

# ***The Victoria Bustle***

***International Model A Ford***

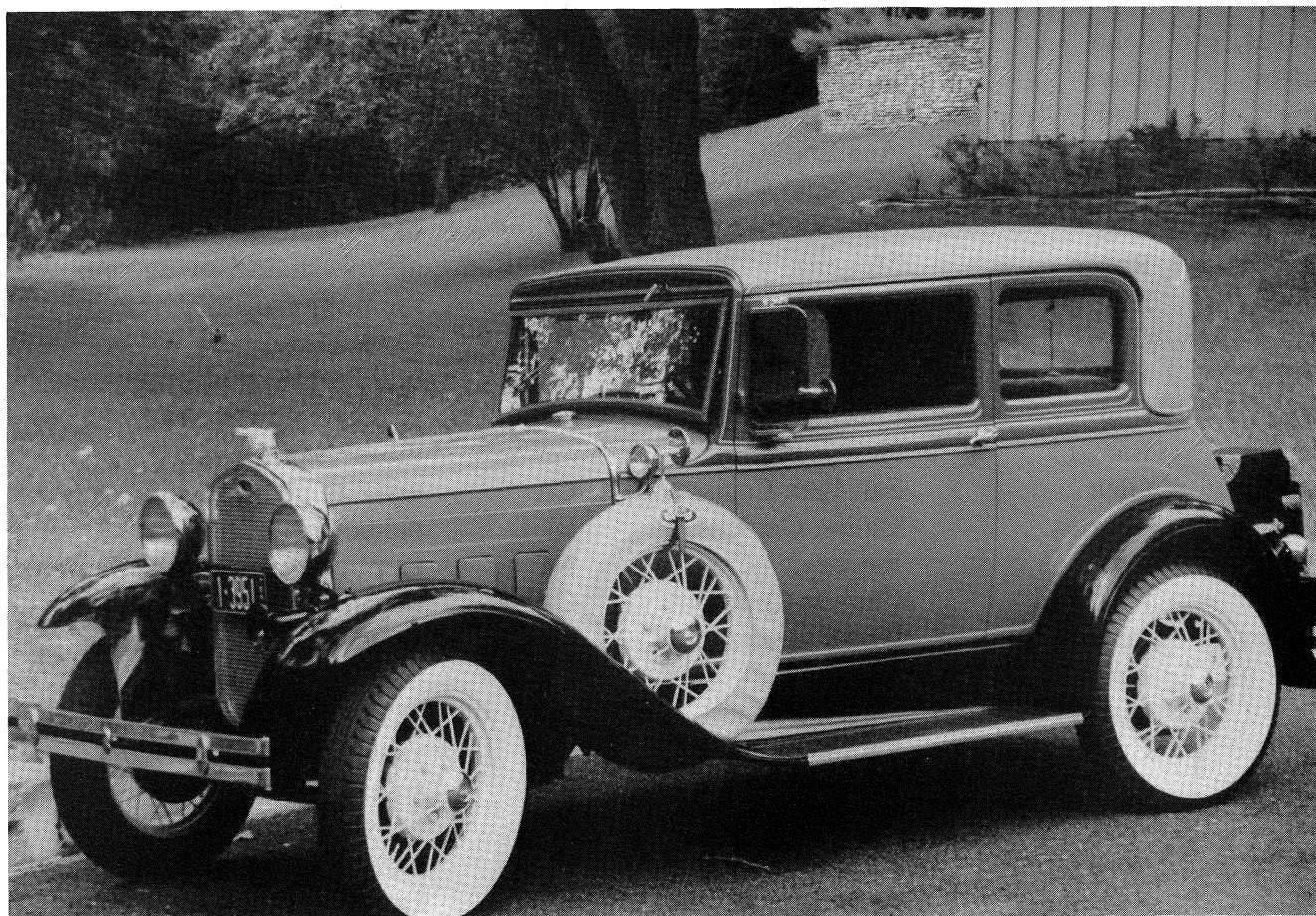
***Victoria Association***

***Founded 1986 - Frisco, Texas***

***Model A Ford Club of America - Model A Restorers Club***

**January, 2001  
Volume 16, Issue 1  
Newsletter**

**President & Founder: Charlie Viosca  
Editor: Tom Endy  
Printer: S & S Printers, Anaheim, CA**



***An Early 1931 Victoria***

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(Revised January 2001)



## **Charlie Says!**

by Charlie Viosca

### **Good news**

MAFCA has given final approval to the MAFCA Youth Scholarship Award which is sponsored by the Victoria Association. Please read the article about this fine award and what we all need to do to make it come true.

### **Web Site**

The Victoria Association has a web site and it has been created by John Icenhower. Look at it when you have a chance. John hasn't had time to add much to it, but he plans to expand it in the near future. [www.geocities.com/motorcity/downs/4331](http://www.geocities.com/motorcity/downs/4331).

### **Another web**

There is a very interesting Model A Ford web site created by Marco Tahtaras. This you have to check out. There is much to look at, and it is all about Model A's. [www.abarnyard.com](http://www.abarnyard.com).

### **Judging the standards**

I was successful in getting the Judging Standards Committee to answer us about the top material for the Leatherback Victoria. I sent the information to Tom Endy, who will publish it in this issue of the newsletter.

### **Dues are still due**

If you have not paid your dues for 2001, please do so right away so you will be included in the roster. Last year we had 213 paid up members, and we get more new ones all the time. We must be something right.

### **E-mail**

I encourage everyone to send me your e-mail address. It makes it easier to communicate with the members that do have e-mail. My e-mail address is [cjviosca@aol.com](mailto:cjviosca@aol.com). ☺

## **What's Up Doc?**

by Tom Endy

### **Down hill in a hurry**

Our good friend, Association member, and Orange County Club member Doc Ingwersen recently replaced the ailing Borg-Warner overdrive in his famous around the world Victoria with a spiffy new Mitchell overdrive. Doc had a few problems getting use to it. He found that if he put the overdrive shift

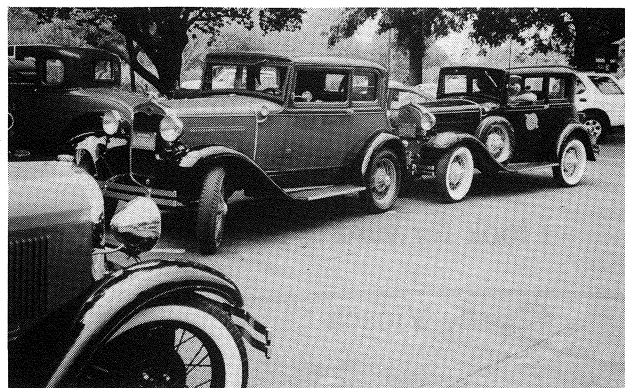
lever in the middle he could go down hills faster. Several club members pointed out that he had the car in neutral, which was not a good idea, especially for the brakes.

### **Always cheerful**

It wasn't long before Doc got the hang of it. He says he likes the Mitchell overdrive and certainly recommends them. Doc says it's also a good idea to brush your teeth after every meal.

### **Mitchelling the Victoria**

When ordering a Mitchell overdrive for a Victoria, it is important that you mention that fact to the Mitchell folks. They will provide an overdrive that is especially designed for the Victoria. It is much the same as those made for garden variety Model A Fords, except it will have the housing positioned 4½" further forward on the torque tube and the top rear corner of the housing will have some of the cooling fins shaved off at an angle. All of this is done so as to allow clearance for the infamous dropped floor pan, that we think should be painted black. With all of this said, you may still have a clearance problem. However, there are a couple of remedies. If the clearance problem is minor, glue a strip of 3/8" thick rubber on the housing where the cooling fins were shaved off. Should you bottom out on the overdrive it will provide cushioning for the pan. If the problem is more severe, you may want to address the arc of the rear spring, or better yet, replace the eight leaf Victoria rear spring with a ten leaf spring from a sedan. The photo shown below was taken on a recent Orange County Club tour. Doc's around the world Victoria is seen parked behind Tom Endy's "Miss Vickie". Doc can be seen sitting behind the wheel of his Victoria trying to find the neutral on the overdrive shifter. ☺



**Doc says, brush your teeth after every meal.**

# MAFCA YOUTH SCHOLARSHIP

*PRESS RELEASE*

*INTERNATIONAL MODEL A FORD VICTORIA ASSOCIATION*

11084 Windjammer Dr.  
Frisco, Texas 75034-9266.

The MAFCA ***"YOUTH SCHOLARSHIP AWARD"*** will be a reality very soon.

The Victoria Association (body style group of the Model A Ford Club of America) is proud to announce that they are the originator and sponsor of the MAFCA Youth Scholarship Award. The first award will be made at the 2002 National Convention in Riverside, CA. The best part of this is that **ALL OF THE MONEY, 100%, WILL GO TO THE STUDENTS.** The administrative costs will come from the Victoria Association. Please note that the FUND MONEY is separate and cannot be used by the Victoria Association. The fund board of directors will administer the fund and choose the winner(s).

As soon as we get our tax exempt status from the IRS, and get final approval for this tax deductible fund, we will advise the MAFCA members interested in this scholarship for their children where to write for information and an application. In the meantime, interested parties can let Charlie Viosca know by writing to him at 11084 Windjammer Dr., Frisco Texas, 75034-9266 or E-mail him at [cjviosca@aol.com](mailto:cjviosca@aol.com).

It would be nice to know just how many youngsters really are interested in this program! Anyone who writes will be put on a list to receive an application.

The money required to support this fund will come from donations from MAFCA members, MAFCA Chapters and private donations.

I look forward to hearing from you.

Charlie Viosca

## ***We Get Letters!***

Dear Tom:

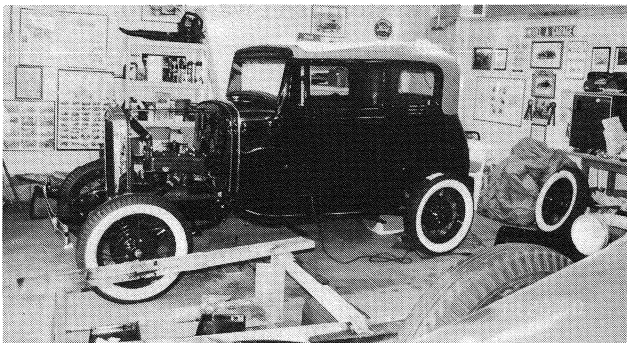
I have been a member of the Victoria Association for several years. I originally joined the association when I started my search for a Model A Ford Victoria. I have owned several Model A's including a 1929 Deluxe Delivery, a 1930 Sedan, and a 1929 Speedster, but I knew the car I really wanted was a Victoria. My wife, Pam, and I were determined that we would spend as much time as we needed to find the Victoria that was right for us.

We looked all over the country and ended up finding our Victoria in Marble Falls, Texas. It is an early 1931 Leatherback with dual side mounts. The car seems to be correct except for the dual side mounts and the hood vents. Even though these two accessories and the trunk were not standard equipment, they are very practical and a logical addition to a car that would have been used on the open road. This Friday (October, 2000) our Model A club (Capitol City A's) is heading to Columbus, Texas for our annual Autumn tour and the trunk really will come in handy. The hood vents are also nice when it gets cold and you want to keep the engine and passengers warm.

I know that producing the newsletter is the hardest job in our club and I do appreciate your effort to keep us all informed. ☺

Larry & Pam Hanvey  
Austin, Texas

**Editor's note:** Thank you for your letter and the kind words.

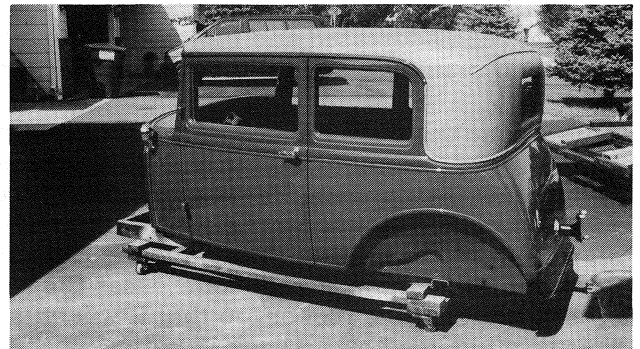


**Philip Ierardi - restoration progress**

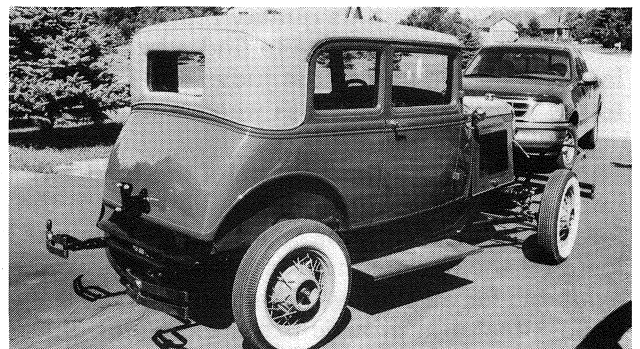
## ***More Charlie!***

We have raffle tickets for the Model A to be given away at the 2002 National Convention in Riverside, California. They are \$5.00 each or five for \$20.00. Members can send the money to me and I will mail them the tickets. ☺

**Charlie Viosca  
11084 Windjammer Dr.  
Frisco, Texas 75034**



**Anders Ramberg - body off**



**Anders Ramberg - body on**

## ***On The Cover!***

This very fine looking early 1931 Victoria Leatherback is owned by Larry & Pam Hanvey of Austin, Texas. Note the object that appears to be sitting on the roof above the front passenger seat. In the color picture it is bright red. Looking at it through a magnifying glass, it appears to be a cup holder sitting on the roof, or an infant seat leaning up against the tree in the background. On the other hand it could be some kind of era Model A Ford accessory. See the letter from the Hanvey's describing their Victoria. ☺



August 27, 2000

Jerry Hoxsie  
3025 N. Keystone St.  
Burbank, CA 91504

Re: Victoria Leatherback Top Material

Dear Jerry,

As Mr. Viosca explained in his letter this issue is far from new. It is disappointing to find the issue has not been addressed and thoroughly explained. On the surface it appears to be an overwhelming issue and of understandable concern for Victoria owners.

At this time there are NO accurate top or roof materials for any Model 'A' body type. In essence, the Victoria crowd is not alone. In the most stringent of judging the point loss is usually 1-2 points. This means that if everything else is as good and accurate as possible the vehicle can conceivably receive 498-499 points! These More subtle inconsistencies are generally overlooked in Tour Class as well as all regional meet judging. That gets the car owner back to a potential of the unheard of 500 points. I need to also mention that in some cases the workmanship and authenticity are so outstanding in all other aspects of the roof or top that it will off-set the point loss for the fabric being less than perfect. This won't help a Leatherback Victoria owner that chooses a black roof!

The top or roof fabric is only a small portion of the 20 points allotted in this area. Each model is different, but other items include such things as drip rail mouldings, trim bindings, roof contours determined by substructure, workmanship, etc. All these items are judged for correctness or authenticity as well as quality relative to original production vehicles. It's common for car owners to receive their score sheets to find a heavy "hit" with only a single entry as for cause. This is out of laziness on the part of the judge and I discourage this practice as I judge and teach. It tends to infer to the owner the point loss was a single cause when that is rarely if ever the case.

There are many other aspects of the Model 'A' that fall into the same category and are seemingly impossible to duplicate. It has never been the policy of either MAFCA or MARC to make exemptions for non-authentic items or features. This has been beneficial to the hobby in two ways. First, it has fostered the development of several improved quality, more authentic reproduction items making them available for all that want them. Second, it has encouraged restorers to achieve the "seemingly impossible" and provide better examples of the Model 'A' for others to see, appreciate, and learn from.

Both national clubs realize or understand the difficulties involved in restoring a car that well represents factory production. For that reason, the scoring system provides an "Award of Excellence" for achieving 400 points, or 80% of what a factory produced vehicle would achieve. The 1-2 points mentioned above should hardly hinder such an achievement that should make any owner proud.

I'm certain this doesn't provide a "solution" as many would hope for. I simply hope my explanation is clear enough for most to understand that a "solution" or change in the system isn't warranted. I will add however, education of both judges and participants must be ongoing.

Sincerely,



Marco Tahtaras  
3742 Crofters Ct.  
Pleasanton, CA 94588  
(925) 846-3795  
e-mail: marcot1@home.com

# ***It's Supposed To Be Black!***

by Tim Johnstone

## **The Victoria dropped floor pan**

At one time I owned an un unrestored 1930 Victoria and the inside and outside of the rear floor pan was painted black. There was a bit of body color overspray on the side sills and top edges of the floor pan on the inside.

### **Confusion**

I believe the confusion may have begun in the paint and finish guide published by MAFCA. On page 2 it states that "metal floor pans.... can be painted either black enamel or body color." The preceding sentence relating to the underside of the floor pans states "that in the interest of preservation, these areas may be painted body color." In my opinion, rear floor pans were originally painted black.

### **The part number**

The Victoria floor pan assembly is part number A-192704 and the A-400 pan is part number 400204. I suspect they are quite similar, but I cannot tell you what the differences may be. In any event, I have the A-400 floor pan blueprint and there is no finish stated.

### **A-400 Judging Standards**

In the A-400 section of the Judging Standards, it states that "Floor pans were painted black with a moderate gloss", which suggests a lacquer rather than an enamel finish. I personally think the pans were dipped in enamel, but I have no verification of this opinion. I have two original unrestored A-400 rear floor pans and they show evidence of a dull black finish top and bottom. Unfortunately, there is more rust than paint.

### **The final answer**

In conclusion, although not the final answer, I would suggest that the rear floor pan for both the Victoria and the A-400 were probably dipped in black enamel and would have had a better than moderate gloss. I suggest dipped, as this would, from a production point of view, have required less labor. The finish I have seen on dipped fenders with original paint is about as good as that on fenders used with restored show cars. I hope I have not confused the issue. A questionnaire to your membership with unrestored Victoria's in the next newsletter would be quite informative. ☺

## **Editor's Note!**

Tim Johnstone lives in McAllen, Texas and is a member of the Model A Ford Woody Wagon Association. His article is in response to my article that appeared in the October, 2000 newsletter concerning the paint color of the Victoria floor pan. Tim's article lends more support to the belief that Model A Ford Victoria's left the factory with the floor pan painted black. We would like to hear from those members who own original Victoria's. Please write and tell us what color the pan is painted in your car. ☺

## ***A Worn spot In The Road***

by Tom Endy

### **Rear axle housings**

Many Model A Ford rear axle housings have become worn and sometimes un-serviceable in the area of the rear wheel bearing race. The worn part is usually on the bottom side. In many cases noticeable grooves can also be seen, probably caused by an unlubricated or failed rear wheel bearing sometime in it's life.

### **Repair service**

There is a retired fellow by the name of Doug Lindow, who tinkers with antique cars at his former place of business, which is a machine shop. The shop is now owned and operated by his son. Doug has built a tool he mounts to a large lathe that he uses to machine the bearing race to a smaller diameter. He then presses on a new hardened steel race. Doug has also found that many rear axle housing have been bent out of alignment. With the tooling he has developed he can also heat and straighten the housing.

### **Past experience**

I have had several sets of axle housings done by Doug. He does a very good job, his prices are reasonable, and he has always turned them out in a day or two for me. Doug also does this service for other than Model A Fords. ☺

**Doug Lindow**  
**10891 Kyle St.**  
**Los Alamitos, CA 90720**  
**562-431-0940**

# What's It All About?

by Tom Endy

## Model A Ford differential gear ratios

If you have ever overheard old Model A guys talking about the Model A Ford rear-end (differential), and they were talking in numbers like "three seventy eight", or "four eleven", you may have thought they were using a secret code. No, they were in fact talking about the gear ratio of the ring and pinion gears installed in the differential (rear-end). Now that you know that, it may still be of no help to you. What the numbers are describing is the relationship of the rotation of the rear wheels to the rotation of the engine (in high gear). For instance, a 3.78:1 ratio gear set in a rear-end means that for every one 360° rotation of the rear wheels, the engine will rotate 360°, 3.78 times. The majority of Model A Fords were delivered with a 3.78:1 gear ratio, and it is considered the standard. However, other ratios can also be found. Henry delivered some Model A's with a 4.11:1 gear ratio. These were usually in postal trucks, station wagons, pick-up's used for hauling heavy stuff, and vehicles delivered to mountainous regions of the country. The higher the ratio number, the lower is the gearing. The 4.11:1 ratio is a low gear and is good for hauling heavy stuff, or pulling a steep hill. However, it is terrible for high speed travel on a highway. The 3.78:1 ratio is a higher gear and is better suited for highway driving, at least it was on the highways of 1928.

## Available gear ratios

Model A Ford ring and pinion gear sets can be found today in four different ratios. The 3.78:1 ratio is the most common and is readily available new and used. The 4.11:1 ratio, as far as I know, is not available new, only original used ones can be found, and most of those are gold plated according to the guys who are trying to sell them. Sometime after Model A Ford production ceased, a 3.54:1 ratio gear set was introduced. This is a higher gear than the 3.78:1 and was far better suited to the country's improved highway system. The 3.54:1 ratio is still available new today. The very early Model A Fords produced were delivered with a 3.70:1 ratio. This ratio was short lived and is not available new today. All of the gear ratios are interchangeable by simply replacing the ring and pinion with a different ratio gear set. This is true except for the early 3.70:1 ratio which requires a different drive shaft and different pinion nuts.

## How do you tell?

To determine the ratio of a ring and pinion gear set it is a simple matter of counting the teeth on both the ring gear and the pinion gear. Divide the number of teeth on the ring gear by the number of teeth on the pinion gear. For example, the 3.78:1 gear set has 34 teeth on the ring gear, and 9 teeth on the pinion gear. Dividing 9 into 34 is 3.7777, rounded off to 3.78. The four Model A Ford gear ratios are as follows;

**3.78:1 34 ring, 9 pinion**

**4.11:1 37 ring, 9 pinion**

**3.54:1 39 ring, 11 pinion**

**3.70:1 37 ring, 10 pinion**

## Take it all apart! Are you crazy?

For those folks who want to know for sure what gear ratio is in their Model A and don't want to take the rear end apart to count teeth, there is another way, but it does require a working knowledge of eighth grade math, and requires some physical exercise.

## Get ready!

Put the car on a level, or slightly inclined surface. Put the transmission shifter in **high gear**. If the car is equipped with an overdrive, shift the overdrive **out** of overdrive.

## Get set!

On the engine pulley (in the front of the engine), put a chalk mark at the top of the pulley at the 12 o'clock position. On either rear tire, at the bottom, at the 6 o'clock position put a chalk mark and label it 0°\360°. At the top of the tire, at the 12 o'clock position put a chalk mark and label it 180°. Put chalk marks at the 3 o'clock and 9 o'clock positions on the tire. At the 3 o'clock chalk mark, label it 90°. At the 9 o'clock chalk mark, label it 270°.

## Go!

Roll the car forward by pushing it. The engine will turn over and the back wheels will roll. Continue pushing the car until the mark on the engine pulley makes 4 complete rotations. Stop when the mark is at the top, at the end of the 4th rotation. The engine pulley will have rotated 360°, four times. **4 X 360° = 1440°**. Observe the rear tire rotation, it will have rotated either slightly less or slightly more than one rotation of 360°. Calculate the total rotation, in degrees, that the tire rotated by observing where the tire stopped at the 6 o'clock position. Either add or subtract the number of degrees from one full 360° rotation.



## Eighth grade math

To mathematically calculate the number of tire rotation degrees for each gear set ratio, divide the gear set number into  $1440^\circ$ . See chart below;

$$\text{for } 3.78:1 \quad 1440^\circ / 3.78 = 380.95^\circ (381^\circ) = 360^\circ + 21^\circ$$

$$\text{for } 4.11:1 \quad 1440^\circ / 4.11 = 350.36^\circ (350^\circ) = 360^\circ - 10^\circ$$

$$\text{for } 3.54:1 \quad 1440^\circ / 3.54 = 406.78^\circ (407^\circ) = 360^\circ + 47^\circ$$

$$\text{for } 3.70:1 \quad 1440^\circ / 3.70 = 389.19^\circ (389^\circ) = 360^\circ + 29^\circ$$

Looking at the right hand column of the chart, if the rear tire rolled  $381^\circ$  ( $360^\circ + 21^\circ$ ), the ring and pinion gear set is a 3.78 ratio. The chart can be used to determine the other three ratio gear sets.

### The overdrive

Model A Fords equipped with an overdrive unit provide the advantage of a second set of gears. By shifting into overdrive (when in high gear), the gear ratio is increased (the number goes lower) to allow for high speed driving. The overdrive does not increase the top speed capability of the car. What it does is to allow the car to roll down the highway at 60 mph, with the engine thinking it is doing 45 mph. In other words it lowers the rpm of the engine for the higher speeds. The end result is a smoother ride, less vibration, and is much easier on the engine. The overdrive is also useful in splitting the gear ratios of first and second gears. For example, a long steep hill may be too much for a Model A in high gear, and second gear may overspeed the engine. Shifting into second gear\overdrive may be better suited for that particular driving condition.

### Overdrive percentages

The gear ratio increase provided by an overdrive is usually expressed in a percentage. The early Borg-Warner overdrives were rated at 33%. This means that the gear ratio is 33% higher than standard. Another way to look at it, is a car rolling along in high gear\overdrive is operating at 133% of high gear instead of 100% of high gear. Some of the later overdrives are available in other percentages. Volvo, Ryan, and Mitchell are available in ratios like 24% and 26%. The percentage selected is the owners preference at the time of purchase. Most overdrives have the percentage marked on the housing in some manner.

## How do you tell for sure?

The percentage of an overdrive can be determined using the same procedure that was used to determine the ratio of the ring and pinion gear set. You have to go through the exercise twice though. In the first exercise you determine the number of degrees a rear tire moves in high gear. Then you put it in overdrive and determine the number of degrees the tire moves in high gear\overdrive. The number of degrees the tire moves will increase in overdrive. You then mathematically ratio the two figures.

### Advanced eighth grade math

Once the number of degrees for both standard high gear and high gear overdrive have been determined an equation can be set up to determine the percentage. An example for a 33% overdrive with a 3.78:1 ring and pinion gear set is described below.

$$\text{high gear tire rotation} = 381^\circ$$

$$\text{overdrive tire rotation} = 507^\circ$$

$$100\% = 381^\circ$$

$$X\% = 507^\circ \quad \text{solve for } X\%$$

$$X\% = 100\% \text{ times } 507^\circ, \text{ divided by } 381^\circ = 133\%$$

### Another way

Instead of using degrees in the equation, you can also use inches. Put a chalk mark on the ground at the six o'clock position of a rear tire. Roll the car forward in high gear for four engine pulley rotations. Put a chalk mark on the ground where the 6 o'clock position of the rear tire stops. Measure the distance in inches between the two chalk marks. Repeat the same process with the car in high gear\over drive. Measure the distance in inches between these two chalk marks. Set up the same equation with the inches measured in high gear equalling 100%, and the inches measured in high gear\overdrive equalling X%. Again solve for X% as shown in the example below ☺.

$$\text{high gear tire rotation} = 96"$$

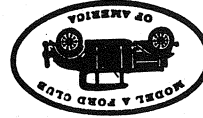
$$\text{overdrive tire rotation} = 128"$$

$$100\% = 96"$$

$$X\% = 128" \quad \text{solve for } X\%$$

$$X\% = 100\% \text{ times } 128", \text{ divided by } 96" = 133\%$$

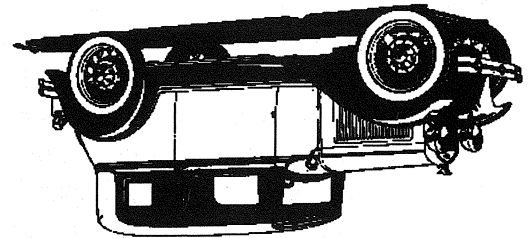
# First Class Mail



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.