

The Victoria Bustle

International Model A Ford

Victoria Association

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Model A Ford Club of America – Model A Restorers Club

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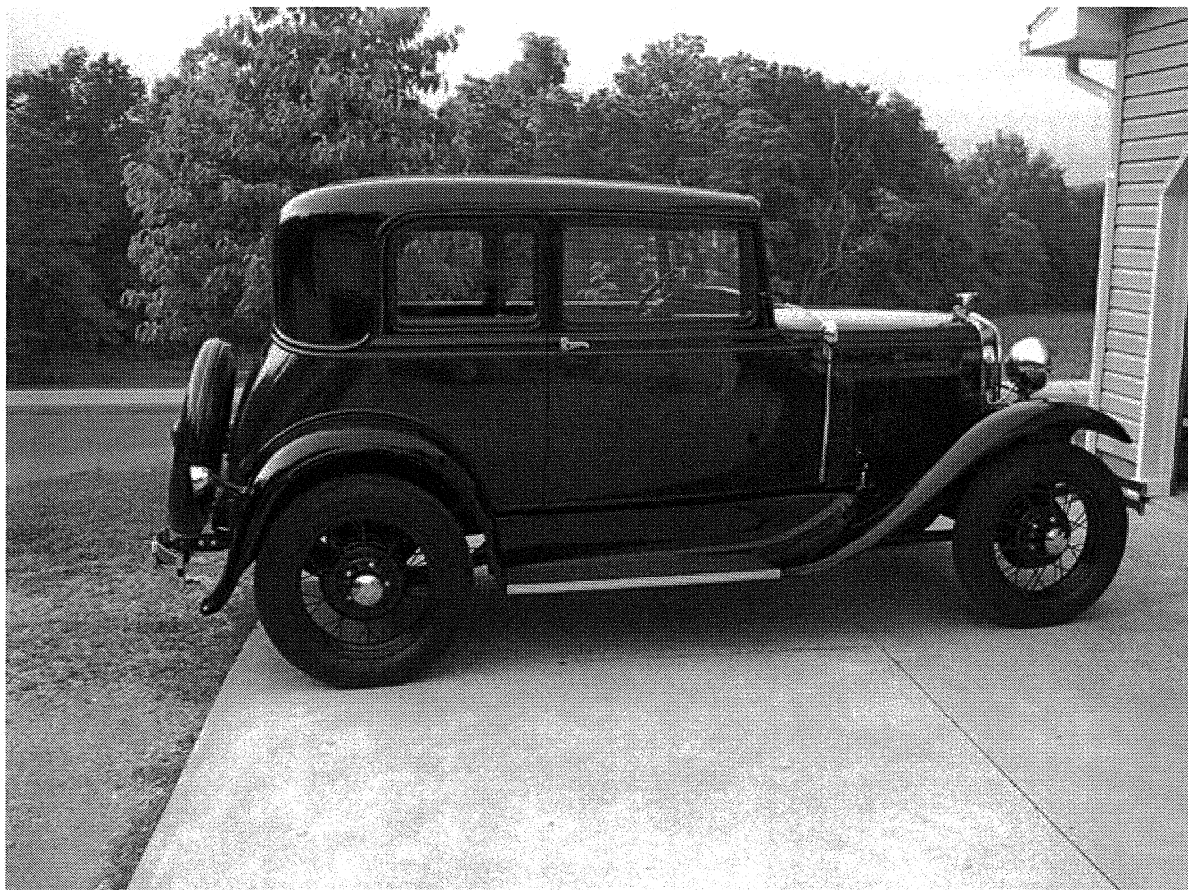
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The Calendine Victoria

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Charlie Says!

By Charlie Viosca

2005:

The year 2005 went by fast for me. I hope 2006 will be a good year for all the Victoria Association members. We have acquired quite a few new members in 2005. Be sure to look at the Victoria Association web site and see what we have there to offer. The web site is www.victoriaassociation.com. Let me know if you have something for sale, or are looking for something and I will put it on the web site. If you are not computer literate, send the information to me by US mail and I will put it on the web site for you.

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Phone 972-625-2922 or write 11084 Windjammer Dr., Frisco, TX 75034-9266. I am the web master and also answer questions about the Victoria Association. I forward all Model A Ford technical questions to our technical director listed below.

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Phone 636-394-7131 or write 310 Jamboree Rd., Manchester, MO 63021-5153. David does our index of all past and present “Bustle” newsletters. If you need a copy of the index, contact David.

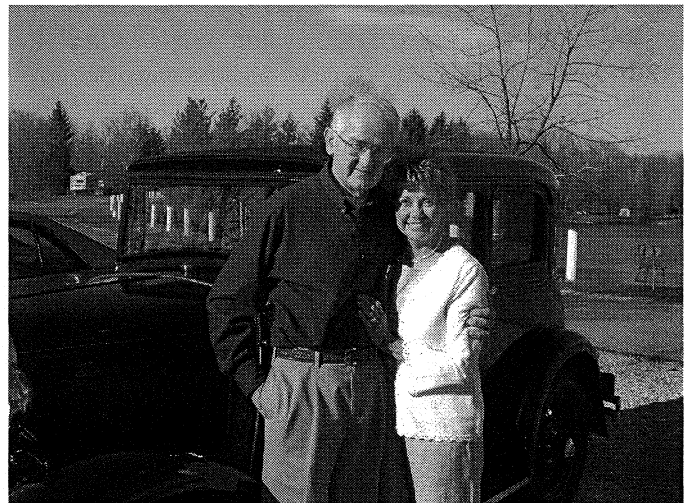
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Phone 619-697-6945 or write 9330 Kahlua Way, Spring Valley, CA 91977. Send membership dues, orders for past issues of the “Bustle” as well as orders for Victoria Association logo decals. We also have patches for you jacket or vest. ☺

On The Cover!

Kip and Jan Calendine are the proud owners of the beautifully restored Victoria Steelback pictured on the front cover. Kip is a retired GM tool and die maker, and has always loved cars, trucks, motorcycles, and airplanes. He is a private pilot and owns and flies an Ultralight airplane. They have been married 48 years and have four grown children, two sons who are doctors and two daughters who are also in the medical field. “Our children have given us 13 wonderful grandchildren”, says Jan Calendine, “and not once in 48 years and this wonderful family growing time, did we loose track of the fun and adventure of life. I realize that Vicky looks all black in the photo, but she isn't. She is actually green and black. Everything on her is original, thanks to Kip and his wonderful restoration of her”.



Kip & Jan Calendine

The Calendines live in Lexington, Ohio. See feature article on page 8 and 9. ☺

Torque Tube Race & Seal

by Tom Endy

The **A4655 bearing race sleeve** is located in the forward end of the torque tube. Its purpose is to provide an outer bearing race for the drive shaft roller bearing. Located right behind the sleeve is the **A4245 grease seal**; its purpose is to prevent the grease for the U-joint and roller bearing from migrating down the drive shaft. Many Model A Ford hobbyists do not know the simple techniques used to remove and replace these two parts.

Removal:

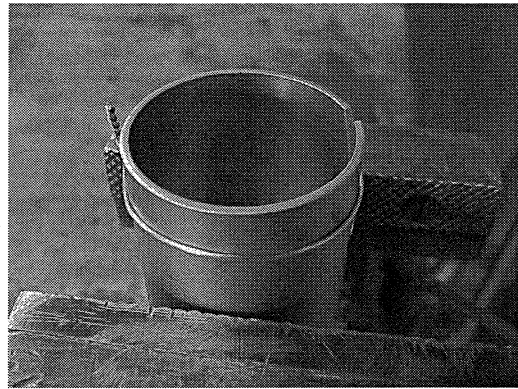
Both the seal and the sleeve are removed at the same time. Place a Model A drive shaft on the floor in a vertical position with the threaded pinion gear end down and resting on a block of wood. Place a 1 $\frac{1}{16}$ "-1 $\frac{1}{2}$ " drive socket over the spline end of the drive shaft. Slide the torque tube down over the vertical drive shaft with the forward end up until the seal is resting on the socket. Place a rag over the top of the torque tube and bounce the torque tube up and down until the sleeve, seal, and socket emerge into the rag.

Seal installation:

The seal must be installed first. Stand the torque tube on the floor in a vertical position with the forward end up. Place an A4245 grease seal onto a seal insertion tool (Bratton part number 6270) screwed onto a short length of 1 $\frac{1}{2}$ " water pipe. Coat the seal with grease and tap it into place. It will take about four or five hammer blows to seat the seal. When the seal seats on its boss the hammer blow sound will change from a thud to a ringing sound.

Sleeve installation:

Place the A4655 sleeve in a bench vice with the end with the dimple facing up and tighten the vice until the split in the sleeve is almost closed. Wrap a piece of safety wire (.040) around the sleeve just below the dimple. Twist the safety wire together 7 or 8 turns on the opposite side from the dimple. Cut and bend the twisted end straight up. Place a chalk mark on the top edge of the sleeve right above the dimple. Remove the sleeve from the vice. The split will open up some, but it is not a problem.



**Safety wire wrapped on A4655 sleeve
(Dimple on right side just above safety wire)**

Stand the torque tube on the floor in a vertical position with the forward end up. Reach through the speedometer gear-housing opening and clean out any debris that is in the dimple recess. Place a chalk mark inside the torque tube directly above the dimple recess. Place the safety wired sleeve inside the torque tube with the chalk mark end up. Align the chalk mark on the sleeve with the chalk mark on the torque tube. It is important to accurately align the two chalk marks. Place a 36mm 1 $\frac{1}{2}$ " drive socket on an extension up side down. Place the flat side of the socket against the sleeve and with a hammer gently tap the sleeve down into the torque tube. As the sleeve goes into place the safety wire will be pushed up and over the dimple and will exit the top of the sleeve. If the two chalk marks were aligned correctly the dimple on the sleeve will snap into the dimple recess in the torque tube. Place a punch in through the speedometer gear-housing opening in the torque tube and into the dimple and gently tap it to insure the sleeve has seated fully. Check that the circumference of the sleeve is snug against the inside diameter of the torque tube. There should be no visible space between the two; otherwise you will not be able to install the roller bearing when the drive shaft is in place. The split in the sleeve will have also opened up.

Reproduction A4655 bearing race sleeve:

The reproduction bearing races I have seen are of extremely poor quality. They are not made of the same hard material as the originals and some do not have the dimple, and those that do are poorly formed. They will tend to slip down out of place when installed, and the soft material does not provide a good bearing race surface. I use an original sleeve whenever I can. ☺

Prototype Victoria's

by Charlie Viosca

While attending the MAFCA 2004 National Convention in Portland, I visited the MAFFI booth where they were displaying photos from the Ford archives. Among those photos were two Victoria prototypes, two Steelback photos and two Leatherback photos, in two different views. MAFFI had copies of the photos made for the Victoria Association. Dates on the photos are March 13, 1930. This article is to point out the features, which are interesting to compare with the production models Ford eventually produced.

The Steelback photos:

The Steelback is the most interesting, as it is so different from the production model. It is not a slant windshield. The roof has not been lowered and the "Bustle" is much larger and pronounced. The skirt below the Bustle is much more pronounced (bulged out). The photo also shows a front bumper on the rear, not the bumperettes. The rear tail light bracket is much longer and not as attractive as the shorter production model. No wonder they did not produce this model, it has no eye appeal.

Upon close examination with a magnifying glass, the radiator fins have some sort of covering at the bottom like cardboard or leather. It might have been to keep the engine warm as the trees show it is wintertime, as well as the March date on the photos.

The radiator shell is a 1930 with a different emblem. The front fenders have the eyebrow bezel around the front as well as the two-piece splash shield. This is indicative of some of the early 30 Model A's. Three items noticed on the doors are the straight door handle (not scroll) and a door-closing handle on the inside as well as three door hinges.

Looking through the windows, you can see three acorn curtain pull tassels, one on the rear window and one each on the quarter windows. On the drivers side you can see the sun visor is down. The standard left parking windshield wiper is visible.

Note too that no striping is shown. Last but not least is the side mount spare tire on the driver side. (From the photos it is not known if there is one on the passenger side.).

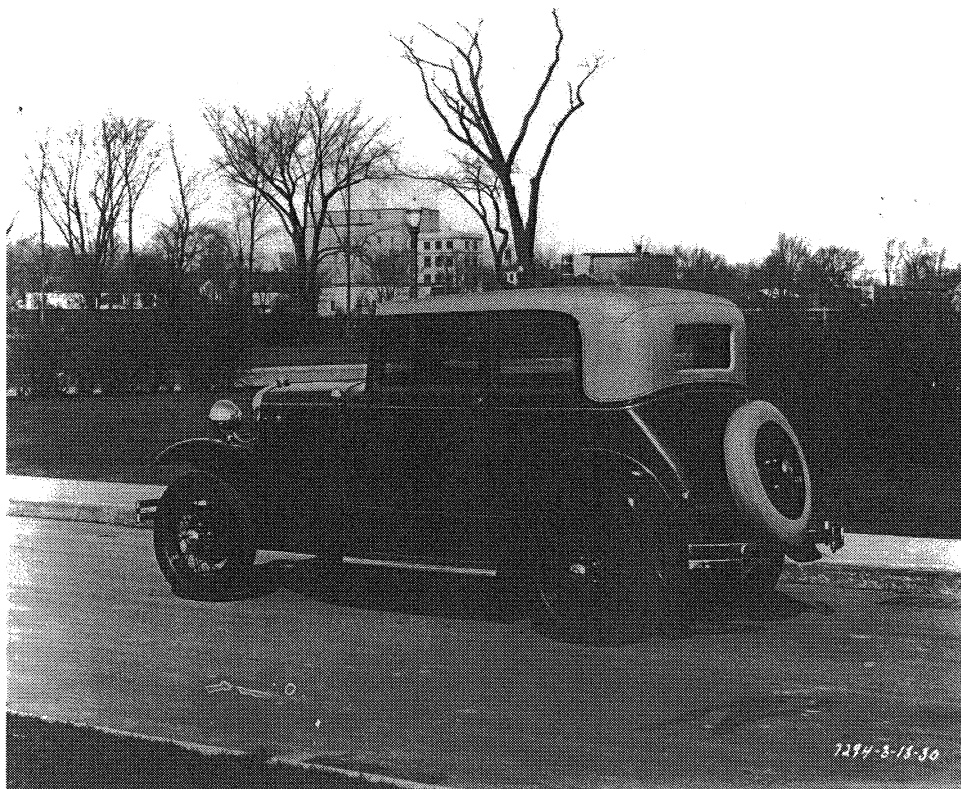
The Leatherback photos:

The Leatherback seems more normal to the production model. A few differences noted are: The 30-radiator shell is more prominent on this prototype. The plain fenders (not eyebrow) and two-piece splash shield are on this Victoria also. The door handles are the straight type and the three door hinges as shown as well. The Bustle and lower skirt appears to be normal like the production model we know. The taillight appears normal and the bumperettes are shown on the rear. This prototype shows the slant windshield and lowered roofline. Looking through the windows, neither shade tassels nor the sun visor is visible. The windshield frame is chrome plated and a rear mount spare tire is on this model. The Leatherback cloth top appears to be standard.

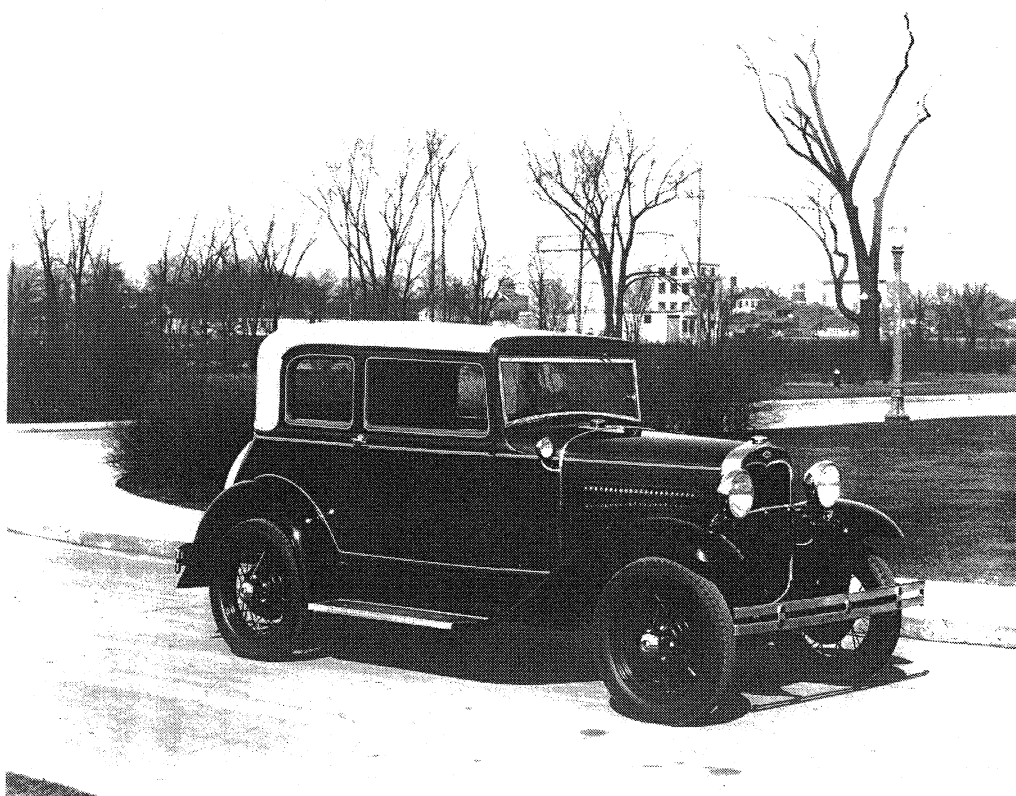
There is striping on this Victoria but it is not as the striping we know as standard. The window striping is very wide (appears to be about ¼ inch) and follows the window curve next to the bezel on the door and quarter window. Striping on the side of the car starts at the radiator but there are two stripes about ¼ inch wide. They go around the car just as the stripes we know to be normal. Not normal is a lower stripe that starts at the cowl band and continues over the rear fender and around the top body bezel to the other cowl band. However, quite noticeable is a second stripe starting at the left fender, on the bottom of the body bezel, continuing over to the right fender.

I do prefer the striping, as we know it on our Victoria's. These observations are what I notice on these two prototypes. If any of you eagle eyes see any other differences, please let me know. ☺

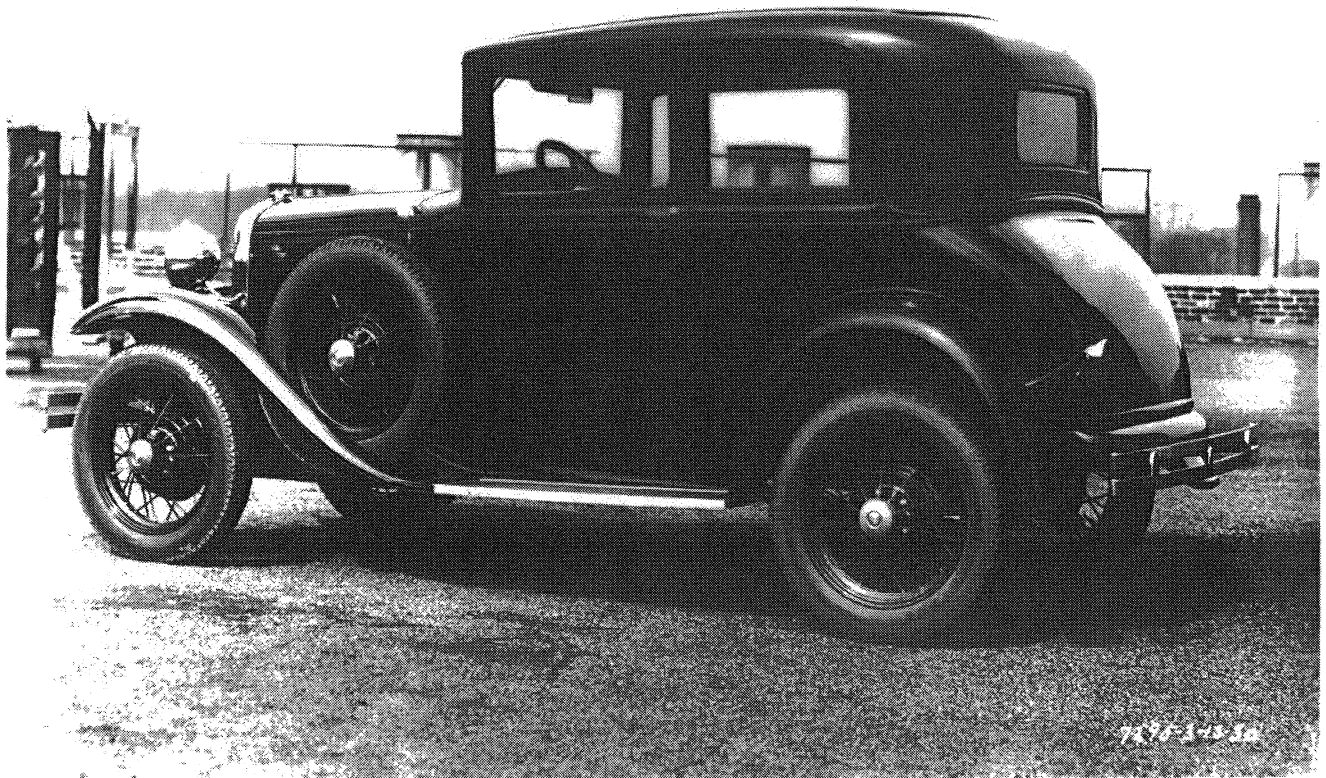
See photos on page 6 and 7.



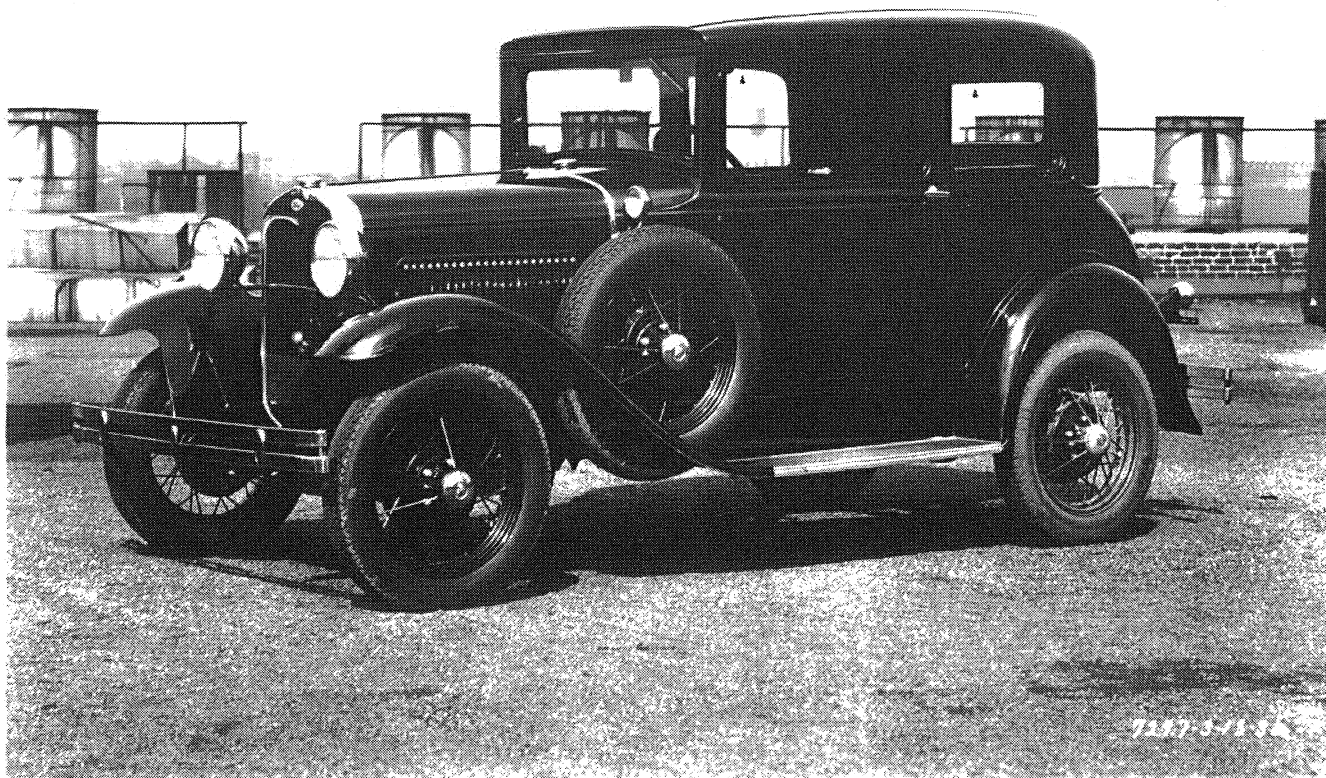
Prototype Victoria Leatherback (rear view) March 1930



Prototype Victoria Leatherback (front view) March 1930



Prototype Victoria Steelback (rear view) March 1930



Prototype Victoria Steelback (front view) March 1930

The Calendine Victoria

by Kip Calendine

My love affair with Model A's probably started when I was three years old, living in Zanesville, Ohio. A neighbor had one and I remember the special sound it made; it was so pleasing to my ear as he drove it up and down the alley by our house. I did get to ride in a several Model A's, but never owned or drove one.

After looking at various Model A's over many years, hoping to possibly purchase and restore one, a friend of mine, Ted Williams, was talking to a man at a car show, who told him about a Model A for sale in Mt. Vernon, Ohio, only about 30 miles from our home in Lexington. We made contact with the owner, a widow lady, who would only sell the car to someone promising to restore it, not chop it up. I was totally delighted to find it was a Victoria and was within my budget. In May of 2003 "Vicky" came to live with my wife Jan and me.



The day we brought Vicky home

Vicky had been stored since 1974 and showed 76,000 on her odometer. She was very original and not altered in any way. Only the wheels were wrong, they were 16" Ford wheels. Fortunately the five original 19" wheels had been stored in an attic for 40 years and were in excellent condition. The motor was frozen up when we got her, so my son-in-law Jim Maihle and grandson Josh Maihle and I pulled the head and found all the exhaust valves were stuck. We used penetrating oil, and with a lot of cranking and tapping, finally got all the moving parts free. In less than three hours of bringing Vicky to her new residence my wife Jan and my daughter

Jill heard an ahooguh sound along with a cheer of excitement and the sound of a Model A Ford engine running.

I was very pleased to find stamped on the top of each very clean piston +. 041, which told me the engine had been bored and rebuilt. A real plus! Later as I was doing the chassis I found all new brakes and a new clutch. Everything but the shocks was in excellent condition. The shocks were original but not functional. I did a complete body off frame restoration, repairing or replacing anything that didn't look or function as new. The body was pretty much rust free, except the front top corners were rusted. The roof had a hole in the left front permitting rain to get in. Some mice had also taken up lodging in the interior. There were also some small holes at the inner fender area of the body. I welded in new metal wherever it was necessary.

Reviewing the history of Vicky, she appears to have been purchased new in Mt. Vernon, Ohio. Some of the "old timers" there tell of a librarian driving it in the early forty's, and I actually found an insurance card with the librarian's name on it from 1944. I also have the original owners manual and tools that came with the car. I also learned that the husband of the widow I had purchased the car from had received the car from his mother when his dad had died. So the car was in that same family for over 50 years. As I had agreed, the stipulation was to restore only. One month after I bought the car, the lady I purchased it from called and wanted to know if I would take her for a ride in it when I finished it. I think she called just to be sure I was restoring it to original. Naturally I agreed to do so.

We drove the car 2,000 miles the summer of 2003, having gotten it running on Memorial Day. Our first parade was on the 4th of July in Bellville, Ohio, with nothing more done than "spit and shine", and a couple of flags. What a fun feeling it was, and a lot of oohing and aaahing and pointing and happy smiles and waves when we blew the ahooguh horn. The mechanical part was fine, engine running great, but I decided in October 2003 to start total disassembly and make it a winter project.



The winter restoration project

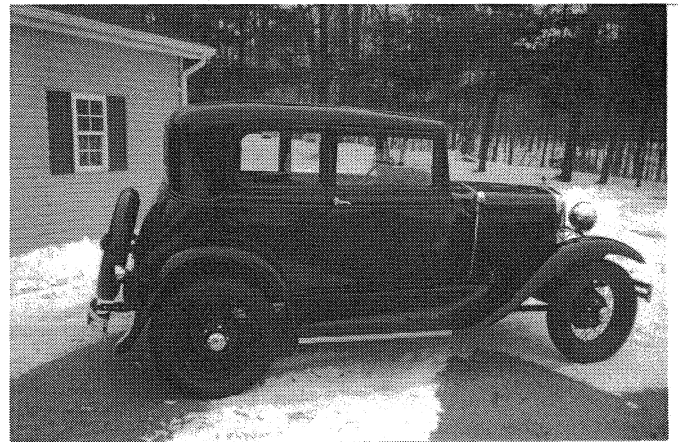
The color is Brewster Green and of course black. As I removed the rear spare bracket the green paint was original under it, and in stripping paint I could see the original pin stripe. I did everything but cover the seats. I installed a Lebaron Bonney original type interior. The paint is Sherman Williams Polyurethane one step. I replaced all the windows with safety glass. I still have a chuckle at the speed of the windshield wipers. I have installed modern points, a leak proof water pump, and a six-volt alternator for better lights. Otherwise the car is as original. I don't need an overdrive, and the mechanical brakes, with proper adjustment, stops the car nicely.

The restoration moved along well, and in March 2004, I drove Vicky out of my shop complete. We have driven it 8,000 miles in two years. The pleasure of driving a Model A is hard to describe. "She is gorgeous and would make Henry Ford quite proud". This last statement from my wife Jan. But, I have to admit I have heard it from a lot of other sources as well. And yes, to everyone's delight, we did take the previous owner, Pam Coffing, her mother-in-law and her son-in-law for a ride in Vicky.



Pam Coffing, the previous owner, with her mother-in-law and son-in-law

Jan and I are members of the Penn Ohio Model A Club, Shelman Chapter. We have used the car in several parades and drive it often, just for the fun of it. One favorite ride is to Dairy Queen in Mansfield and to watch the sunset on Clearfork Lake. We have gone on a couple of tours with the club; one of those was to Amish Country in Berlin, Ohio with a stop in Millersburg for, you guessed it, "ice cream".



The restored "Vicky"

I want to thank my son-in-law Jim, my grandson Josh, and especially my wife Jan, for continuing to encourage me in this new profession and joy of restoration I am now greatly enjoying. I have restored two other Fords plus miscellaneous other parts since restoring Vicky. However, there is only one "Vicky". ☺

Letter To Members!

by David Ziegler

As an officer of our club, I wish I had more time to more involved. Such as attending more MARC and MAFCA national meets, but for now I will keep up the index of the newsletter. What I would like to ask is the membership to help out our great editor, Tom Endy. If any of you have any ideas for an article, stories, or a suggestion, please feel free to drop either Tom or myself an e-mail. I would appreciate it. I can be reached at daveziegler@sbcglobal.net, or Tom at tendy@socal.rr.com. Thank you for your time and consideration of this matter.

I would like to inform you of a great Model A magazine that has been out a little over a year now. It is called **Model A Times**. It was started by two gentlemen by the name of John LaVoy (Editor/Executive Director) and Les Andrews (Editor/Technical and Production). You should be familiar with the name Les Andrews, he is the author of three Model A books that should be in everyone's library; Model A Ford Mechanics Handbook, volumes 1 & 2, and the Model A Troubleshooting & Diagnostic manual. John LaVoy has been around the Model A hobby for 25 plus years as a national judge.

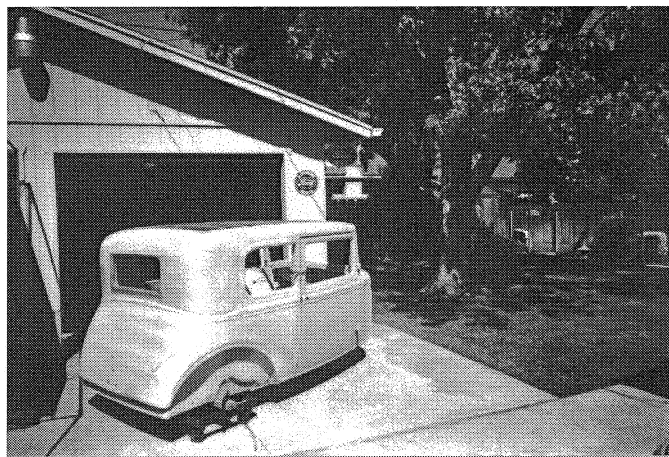
The magazine researches new products and processes that we use in the restoration of our Model A Fords. It tells us which products are good and which are bad. It also has articles and interviews with suppliers and manufacturers. The magazine is published quarterly and is well worth the subscription rate of \$25.00 (US) per year, which includes one free classified ad in each issue.

The Model A Times is a great magazine for both young and old. I even sent a subscription to my twin boys who have recently started restoring grandpa's two Model A's, a 1931 Victoria and a 1930 Deluxe Coupe. The editor asks if you have any ideas for articles or had an experience with parts, good or bad, let him know. The Model A Times office is located at 5402 Evan Ct., Rocklin, CA 95765; Phone 916-415-0757, Fax 916-415-0790. They have a web site [Model A Times](http://ModelATimes.com), or you can drop an e-mail to johnlavoy@earthlink.net. ☺

Victoria Restoration!

by Stanley Pratt

I purchased a 1931 Victoria basket case in a lot of pieces. Not all of it was there. The frame number is A-4496672 and it is a Leatherback. It has a flat firewall with the body tag missing and the spare tire is on the rear. The seat adjustment is the early style 3:1 pin type. The car is now assembled about as far as I can go without directions on where to locate or build the rear floor pan and the outer skins of the door jams. I have an extra complete body wood kit for sale or trade. ☺



Stanley Pratt, Visalia, CA 559-732-2979

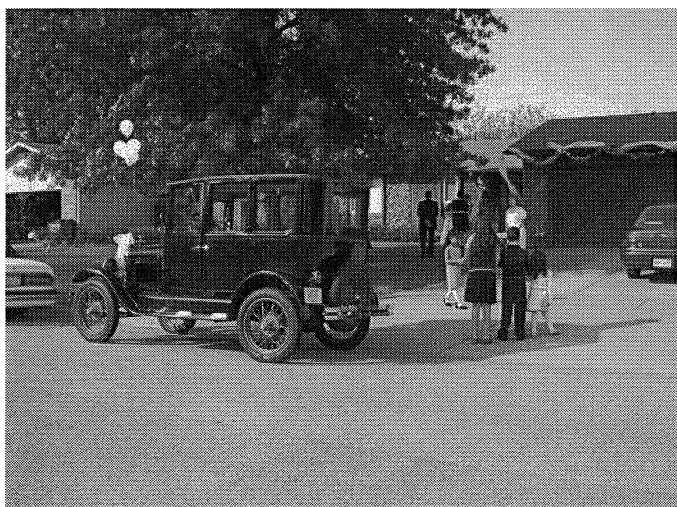
The MAFCA 2006 National!

The 2006 MAFCA National Convention will be held July 16-22 in Mansfield, MA (near Boston). The hosts are the Massachusetts Bay Chapter. Details are being published in the "Early Bird" newsletter, which you can obtain by sending a \$10. check payable to MARCOM to: **Jan & Bob Burkhart, 263 S. Worcester St., Norton, MA 02766. Phone 508-285-7736.** For information contact the meet chairman **Lou Zada, 52 Maroron Ave. Stoughton, MA 02072. Phone 781-344-1746.**

Bits & Pieces!

FOR SALE:

1926 Ford Model T Fodor. Excellent runner. Looks good, nice interior. New timer, wiring, hoses, belt, re-cored radiator, speedometer, Kevlar bands. Has motometer, turn signals, and fuse panel added. Back seat has window shades and bud vases. Maroon with black fenders and red/orange wheels and pinstripes. Need room to work on the Victoria. Asking \$12,500.00. John Masters, (316) 942-5348, Wichita, KS, johnnym7@juno.com



FOR SALE:

1931 Model A Ford Victoria Leatherback \$23,500 OBO. Won 403 points in the touring class judging at Portland in 2004. 600 miles on new engine. 17" wheels. Original Fulton wind wings, two excellent original bus vases. Stainless steel muffler. Tank re-nu did the relining of the gas tank. Correct plating including NOS inside door and riser handles. Original fenders. Color is Kewanee green and Elkpoint green. The upholstery was done by Classtique in Minnesota. The car is excellent in all respects. Includes a complete tool set and new cover. Anders Ramberg 541-617-0268 Bend, OR 31vicky@sprintmail.com.

FOR SALE:

1931 Victoria Steel Back \$19,500, indented firewall. Recent body off complete restoration with all new wood. L.B. interior, less than 500 miles on engine, 12 volts. Color is Washington Blue with Tacoma wheels. Jim Sutch 727-522-4550. St. Petersburg, FL

Southern California!

The Orange County Model A Ford Club will once again hold their annual Pancake Breakfast on **Sunday, March 26, 2006**. The location is Hart Park, in the City of Orange, at the 22 freeway and Glassell Street. This is the largest single day event in the country. Upward to 350 Model A Fords will be in attendance, along with about 50 other rare cars. The event begins at 0800 and features a great breakfast followed by a people's choice car and era fashion judging, and wrapped up with an extensive raffle. For more information contact Don Miller, President, at 562-431-6494.

Pancake Breakfast
And vintage car display
Sunday March 26, 2006
Hart Park, Orange
8:00 - 11:00 A.M.
(Rain or Shine)

ORANGE COUNTY MODEL A FORD CLUB
cordially invites you to bring your Model A, your friends, meet new friends
and your appetite for a great morning of fun, food and camaraderie.

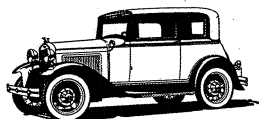
RAFFLE GRAND PRIZE
Set of 5- 19" or 21" Blackwall tires

ORANGE COUNTY MODEL A FORD CLUB
cordially invites you to bring your Model A, your friends, meet new friends
and your appetite for a great morning of fun, food and camaraderie.

Pancakes, eggs, sausages,
juice and coffee.
Donation: Adults \$ 5.00
Kids \$ 3.00
More information call Peggy Nunes
Phone (562) 397-8078

KCD Graphics. kcdgraphics@socalrr.com

The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America (MAFCA) and a region of the Model A Restorers Club (MARC). 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



**International Model A Ford
Victoria Association**

**11084 Windjammer
Frisco, Texas 75034**

First Class Mail

