

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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On the cover!

The photo of Edsel Ford was most likely taken in 1918 when he was 25 years old, and the year he was appointed president of the Ford Motor Company. It was, however, a hollow title as his father, Henry Ford, maintained a firm control of the company. Edsel was the only child of Henry Ford and his wife Clara (Bryant) Ford. Edsel did not attend college. His father insisted he would get his education at the Ford Motor Company. From the time he was a youngster he spent his afternoons and summers at the company absorbing all aspects of the car making business.

In 1916 Edsel married Eleanor Clay, the niece of J. L. Hudson, a wealthy department store owner. Edsel and Eleanor had four children Henry II (1917-1987), Benson (1919-1978), Josephine (1923-2005), and William (1925-). William's wife was Martha Firestone, the granddaughter of Harvey Firestone, Henry Ford's lifelong friend.

During the U.S. involvement in World War One (1917-1918) Edsel came under criticism for not entering military service. His father, Henry Ford, had convinced him that his services at the Ford Motor Company were more important.

Edsel was very much different than his father. He was a gentleman in every respect. As president of the Ford Motor Company he had little control over the company. His father would overrule him each time he tried to exert any influence in the progress of the company. He did, however, contribute to the styling of Ford Motor Company cars, and he was instrumental in the formation of the Lincoln and Mercury Divisions. The styling of the late 1930's Lincoln Continental is an example of his auto styling concepts.

During Edsel's tenure as president he was constantly being intimidated by Harry Bennett, Henry Ford's right hand man, who was the head of the "Service Department". The Service Department was in fact the company's internal security department, which among other things, spied on its employees as an effort to keep the union out.

One story that was related in the book "Ford, The Men And The Machines" by Robert Lacy, tells of Edsel authorizing the construction of a new building. His father returned from a vacation and asked Edsel what the newly created foundation was for. Edsel replied that it was for an accounting building that was needed as the number of accountants had outgrown the old building. During the night Henry Ford had the foundations bulldozed away and in the morning he fired the entire accounting department. When Edsel came to work he saw the foundations gone and several hundred confused recently fired accountants were milling around outside the gate. His father told him he wouldn't need the new accounting building now since he had fired all the accountants. Over the next few weeks Edsel quietly hired the accountants back and found places for them to do their work.

Edsel's place in history has been overshadowed by his father Henry Ford. His legacy is that he endured his father's cruel treatment and the constant sniping of Harry Bennett. Edsel Ford died of stomach cancer in 1943 at the age of 49. Some historians have said he died of a broken heart.

A failed tribute to Edsel Ford was the naming of a new Ford automobile after him. The new Edsel was introduced in 1958. From the very beginning the car was fraught with quality problems, and the public rejected its strange styling. The grill was described as looking like a horse collar, or worse, a toilet seat. After just three years of production the car was discontinued in 1960. In November of that year, after John F. Kennedy defeated Richard Nixon in the presidential election, a popular joke going around was that a three-time loser was a pregnant prostitute, driving an Edsel with a Nixon bumper sticker. The irony was that a number of years later a well-known prostitute became the owner of a very successful major league sports team. Richard Nixon was elected president, not once, but twice, and the Edsel has become a collector's item and is admired by a number of Edsel car clubs.

Edsel's death greatly affected Henry Ford. He was never the same after that. Two years later in 1945 his declining mental health forced him to retire from the Ford Motor Company. He died in 1947 at the age of 83. ☺

John's Jabber!

by John Icenhower

The MAFCA/MARC World Meet has come and gone and evidently was quite successful. We had a good Victoria Association group meeting attended by at least 32 people. There were a couple of wives that did not sign-in. Several attendees were interested in the Victoria's but were not members and all those received membership information. Three of the board members were there, myself, Tom Endy, our newsletter editor and Brian Martin, our Treasurer plus our founding President, Charlie Viosca.

And speaking of our editor, Tom was presented with a newsletter Award of Excellence from MARC for his work on *The Bustle*. This is a well-deserved award for Tom as he does a wonderful job on our newsletter and it is the glue that binds the Association together. I receive several newsletters from various chapters, clubs, regions or special interest groups and our *Bustle* ranks at the top in quality and presentation.

Among those attending were at least three charter members of the Association, Marshall Lewis, Bill Cilker and of course Charlie Viosca. Doc Ingwersen is the only other known Charter member and he was not able to attend. We also had at least four members who have original, unrestored Victoria's, Bill Cilker, Chester Wojik, David Moore and Dave Pratt. California had the most representation with 13, Texas with 6, Florida 3, Missouri 2 and Tennessee, Arkansas, Maine, Colorado, Idaho, Illinois each with 1, Ontario, Canada 1 and the long distance "award" went to Derek Thomason from New Zealand. Derek is the guy who makes the Quick-change Rear Ends for the Model A. He really didn't get an award except the joy of getting to see all of us Northern Hemisphere folks.

One of the newest members there was a young man by the name of Frank Vitetta from Pembroke, Florida. He is one of the two winners of the Model A. The other youth who won a Victoria was Chris Mills of Lexington, KY.

After a few "business" items were taken care of and the award was presented to Tom, everyone introduced themselves and told something about their Victoria or their experience in Model A's. There was an exchange of wants and needs for some projects with names and contact information shared. Overall it was a good meeting. I thoroughly enjoyed meeting all the members there and being able to put faces with names that I've heard of and seen in the roster.

I never got a good count of the number of Victoria's at the meet but I know there was at least one or maybe two whose owners were not at the meeting due to other commitments.

One of the final orders of business was a motion by Philip Ierardi to make Charlie an official Life Member of the Victoria Association. The motion was accepted, seconded and passed unanimously.

Thanks to all the members who attended and special thanks to Tom Endy for keeping us all tied together with *The Bustle*.

That's it for this time. Take care and drive your Model A at every opportunity. ☺



Sometimes when you are climbing a steep grade, pulling a trailer, and it is over 115 degrees outside, a Vic wants to get hot.

Wanted:

Garnish trim pieces that fit under Victoria window frames. **John Burrell 949-492-4255**

Window Channeling!

by Tom Endy

The window and door latch mechanism of a Victoria is not a fun project to attack. I would rather spend the day in a dentist chair than have to pull one of the upholstered door panels off. However, if it has to be done it is a best to have a good understanding of how it all goes together. The first thing to keep in mind is that the hardware for the two front doors are a mirror image of each other; so do not mix up left and right hardware. There is also a front and back, and an inside and an outside. Therefore it is recommended that as you remove things, attach little stickers to each assembly. Mark it left or right, front or rear, inside or outside.

Helpful information:

It is recommended that you obtain a copy of the April 1999 publication of the Victoria Association newsletter. Pages 7 through 24 contain an article by Gene Taylor that is very informative and a must to have before you tear into things. A second article that is also recommended is found in the Victoria Association book, "A Pictorial Guide To The Mechanical Features of The Model A Ford". There is a section by Bob Bidonde that describes in detail many of the features of the door latch and window mechanism. Both of these documents can be obtained from the Victoria Association. For my own use I have put copies of both documents in a single binder along with other Victoria door and window information I have obtained.

The windows:

Since I found a need to address a problem with the windows this article will be mostly about the window mechanism and not the door latch. Regardless of which you are going to work on, the window or the latch, you still need to remove the upholstered door panel before you can address either.

The garnish molding:

This is the metal frame that goes around the inside of the door window. It is the first thing you must remove. There are a whole series of different screws that hold it in place. Once all the screws are removed the molding pulls right off. The size and quantity of each type of screw is documented here.

Garnish molding screws (per door):

Top and rear side of window frame

6-ea. 8-32 screws 1½" long, oval head, straight slot
6-ea. 8-32 tubular nuts with straight slot
Bratton p\n 31730. (order 2 sets)

Bottom side of window frame

4-ea #8 wood screw 1" long, oval head, straight slot

Screws into garnish molding spacer

5-ea. 8-32 screws ¾" long, oval head, straight slot

Mounts garnish molding spacer to door frame

2-ea. 8-32 screws ¾" long, pan head, straight slot
2 ea 8-32 screws ¾" long, flat head, straight slot

Garnish molding spacer:

There is one for each door, and they are definitely a left and a right, so do not mix them. The spacer is the device attached to the front part of the window opening. It is attached to the doorframe with the two pan head and the two flat head screws indicated above. Reproduction spacers are available from Bratton. They are not cheap, so hopefully you have both originals.

Left - part number 31701 \$76.50 (2008)

Right - part number 31702 \$76.50 (2008)

Upholstered door panel:

The upholstered door panel comes off next. The door handle and the window crank are removed by pushing in on the spring-loaded bezel of each and pushing out a small locking pin. The panel is held on by a series of little circular spring upholstery clips that fit into small round holes in the cardboard upholstery panel. The legs of the clips fit into holes around the sides and bottom of the doorframe. It is best to use a proper tool to remove the panel. If you attempt to pull the panel off with your hands you are liable to tear out the holes in the cardboard. A proper tool can be obtained from Sears. It looks like a screwdriver with a slightly bent shaft. The blade is wide and has a slot cut into it. It speaks with a forked tongue. The idea is to slide the blade under the panel and straddle the spring clip and then pop it out. It does a good job without damaging the cardboard or the spring clip. When all of the spring clips have been popped loose the panel is easily lifted off and set aside.

Remove the glass assembly:

Loosen the six mounting screws that secure the window regulator mechanism. Put the window crank back on the shaft and roll the window up while guiding the glass inside the door frame until the lower window channel and the regulator arms are just above the window opening. Pop the channel loose from the two regulator arms and slide the glass out of the felt channels. The front felt channel is wider than the rear and when the garnish molding spacer is removed it allows the felt to be bent to the inside to allow the glass to slip out. Mark which is the front and inside of the glass (and left or right) and set it aside where it won't get broken. The regulator can now be removed by removing the six mounting screws and lowering the regulator in the door and sliding it out the lower front panel opening in the door structure. The door regulators are a left and right, so mark them accordingly. Once the regulator is out you can make repairs to it and clean and lubricate it. The six mounting screws are identified below.

Regulator mounting Screws (per door):

6-ea. 1¼-20 screws 5⅝" long, flat head, straight slot
6-ea. 1¼" tapered star washers
Bratton p/n 31200 (order 2 sets for one door)

The felt window channels:

There are two vertical felt channels in each window. The front is wider than the rear. Each is attached to the doorframe with metal clips. **An adhesive is not used to attach either felt.** The felt channels come in a kit that satisfy both doors. The kit contains the front and rear vertical felts, a rubber molded strip that goes over the top and is attached with adhesive, and two down stop rubber bumpers for each door. What is missing from the kit are the two door bumpers for each door. This will be addressed later. The kit can be obtained from Bratton.

Window Channel kit (does both doors):

Includes front & rear vertical felt channels, horizontal top rubber seal, four down stop rubbers, and adhesive. Bratton p/n 31800 \$48.95 (2008). The vertical felts have a hard rubber backing with metal clips attached. The front felt (wide) has three clips attached, top, middle, and bottom. The rear felt (narrow) has only two clips attached, top and bottom.

Channel kit quality:

It is important that the kit be of good quality with the clips located at precise locations on the felts. Apparently early kits were not precise and had to have the clips relocated. This is stated in the April 1999 newsletter article. The kit I recently ordered from Bratton was of good quality and had the clips in the front felt in the correct location. I did have to trim about 3⅝" of an inch from the top of the felt itself for a proper fit. The rear felt was a different story. The bottom clip had to be relocated. I found that placing it exactly 27 and 3¼ inches from the top clip was a perfect fit. The April 1999 article goes into detail about how to install the vertical felts. These instructions are important, so they will be repeated here.

The front (wide) felt:

Slide the felt down into the front metal door channel. Hook the middle clip into the slot in the door and slide it all the way down. Hook the bottom clip in the bottom slot and move the felt all the way up until the bottom clip bottoms out in the slot stop. The middle clip will still be retained. The top clip is then attached at the top. In order to attach the top clip pull up hard on the felt, there is enough stretch in it to get the clip over the top mount. The felt is now securely attached. No adhesive is required.

The rear (narrow) felt:

The rear felt has only two clips. Slide the felt down into the rear metal door channel. Hook the bottom clip in the bottom slot and move the felt all the way up until the clip bottoms out in the slot stop. The top clip is then attached at the top. In order to attach the top clip pull up hard on the felt, there is enough stretch in it to get the clip over the top mount. The felt is now securely attached. No adhesive is required.

Reinstall the glass assembly:

Reinstall the regulator and leave the mounting bolts loose. Crank the regulator so that both arms are standing straight up and are just below the window opening. Slide the glass assembly into the window opening and hook the two arms to the metal glass channel (it is best to have a helper). It is best to install the window glass before installing the felts. The felts can be easily slid into place after the glass assembly is installed.

The top seal:

A molded rubber seal is provided for the top of the window. Cut it to length and glue it into place with the adhesive supplied with the kit. Roll the window up to hold it in place while the adhesive dries.

Replacing a broken glass:

If the task is to replace a broken glass the new piece of glass has to be positioned into the metal glass channel so that it is even between the front felt (wide) and the rear felt (narrow). To do this, place the two felts on either side of the glass and mark the glass at the bottom with a marking pen at the edge of each felt. The new glass should be installed in the metal channel so that it is equal distance between the two marks. Many of the Model A parts suppliers can supply Victoria door glass cut to the proper size. Glass patterns can also be obtained from the Victoria Association and taken to a glass supplier for a replacement glass.

Rubber glass bumpers:

There are two rubber bumpers associated with each door that are not supplied with the kit and may be difficult to obtain. There are two slots that the bumpers fit into. One is located in the center of the bottom edge of the garnish molding. The other is located in the outer doorframe. Both slots are about one inch long and slightly less than 1/4" wide. The bumper's purpose is to rub against the glass on both sides to prevent it from rubbing on the metal garnish and doorframe. Both bumpers were carried over by Ford into the 1932-1935 cars. They were used only on the Model A Victoria and the A-400. The slant window town sedan does not use them.

The 1932-1935 part numbers:

The bumper that fits into the garnish molding is part number **B-46044. (stock number B-7021444)** The bumper that fits into the doorframe is part number **B-45380. (stock number B-7021452)** Each has a slightly different shape from the other. Both bumpers are described in detail and shown in sketch form in the Victoria book in the Bob Bidonde section on page B11. C&G Early Ford Parts in Escondido, CA 760-740-2400 carries them under the stock number.

Down stop rubber bumpers:

Four down stop bumpers are supplied with each kit, two for each door. The bumpers slip into metal brackets located at the bottom of the door. When the window is rolled down the metal glass channel rests on the bumpers. The center bracket is riveted to the door panel. The other bracket is located on the rear side of the door right at the bottom of the rear vertical felt. The rear bracket is attached with two screws and nuts. It must be temporarily removed to install the rear felt.

The wood strip:

A strip of wood is located in the doorframe just below the garnish molding where the four wood screws attach. The screw holes may be found wallowed out such that the screw will not screw in tightly. The repair method suggested is to fill the holes with carpenters glue and pound tooth picks into the holes to fill them. Cut the toothpicks flush at the top and when the glue has dried drill new pilot holes.

Install the door panel:

The door panel is installed by inserting the small spring clips attached to the panel into the corresponding hole in the doorframe. Do this carefully to make sure each spring clip enters the hole correctly and is not bent out of shape. It is helpful to apply a small amount of grease around each hole in the door and to the clips themselves.

Garnish trim piece:

There is a metal trim piece that fits under the garnish molding right on top of the upholstered edge of the door panel. To keep the trim piece in place attach it with small screws through the holes at each end to the wood strip that is located at the inside top of the door panel. This is done before the garnish molding is installed, but after the door panel is installed.

Victoria Association information:

It is strongly recommended that before attempting to work on the door mechanisms that both copies of the publications mentioned at the beginning of this article be obtained. They contain a world of information on the subject and you can study up on them while sitting in the dentist chair. ☺

Charlie Says!

by Charlie Viosca

Dear Victoria Association members:

The good news is that a good friend of mine donated \$3,500 to the restoration award to purchase one of the Give-Away Model A's. He and his wife are:

Jack and Jayne Hamilton of Dallas, Texas

The bad news is that I have prostate cancer/good news is that they caught it early and I have been treated successfully.

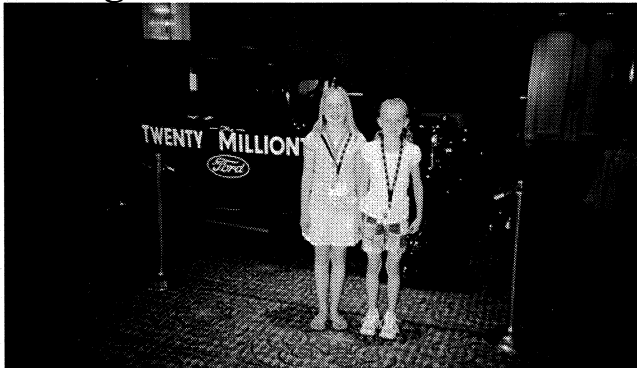
I would like to add that the two 1931 Victoria winners of the Give-Away A Model A award are:

Frank Vitetta of Pembroke Pines, Florida

Chris Mills of Lexington, Kentucky

Both are great youth and worthy of the award. They are now members of the Victoria Association. ☺

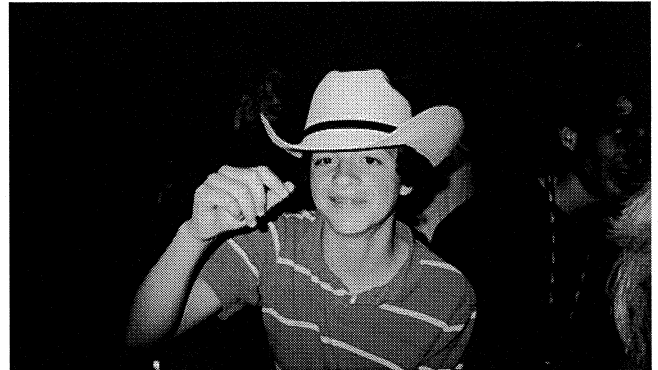
Young folks at the Dallas National:



Rebecca & Bailee Pratt



Amy Gulliksen & Alek Petrovic



Dakota Parrish



The Brent Terry youth project



The little kids sorted out the nuts & bolts



Brent Terry left of center

Flathead's Floaters!

by Tom Endy

Success:

After about a year of procrastination and talking to anyone who had installed Flathead Ted's newly designed Model A Ford brake floaters, I decided to order a set. They are on my Vic now, and in all the years I have owned the car, and as many times as I have gone through the brake system, the brakes have never been so good. I can easily smoke the tires just like Flathead advertises.

Pre-installation:

If you are contemplating installing a set, my advice is to first obtain both articles published in Model A Times magazine. Read them over several times and fully understand what the task is before you actually begin (Fall 2006 and Winter 2007 publications).

The installation:

Do the front wheels first. Drive the car for a while before you do the backs. This will allow the shoes to center in before you do any final adjustment.

The rear brakes:

The rear brakes involve only replacing the adjusters. However, the emergency brake carrier is in the way. Les Andrews says to remove the rear backing plates from the car and take them over to a workbench to install the adjusters. Seemed like a lot of work. Flathead says to simply "leaver" the emergency carrier out of the way. Leavering is not exactly in the King's English here in the colonies. I subsequently learned that leavering means to take a big crow bar and pry the carrier out of the way. I did remove the backing plates from the car in order to install the adjusters at the workbench.

The rear brakes can hang up:

If the roller tracks on the rear backing plates are worn it can cause the rear brakes to not release when you come to a stop. They will release when the car again begins to move forward. Flathead has developed what he calls "pins" to remedy the problem. The pins are actually an adjustable cam that takes the place of the rear rollers that ride on the tracks. I did not install them on my Vic, as I had already installed new roller tracks. It would be a good idea to order a set when ordering the kit.

Adjusting the brakes:

Once all four wheels on the Vic had the floaters installed. I put the car up on jack stands and adjusted each wheel with the adjusters until they were locked. Then I backed them off until there was just a hint of a drag. Next I used a stick between the brake pedal and the front seat that had notch steps cut in it at $1\frac{1}{2}$ " intervals. At the first notch I adjusted the brake rods so that the fronts had a noticeable drag, the rears had none. At the second notch the fronts had a heavy drag and the rears had a noticeable drag. At the third and final notch the fronts were locked and the backs had a heavy drag.

Brake system condition:

The Vic has a set of Plasmeter cast iron brake drums installed about 15 years ago. The fronts have been turned out to about .020 over standard and the rears are close to standard. About a year ago I replaced all the backing plate hardware, such as roller tracks, rollers, adjusting shafts, and rear cams with Bratton's hardened components. The brake shoes are composite bonded lining (no rivets) as supplied by Mel Gross. The shoes were arced to match each drum.

Continuing development:

Flathead is continuing to develop his product. He plans to offer extra long adjusting shafts (Ford part number A-2042). This will preclude running out of adjustment on brake systems that have the drums turned out, or have thin brake shoes or lining.

His "pins" are a recent development to rectify the problem of the rear brakes momentarily hanging when coming to a stop. The Spring 2008 publication of Model A times magazine has an article describing how to properly install the pins. Flathead has also discontinued gold anodizing visible parts.

Ordering the floater kit:

You can e-mail Flathead and order directly from him (tedspain@gmail.com). The cost was \$130, which included postal shipping from New Zealand. I had them in less than ten days. If you want the "pins" included they are an extra cost. ☺

Reprinted from the "Distributor" Orange County MAFC

Victoria Restoration!

by Howard Kriebel

This is our Victoria. The story began several years ago when we felt the need for a closed car for touring, having had many open A's over the years, and desired something a little more friendly in adverse weather. In May of 2006 we stopped by a local greenhouse to get some flower plants. Of course we took our A pick-up for the hauling phase of planting. When we were loading the truck, one of the owners came out and said that he has had an A for many years and "just never had the time to finish it". The usual banter began. It was a 1931 Victoria and he just might consider selling it, having had it for 20 years in partial restoration condition. That evening I returned to look over this closed car possibility. If you have ever found a project car, you know the usual story told by the seller, most of which is true but requires a vivid imagination to bring the idea into focus. A resident of a nearby town started the restoration in the early 70's. He had the engine and chassis rebuilt, put new wood in the body and bought a new L/B interior, still in the boxes. All it required was some minor fitting and paint. We agreed on a price and we hauled the car plus assorted wood (including the originals-all of it) plus several boxes of extra wood.

The project began with a reality check. The doors were way off in dimensions and I needed technical support. Steve Ryan, a good friend recommended that I join the Victoria Association and get their back issues. A really great idea! Thus began much reading and many phone calls to Vern Schwebke, Bill Barlow, and Tom Endy to fill in the missing info needed to make it all come together. Having restored half a dozen or so Model A's I realized that I must first check the frame for correct dimensions and alignment. So off came the cowl, front fenders, engine assembly and then the sheet metal over the wood sub-body. Getting the back half of the body was a real trip as it had been forced over a mutilated wood frame. Then, we removed the wood framework and the sub-frame sills.

Once all of this was cleared away, the gorgeous frame was exposed, and it was pristine, no rust pits or missing pieces. However after careful

inspection, it was determined that the car must have been damaged in a very bad accident long ago, apparently being struck very hard on the drivers front wheel, bending back the axle about an inch at the spindle bolt and driving the axle nearly out of the frame as indicated by the deformation of shock mounting holes on the passenger side. Upon closer examination, the frame had been cut off at the rear engine mounts and hammered straight (by a not too careful smithy), then welded back together, ground smooth and hidden by the rear engine mounts. When I checked the longitudinal alignment, (front to back) it was fairly straight, but it dropped an inch and a half at the passenger side rear engine mount (some deflection is not uncommon on this side of the frame). That meant locating a good frame and replacing this one. Incidentally, the engine and frame serial numbers matched and the body had no rust out, an unusual phenomenon which led us to conclude that the car must have been stored many years, waiting to be fixed. After locating a good frame and refurbishing it we began the reassembly of new and rebuilt A parts (fortunately we had many NOS bits and pieces squirreled away). The engine had been rebuilt, with the invoices still attached from 1975. It was perfect.

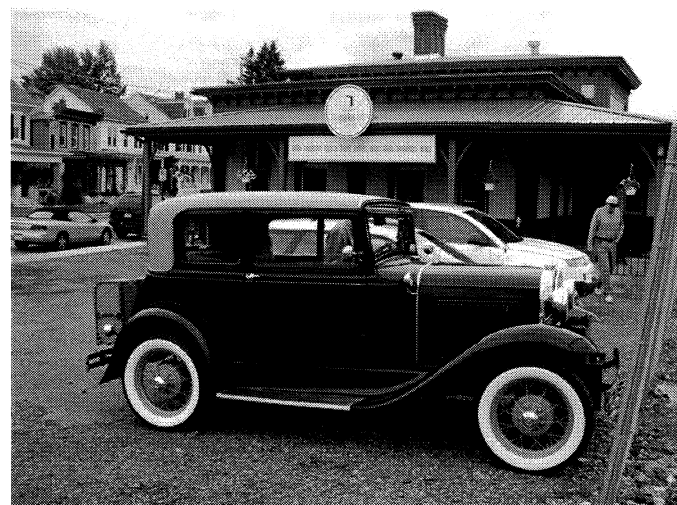
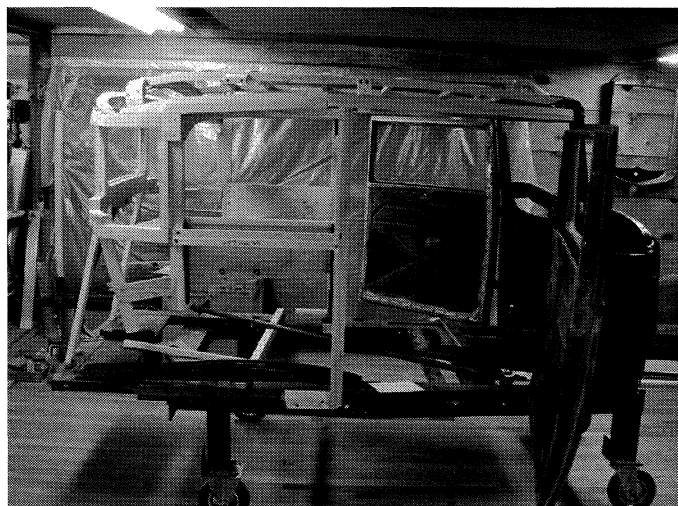
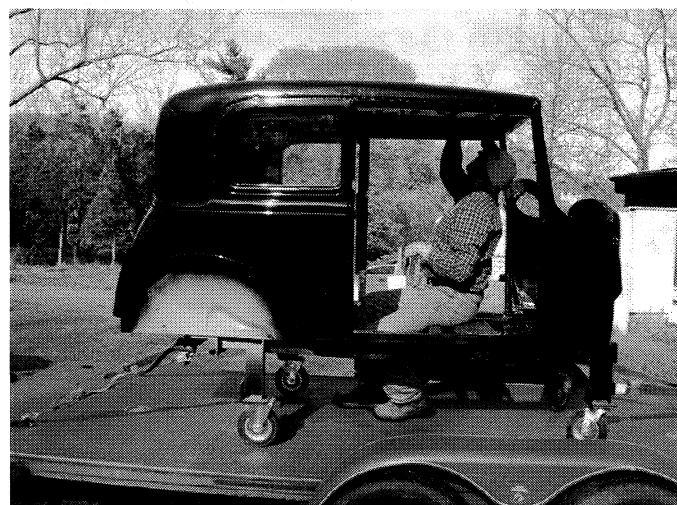
Next began the search for good wood, all of it! Classic Wood provided excellent replicas of the originals and when we compared the wood we removed from the body, it appeared that someone had gotten the wrong wood kit, then found the sheet metal would not go over the framework, and proceeded to sawzall pieces out and forced the sheet metal over the disconnected framework.

The following pictures show the new wood "cage" framework fitted and ready for the sheet metal. The cowl was fitted to the new frame and wood sills and careful documentation from earlier issues of the Bustle allowed us to position the cowl with adequate clearance for the door openings. Then diagonal bracing and more measurements allowed the correct alignment of the wood cage. Without the information found in the Bustle, we never could have made it fit! Many times I wondered how Ford was able to make these Victoria's at a profit. The intense labor and skill required to "re-create" the Victoria was formidable.

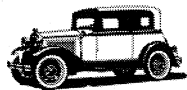
After the final fitting and many adjustments the body was painted and ready for the interior upholstery and 'Vinyl Leatherback'. We transported the body to the upholstery shop on the paint-room dolly shown here. By now it was March and the date for our car to be in Toronto was set for June 15, 2007. While the body was at the upholsterer's, the chassis was ready for the final details. Since we knew we would have little time for break in before the car was in Toronto, we began running the chassis in place, first just the engine, then in gear. We logged 20 hours of run time with several final adjustments, which hopefully would make the long trip without incident. May 1st the Body and interior came home and now the last fit up took place. Long hours and sore muscles from reaching and adding just one more shim here and there, then final tightening and alignment check. June 10th....four days to spare, and time for the Victoria's first road test.

Yes, sometimes there are miracles. We managed to get 150 road miles on our Victoria before the trailer ride to Toronto. The trip to Toronto was uneventful and the trip to the rail yards to hook up with Sea-Rail and the other 3 cars was now history. Our Canadian Odyssey was about to begin with a long train ride to Calgary and the beginning of a 5000-mile run to the Artic Circle. Watch for this tour in the next issue of the Bustle, or check it out on our Journal on the web www.modela.ca. Bon Voyage. ☺

Editor's note: Howard Kriebel lives in Collegeville, PA



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



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