his teeth after every meal, and didn't drink any of the water.

A Model A Boat!

I recently got a line on some Model A marine equipment. I think a Model A boat behind my Victoria would be great. Is there anyone who has any information regarding Model A powered boats? Thanks, Pete Hazard, 2862 McCloud River Rd. Ontario, CA 909-923-0678
E-mail hazard@jps.net. ☺

Still Thin!

I need some help folks. I am running out of new things to put in the paper. Please submit some articles for me to publish. **Editor**

On The Cover!

Charlie Viosca is seen here chugging along in his Model A Ford Victoria on his way to Colorado from Texas about five years ago. He was taking a 1930 Standard Roadster body to a fellow who bought it. Charlie says the Victoria does well in snow. ☺

A Partial Lower Plate!

by Tom Endy

A better mousetrap

One of the better modern design ideas associated with the Model A Ford is the design of a less failure prone lower plate for the distributor. The original lower plate incorporated a short length of wire with one end attached to the lower plate and the other end attached to the upper plate. The purpose of the wire is to carry the 6 volts from the primary side of the coil to the ignition points. The wire is subjected to much flexing and bending each time the spark advance lever is moved. The wire is doomed to failure because of the constant flexing. Some ingenious fellow designed a system using a piece of brass sheet metal attached to the lower plate and spring loaded against a brass acorn nut attached to the bottom of the upper plate. The idea is for the acorn nut to slide against the brass sheet metal as the spark advance lever is moved. This made for a sliding contact that transferred the 6 volts from the lower plate to the upper plate without using a piece of wire. It is essential in the design that the spring load on the piece of brass sheet metal be sufficient to keep it pressed tight against the acorn nut at every position of the spark advance movement. The modern design lower plate is available at most any Model A Ford parts supplier for about \$15.00.

The failure mode

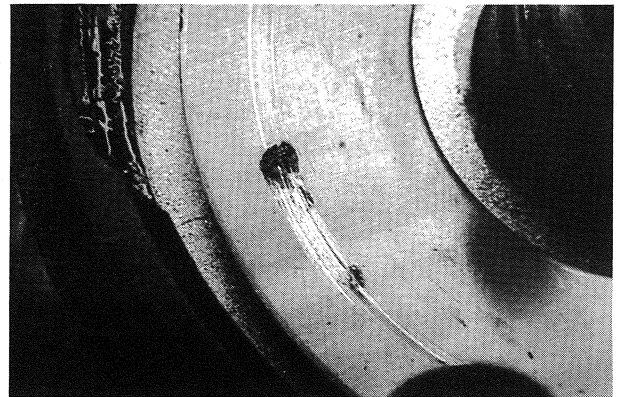
Like any other piece of equipment, the modern lower plate has a failure mode. I discovered this failure mode after more than 10,000 miles of operation with a modern lower plate installed in the distributor of my Model A Ford. The failure mode does not occur all at once, it is preceded by a period of poor performance before there becomes no performance. What occurs is that the end of the acorn nut can become burned along with various spots along the trail it marks on the stationary piece of brass sheet metal. The burned areas on the brass sheet metal are most predominant at the full retarded position and at the nominal advance position. The burned areas will reduce the level of the 6 volts trying to reach the points. Eventually the burned areas will become severe enough not to allow any voltage to appear at the points. When this occurs, the car won't run. The major factor contributing to the above described failure mode is insufficient spring pressure of the brass sheet metal against the acorn nut.

Manifestation of the failure

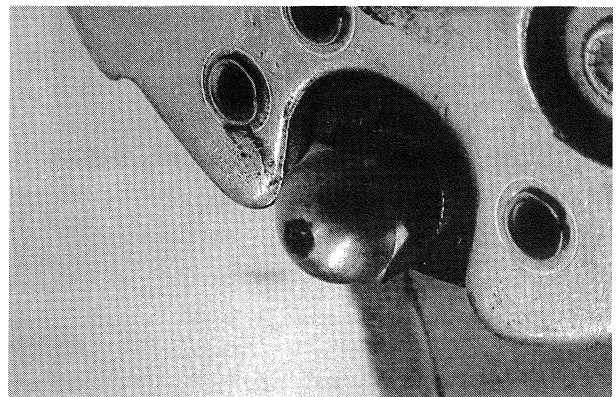
During a 3,200 mile Autumn club tour I participated in, I noticed that my Model A seemed to be lacking in power, wanted to run hot, and consumed a tremendous amount of water. It was only when it wouldn't start at all and I replaced the distributor did I discover how vastly improved the performance was after I was again able to start the car. Inspecting the removed distributor, I observed the modern lower plate burned in the areas described.

Preventative maintenance

Since the discovery of the failure mode I have added another item to my list of things to check during a maintenance routine. Each time I clean and gap the points, I check the lower plate. If it looks at all burned I clean the acorn nut and the brass sheet metal up with some emery cloth. I also check the spring tension of the brass sheet metal to see that it is contacting smartly with the acorn nut. It is an easy task to bend the brass sheet metal up at each end to increase the spring tension. ☺



Modern lower plate after 10,000 miles



Burned tip of acorn nut

Differential Restoration!

by Tom Endy

Prelude

Recently a friend of mine, who lives in Montana, asked me if I would send him a dissertation on the rebuilding of the Model A Ford differential assembly. I don't claim to be the ultimate expert, but I have rebuilt somewhere between 50 and 100 Model A Ford differentials, and surprisingly they all worked well. The following is a rewrite of the E-mail letter I sent him. There are many fine articles around, written over the years, that describe how to go about the task. These next few pages are meant to be a supplement to that work.

Axle housings

Axle housings are interchangeable from left to right. The only consideration is the judging standard orientation of the seams. Most axle housings are found with the seams on top, so it makes no difference how you orient them because both seams will end up on top either way. If the seams are on the side, they should be oriented so that they face forward. Axle seams can also be found on the bottom, and again the orientation makes no difference, it's the same story, they will both end up on the bottom. Consult the judging standards to determine what year and month configuration you are dealing with.

Banjo housings

All banjo housings are interchangeable. There are three distinct versions. The first and very early ones have no reinforcement gussets at the front flange, and the drain and fill holes are in line in the center of the housing. The second has reinforcement gussets, and the fill and drain holes are still in line. The third, and later banjo has reinforcements gussets, but the fill hole is off-set to the left so that the ring gear can be viewed through the hole. Consult the judging standards to determine what year and month configuration you are dealing with.

Axle Shafts

Axle shafts are also interchangeable.

Before disassembly

If you want to reassemble as originally found, put a center punch mark on the end of the axle housing where the backing plate bolts on. One punch for left, two punches for right. There are ten banjo bolts on each side of the banjo (20 total). These are special bolts, examine them to be sure they are

original. They should have a space between the head of the bolts and the threads. This is to prevent oil from spiraling up the threads and causing an oil leak. The head of the bolt will also appear to be thicker than a normal bolt. It is best to use the original bolts and avoid the reproductions. Do not use lock washers with these bolts, as they will leak oil. The final torque is 30-35 ft lbs.

Disassembly

Remove the 20 banjo bolts and pull the axle housings off each side. Pull out the axle and ring gear assembly from the left side. Center punch the two mating halves of the ring gear carrier for a reference for reassembly, before you take it apart. Check each side of the carrier where the bearings mount. Check that the bearings have not spun on the mounts. This usually occurs when the previous mechanic did not set up the pre-load correctly and the bearings were set too tight against the axle races. I find about half of those I take apart have one or both sides spun. If the mounts are not damaged too badly a repair can be made by knurling the bearing mounting surfaces so that the new bearings will mount tight. More than likely shims will have to be placed behind the bearings when reinstalled as the carrier was probably also machined in toward the center by the spinning bearing mounting surface. It is generally the ring gears side that spins on the mount first, because that is where the initial torque is.

Carrier halves

It is legend that the two carrier halves were originally machined as an assembly bolted together and should be maintained as a matched set. This is the reason why you want to center punch for re-assembly orientation. This is supposed to provide maximum accurate run-out. There is also a theory that you cannot match up two separate halves. I have successfully mounted non-mated carrier halves together a number of times. It is easy enough to check for acceptable run-out. Cut the safety wire on the nine bolts and nuts holding the two carrier halves together. Take the carrier apart and check the condition of the spider gears and yoke. Wear on the gears and some pitting is not a serious problem. What is important is that the three spider gears turn freely on the spider yoke. Check the axles by inspecting the gear ends. Some wear and pitting is not a problem. More important is the condition of the threaded ends and the woodruff key slots. Make sure there are no cracks at the key slot

and the threads are not stripped. Knock the axle seals out of the ends of the axle with a long screwdriver. Remove the bearing race from each axle. Use a proper puller if you have one, if not use a long length of half-inch pipe and tap evenly around the inside edge of the race until it comes out.

Torque Tube

Remove the speedometer gear assembly. Remove the snap ring, gear, spacer, and roller bearing. Cut the safety wire and remove the six flange bolts. Pull the torque tube off of the drive shaft. To remove the roller bearing race and drive shaft seal, place a one and one sixteenth inch socket over the end of the drive shaft spline. Slide the torque tube back on over the drive shaft. Bounce it a few times and the socket pressing against the seal will force the seal and the race out of the end of the torque tube. Install a new seal using a seal installation tool on the end of a length of pipe. Tap it in place with a hammer. Re-install the bearing race by first placing it in a vice and bring the two split sides together. Wrap a piece of safety wire around the circumference at the top end. Slide the race back inside the torque tube and tap it into place using a large socket. Be sure to line the dimple in the race up with the hole in the torque tube.

Banjo Race and Pinion Gear.

There are two ways to remove the assembly. If you have a pinion puller tool, slide it over the drive shaft and lock it to the shaft. As you tighten the bolts the entire assembly including the banjo race, pinion gear, and the two bearings will pull out. The other way is to unbolt the two large nuts holding the pinion gear assembly together and slide the drive shaft, with pinion gear attached, out through either side of the banjo. You will now have to use a puller of some type to pull the banjo race out of the banjo. When you press the new banjo race in, do not set the entire banjo under the press or you will distort the banjo egg shape. Hang the banjo over a support on the press so that you are pressing against the inside of the banjo behind the race mount.

Remove pinion gear from the drive shaft

Slide a small bearing puller or a thick piece of metal with a hole in it over the end of the drive shaft and push it up against the threaded end of the pinion gear. Remove the nut on the end of the drive shaft. Take a two-arm puller; such as the type used to pull fly wheels off of lawn mower engines. Place the puller point on the nut end of the drive shaft and

hook the two arms around the bearing puller or thick piece of metal. Clamp the drive shaft lightly in a vice and smack the end of the puller. Smack and tighten the puller until the pinion gear jumps off.

Clean up

Thoroughly clean the inside of the axle housings and banjo. Often there is metal wear particles embedded inside the axle housings. A wire brush attached to a length of angle iron makes a suitable tool. Clean the torque tube as well. Clean all the other parts. Bead blasting of the gears, carrier halves, and axles is recommended. If you do not have a bead blaster in your garage, treat yourself to an evening of wire wheeling.

Burr removal

Run a flat file lightly over the machined surfaces of the axle housing flanges, the three banjo surfaces, and the mating surfaces of the carrier halves to remove any burrs or high spots.

Re-assembly

Bolt the two carrier halves and ring gear together without the spider gears and the two axles installed. Install only the spider yoke, preferably the one that has been made into a tool (see article in this issue about the tool). Torque the nine bolts and nuts down to 30-35 ft. lbs. Press a new bearing onto each side. Make sure they fit tight on the mount. Press a new race into each axle housing. I have a tool for pulling the new race in, but it can be done by using an old race to carefully tap the new one into place. Bolt the right axle housing to the right side of the banjo without any gaskets. Orient the drain hole correctly. Torque the bolts to 30-35 ft. lbs. The axle seals can also be installed at this time. At this point I place the assembly in a large wood vise and orient it so that the assembly is vertical with the left side of the banjo facing up. Lube the bearings and races and place the ring gear and carrier assembly inside the banjo with the ring gear facing up. Install the left axle housing onto the banjo without any gaskets. Torque the bolts to 30-35 ft. lbs.

Special tool

A very helpful tool is to obtain a length of 5\16-fine threaded stock and cut ten 2-inch long studs to be used as guides for installing banjo gaskets.

Carrier pre-load adjustment

Reach in through the pinion opening in the banjo and try to turn the ring gear. It should be locked up tight and not moveable. If it is not, remove the

left axle housing and place shims behind either of the carrier bearings or the axle races. A file folder makes a good shim behind the races. A file folder is about .010 thick. The purpose is to move the bearings and races closer together relative to the position of the junction of the banjo and axle housings. The installation of the shims is a trial and error effort. After adding shims bolt the left axle housing on again and check if you are able to lock up the movement of the ring gear. Once you have achieved this, remove the left axle housing and install a number of banjo gaskets between the banjo and the left axle housing. This is another trial and error effort. Continue adding and removing gaskets until you can move the ring gear with your finger, or can measure 20-in. lbs on a dial indicator using the spider yoke tool (see article in this issue about the tool). If you are using your finger, the ring gear should turn with some amount of force with your finger. If you cannot turn it, it is too tight, if it spins, it is too loose. The correct pre-load is somewhere in between. Once you are satisfied with the pre-load, remove the left axle housing and the gaskets and set the gaskets aside. It is also a good idea to write down the number and thickness size of each of the gaskets. During the final assembly the total quantity of these gaskets will be used on the two sides of the banjo. The determination of how many on each side will be done later when the backlash adjustment is done. Remove both axle housings from the banjo. The carrier assembly can now be fully assembled with the spider yoke, the three spider gears, and the two axles. Torque the nine nuts and bolts to 30-35 ft. lbs. and safety wire them. Set the assembly aside for the time being.

Pinion gear re-assembly

Press the banjo race into the banjo if you have not done so already. Press one bearing onto the pinion gear. Assemble the pinion gear into the banjo race. The second bearing is an easy press on; it can be tapped on with a length of pipe. Do not use one of the large nuts to pull it on as you can damage the threads on the pinion gear. At this point I usually clamp the banjo in my wood vise to make the pinion pre-load adjustment.

Special tools needed

Two large pinion nut wrenches (Bratton)

A large pipe wrench.

An in. lb. Dial indicator torque wrench.

A one and 1/16 inch 6-point socket wrench.

(To fit over end of drive shaft spline).

Adjusting the pinion pre-load

The pre-load is set by the bottom large nut and locked in place with the top large nut. This is a difficult and tedious task, with much trial and error. The drive shaft or a modified axle shaft is temporarily inserted into the pinion gear to provide a vehicle to measure the pre-load and to provide something to grab onto with the pipe wrench. The pinion pre-load is also adjusted to 20-in. lbs. The trick is to set the pre-load low, to about 8-in. lbs., then when the lock nut is tightened; the pre-load will increase, hopefully to the correct value. The pre-load adjustment is read off the dial indicator by twirling the torque wrench smoothly. Some amount of fluctuation is unavoidable. When the pre-load is set, bend one ear of the large locking washer over in each direction. Beware of reproduction locking washers. Some of them have oversize ears and if you don't bend all of them over they will scrape on the inside of the torque tube and make a lot of noise. Install the drive shaft or overdrive stub shaft into the pinion gear using a new or good woodruff key. Caution, the key used for the drive shaft is not the same one used for the two axles. They are different. Check Bratton's catalog for the correct key. Torque the nut to 100 ft. lbs. And install a cotter pin. Caution, bend the cotter pin legs forward over each other. Do not bend them over the end of the drive shaft, as they will contact the carrier as it rotates.

Backlash adjustment

The backlash adjustment is made by shifting the number of banjo gaskets between the right side of the banjo and the left side of the banjo. These are the number of gaskets that were previously determined to be required to set the pre-load on the carrier bearings. The more gaskets installed on the right side of the banjo, the less backlash there will be. The more gaskets installed on the left side of the banjo, the more backlash there will be. The gaskets are essentially moving the ring gear laterally in relationship to the fixed position of the pinion gear. Some books say that backlash can be as great as .020, other say that .010 is the max. The desired backlash is sometimes difficult to achieve since you are working with a fixed number of gaskets as determined by the carrier pre-load adjustment. You also do not want to end up with no gaskets at one side of the banjo or you will have an oil leak. Generally you will end up with more backlash than you want. This can also be due to

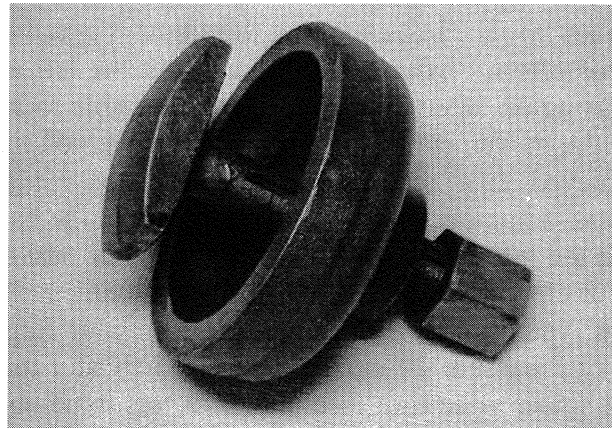
the wear in a used ring and pinion set, and it cannot be avoided. You can also experiment by moving any shims you placed under the bearings or races from side to side. This can be very tedious and time consuming, as you will be taking the assembly apart numerous times.

Final assembly

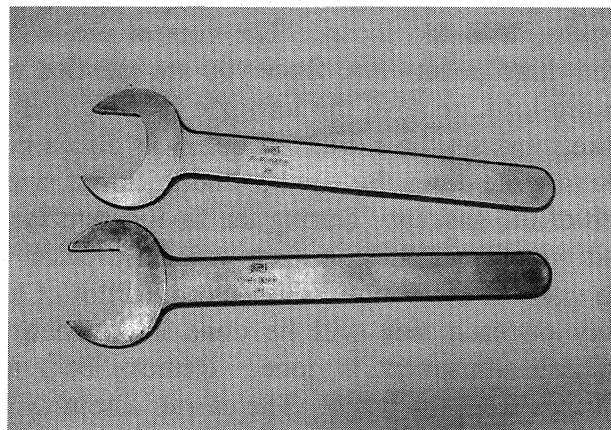
Make certain the axle seals are installed before you proceed. Be careful inserting the axle shafts into the axle housings, so as not to damage the seals. It is best to apply a coat of grease to both axles. Bolt the right axle housing onto the right side of the banjo using the selected number of gaskets. Here is where the ten threaded studs come in handy if you are installing multiple gaskets. Do not use a silicon type gasket sealer, as it tends to allow the gaskets to squeeze out of place. I use Indian Head shellac gasket sealer. I again place the assembly vertical in my wood vice. Install the axle and carrier assembly in from the left side. It is important to understand that it is possible to install the ring gear on either the right or left side of the pinion gear. It must go on the left side (driver's side), if you install it on the right side, the car will operate with one gear forward, and three gears in reverse. Install the left axle housing onto the banjo with the selected number of gaskets. Use sealer. Torque all 20 banjo bolts down to 30-35 ft. lbs. Install the torque tube on over the drive shaft. Torque the six flange bolts to 30-35 ft. lbs., and safety wire. Install the roller bearing and speedometer gear parts. Refer to Bratton's catalog for parts orientation.

The special tool

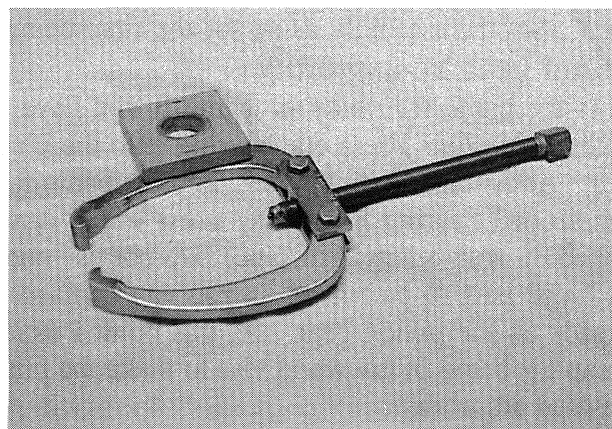
The special tool referenced in this article is described in a separate article appearing on the next page. It is a reprint from the Victoria Association newsletter of April 1999. ©



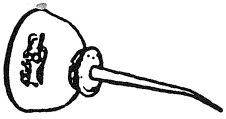
K.R. Wison axle race puller



Ford pinion nut wrenches



Pinion gear puller



Properly Oiled!

by Ben Hadd

Dialing it in!

The rebuilding of the Model A Ford differential has been documented in a number of "How To" books. Much has been written about how to set and check the pre-load on the carrier bearings as well as the pinion gear bearings. The pre-load of the pinion gear bearings is set by adjustment of the two large pinion gear nuts and can be checked by using an inch-pound dial indicator torque wrench. A one and a sixteenth inch 6 point socket is placed over the end of the drive shaft spline. With the torque wrench attached and smoothly turned like a propeller, the torque value can be read and the nuts adjusted to the required 20 in. lbs.

The carrier bearings!

Measuring the pre-load setting on the carrier bearings has been mostly a case of feel. The ring gear is turned with a finger reached through the opening in the banjo for the pinion gear assembly. By turning the ring gear with a finger, it is the experience of the re-builder that determines when the proper pre-load has been achieved. The actual pre-load adjustment is established by the total thickness of banjo gaskets used in the assembly.

A more precise method!

An article written by Dr. Jack Richard in the January/February 1995 publication of the Restorer offered a method of measuring the carrier bearing pre-load by using a pull string and a fish scale. Dr. Richard mathematically calculated the desired torque value of 20 in. lbs. into a weight value read out on the fish scale. The task is to wrap a number of turns of string around the carrier and pass it out through the banjo opening for the pinion gear assembly. A fish scale is attached to the end of the string. As the string is smoothly pulled the value is read out on the fish scale.

The Reno National!

At the 1998 MAFCA National at Reno, a demonstration was set up on a Model A Ford differential assembly. I had the opportunity to test this method and to turn the ring gear with my finger and compare it with my own acquired sense of feel. Using the string and fish scale method does require some amount of string pulling skill to be able to get an even reading on the fish scale.

There must be a better way!

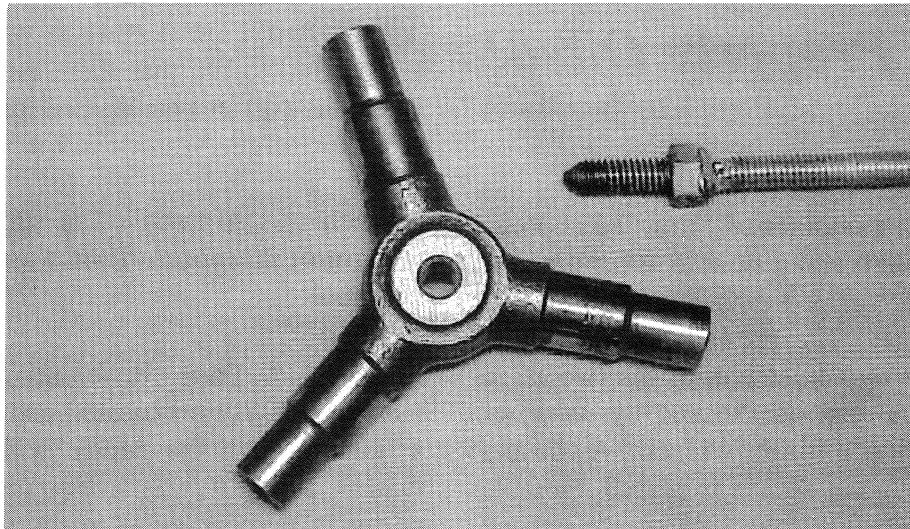
It occurred to me that there must be some way to check the carrier bearing pre-load by using the dial indicator torque wrench in the same manner as the pinion gear bearing pre-load is checked. The solution was so simple I'm surprised no one ever thought of it before. Thus was born the idea for a new tool.

The tool!

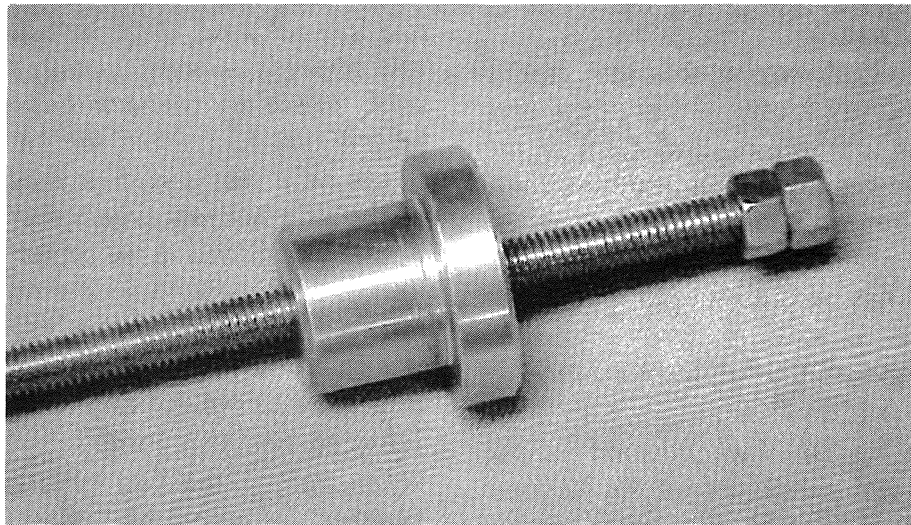
A Model A Ford differential spider yoke, part number A4211 was located and I had a friend bore a hole through the center with it mounted on a lathe. I felt it was important to have the hole perfectly perpendicular to the three gear shafts on the spider. The hole was then tapped for a 3/8-16 thread. A three foot length of threaded stock was obtained from the local hardware store. I rolled the one I selected on a flat surface to make certain it was perfectly straight. I also purchased three hex nuts. While my friend was standing in front of his lathe I had him make me an insert plug with a flange on it that would fit snugly into the opening of the axle housing where the axle protrudes out. A hole was drilled in the center of the plug to allow the threaded stock to slide through smoothly. The threaded stock was cut to a length of 31". One end was chamfered and a hex nut was run on about one inch and tack welded in place.

How to use the tool!

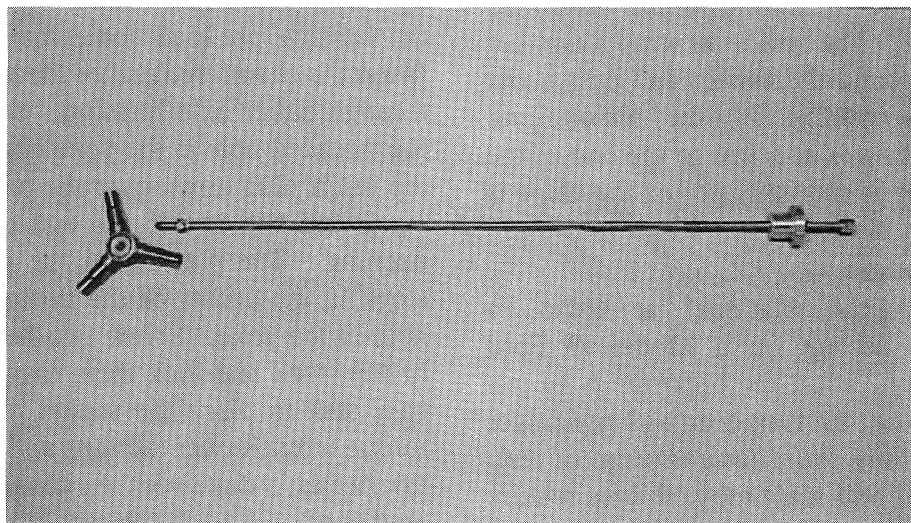
When bolting the two differential carrier halves together without the axles and spider gears installed, insert the modified yoke between the two halves. Proceed in the normal manner to determine by feel the number of banjo gaskets needed to get the bearing pre-load somewhere in the ball park. Insert the chamfered end of the threaded stock down through either axle housing. Screw the stock into the threaded hole in the yoke until it bottoms. Slide the insert plug down over the protruding end of the stock and slip it into the end of the axle housing opening. The purpose of the plug is to align the stock in the center of the housing in line with the hole in the yoke. Screw two hex nuts onto the end of the stock and lock them together. Now it is an easy task to place the socket of the dial indicator torque wrench over the nuts and twirl it in the same manner as is done with the pinion gear bearing pre-load check. Add or subtract banjo gaskets until you reach the desired reading of 20 in. lbs. The first time I tried out the tool it worked perfectly. ☺



The carrier tool. A picture is worth a thousand words.



The end for the axle



The complete tool



Classified Ad's!

FOR SALE:

new sheet metal door opening headers.

Leatherback door opening header (the piece with the tabs and fingers) \$68.50 plus 10% postage.

Steelback door opening header strip (the piece that goes just under the drip rail). \$28.50 plus 10% postage. Don Vargasky 757-890-9547 after 6PM
108 Beatties Landing Rd. Yorktown, VA 23692

FOR SALE:

Victoria Leatherback wood kit (complete). \$800. plus frieght. Bob Anderson 1271 Gleneagle Pl. Hudsonville, MI 49426 616-667-3270
E-mail anderford@juno.com

FOR SALE:

1931 Victoria. Inserted "C" engine (blown head gasket), chassis mechanically rebuilt, body unrestored, new top wood, needs top. 3-54 rear end, cruise at 60 mph. \$5,500.

Bud Lacey 714-990-0750

(Appeared in the June 1999 issue of Orange County Model A Ford Club newsletter, The *Distributor*.)

WANTED:

Dome light and pillar switch for 1930 Victoria.
Marshall Daut, 5102 E. Fellars Dr. Scottsdale, AZ 85254 602-554-4554

WANTED:

1930/1931 Victoria Steel or Leatherback body.

Jim Sutch, 11104 Cherokee Dr., St. Petersburg, FL 33708-4034 727-394-2724

WANTED:

I have been searching for the authentic type two-tone diagonal grain top material for the Leatherback Victoria. If anyone knows where this type of material is available, I would greatly appreciate your response.

Walter Ramsey
745 Hilltop Ave.
Kent, WA 98031

Or, please call me collect at 253-852-3228

WANTED:

Rear fenders for a Victoria, also need the rollers for the three rear window shades for a Victoria. Brian Martin 843 Church St. E. Monmouth, OR 97361 503-838-0026 E-mail forda2@aol.com

WANTED:

1931 or 1932 Victoria. Unrestored or older restoration ok. Jim Sutch 727-394-2724

WANTED:

I recently joined the Victoria Association and am in the process of restoring a 1931 Victoria Leatherback. The running gear is almost done. This winter I will be working on the body and I am looking for the following parts.

- Front and rear seats
- Rear bumper brackets
- Floor pan
- Wood, body, top and chassis

Bob Zetterberg
P.O. Box 3580
Arnold, CA 95223
209-795-3972
E-mail dczett@jps.net

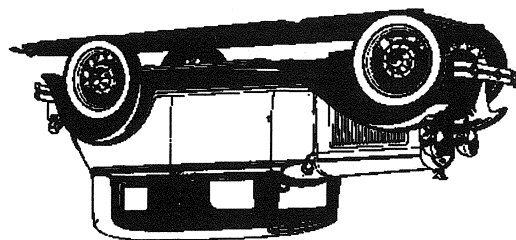
First Class Mail



11084 Windjammer
Frisco, Texas 75034



*International Model A Ford
Victoria Association*



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