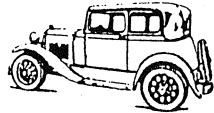


International Model A Ford Victoria Association



VICKIE RESTORING PAGE 1

MARCH, 1987,

C.J.Viosca, 5113 Ragan, The Colony, Tx. 75056, Ph. 214-370-2922

***** NEWSLETTER ***** NEWSLETTER ***** NEWSLETTER *****

Hello to all,

The first thing I have to tell you is IMPORTANT ** IMPORTANT, I made a mistake while typing the last letter to you dated February 1, 1987. On page 2, the fifth paragraph, I wrote that Briggs bodies have cage nuts and Murray has D nuts. What is wrong is that I have them in reverse. CORRECT WAY IS: Briggs has D nuts and Murray the cage nuts. I am grateful that Roger Van Houten caught this. I hope that I didn't mess any of you up.

Roger Van Houten, a member from Monroe, Michigan has an article in the November/December issue of the Model "A" News, "IDEAL MODEL "A" FORD DRIVABILITY". I will copy this article and include it in this newsletter for those of you that do not belong to MARC.

While I was at MAFCA headquarters for the February board meeting, I went through the index of Restorer articles and found only one other than "Beauty That Appeals to Women's Eyes". (I mentioned that I would mail this to you on a request basis only). The other article is in Volume 10-6, May/June 1965 and is a copy of the Ford Service Bulletin for December. It is a Description and Installation Instructions of Victoria Coupe Top Material. This instruction sheet is three back to back pages. I will send it to anyone that requests it.

Since our association is affiliated with both MAFCA and MARC, I would like to encourage all of you that are not members of those two organizations, to please join. The magazines that they send to the members are well worth the membership dues. Dues is \$15.00 for each club. Their addresses are: Model A Ford Club of America, 250 South Cypress, La Habra, Ca. 90631-5586. Model A Restorers Club, 24822 Michigan Ave., Dearborn, Mi. 48124. Join now, you'll be glad you did.

I already thanked Bill and Millie Harry for copying the January newsletter and mailing it to all of you. They did it at their expense and I know that all of you are as grateful as I. Their offer of help came at a good time as I was right in the middle of my move.

For those of you that might need the arm rests for the back seat in your Vivvies, they are available from LeBaron Bonney part no. RFP 1330 only \$15.00 a pair. I used them in my Vivkie and they came out just fine. I do have templates of the originals if you want to make you own but for \$15.00 I'd rather buy them. The price included the metal piece on top of the wood form. The only thing I added was to solder the cuts they made in the metal to bend it to fit the curve in the form. This worked out fine.



MAFCA
Chapter



MARC
Region

I wrote Don Vagasky and inquired about his garnish molding. He moved twice since he was in Pennsylvania. He is now in Arizona (see enclosed vendor list) and is starting to get his shop up to what he wants - is starting a run of garnish molding. He is CONSIDERING making the two pieces that go above the door that cover the wood piece on the body (not on the door). If enough of you need these two pieces, please write to him, if he gets what he considers worthwhile, he will make them. He used to make the upholstery retainer strip that goes on the bottom inside of the wooden header (above the windshield) and let him know if you need this piece. If yours is missing you probably would be extremely lucky to find it in a swap meet.

Mel Hodde wrote and was wondering about getting a list of interchangeable parts for the Vickie. I think it would be easier to put out a list of parts that are different on the Vickie such as the floor pan etc. I will work on such a list for a future newsletter.

I put out a list of black and cad parts for the engine compartment and forgot the engine green parts. I am adding these to the list and will enclose it in this newsletter. Also I had my friend Howard Barnes draw up the Vickie floor mats showing where the snaps go. The four on the firewall and some on the floor in the floor pan are a stud type that peen to the metal. These are available from Bratton.

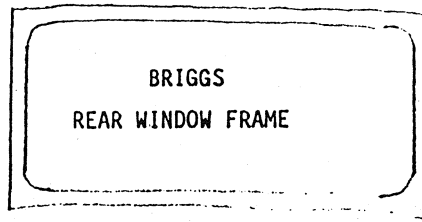
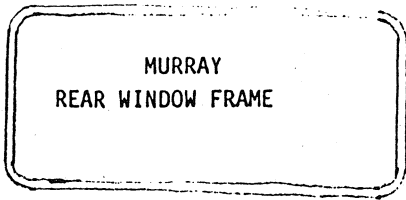
Ed Hildwein writes that the MAFCA Northwest Regional Meet is in Boise. Dates, June 28, 29 and 30th. If any of you are in the area or care to make the trip, let him know. If enough of you Vickie members go, you could have a meeting. I'm sorry that I will be unable to make that meet.

MARC is having their 1987 National Meet in Virginia Beach, Virginia. It is June 23 - 26th. Headquarters is the Pavilion Tower. I understand it is a beautiful place so any of you that can go will enjoy it. The 24th. Texas Tour is in June in Huntsville Texas and I will attend this meet. That's why I will miss Boise and Virginia Beach. I want to show my Victoria for the first time at the Texas Tour. I have been 5½ years restoring the car and I am now ready.

Harold Eason wants to warn everyone that as far as he knows, no one is making good exhaust valves. Some will tell you to use intake and exhaust interchangeably. This might be O.K. for show cars that do not drive much but not for 50 to 100 thousand miles. For driving and tour cars, he said to find good originals. The exhaust valves are non magnetic while the intakes will stick to a magnet. Intakes in exhaust valve place will usually burn out in 10 to 20 thousand miles. Some of our Dallas club members are using the stainless steel valves. It will be interesting to see how the stainless valves work out. I have heard several model A restorers say the same thing as Harold. If any of you have anything to relate either good or bad on this subject, don't hesitate to speak up. We need to hear of everyone's experiences in order to make good decisions in our restorations.

I have received a letter telling that the Murray rear Victoria window frame is different from the Briggs. To describe it, I would say that the Murray has the metal curved around the front side and rear side about the same. Almost as if it could be installed either side as the front. The Briggs has a definite flange facing the inside of the car with square outer corners that go over the upholstery. The photo copy is from the MARC news Jan-Feb 1964. If any of you have this copy, please copy the photo and send it so that I can include it in a newsletter. The same gentleman says that the Murray window regulator screws are offset whereas the Briggs six mounting screws are even. I'll draw them below. Remember, that all of this needs to be checked out as soon as someone can find a true Briggs Vickie to confirm all this. I just checked my Murray Victoria and the way to see the cage nuts behind the dash is to get a light and look up behind the dash. (This is if your car is restored and the dash is in place). You can see the cage nuts as there is a slot to the side of the mounting bolts and the nuts are readily visible. I feel that we are learning quite a bit by all this cage nut & D nut business. I do know that we do not have a Briggs Vickie in the club that is absolutely without doubt. If we have even one no one has produced definite proof. It is also apparent that the Briggs Victoria is extremely rare. There are some people that doubt that Briggs

actually made any Victorias at all. I would ask all of you to keep your eyes and ears open to all talk about the whereabouts of a Briggs Victoria and if possible, check it out. If there are any out there for sure, it would be nice to know. Any way, we seem to have a handle on the way to tell a Briggs from a Murray. Now, the rear window frame sketches. See further down the page for window regulator sketches.

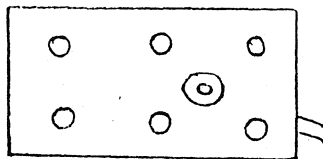


I have had a line drawing made of my Victoria. I have had cards and letterheads made from this drawing. I paid for the line drawing and cards with my own money. I let the association pay for the letterheads. You can see what I am speaking of at the top of the first page of this newsletter. I would like to offer this drawing to any of you that would like to make cards or thank you notes. What I propose is to charge \$5.00 until I get my money back and from then on, I will put the money in the club treasury. The drawing cost me \$50.00. It came out very well, I think. If any of you would like the fellow to do one of your car, just let me know and if you send a photo I'll send it to him or give his address to you. You get a 12 X 14 line drawing in black and white. Anyway, if any of you are interested in this, let me know and I'll be glad to help.

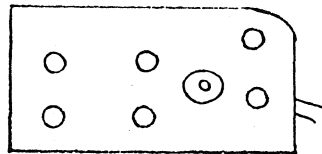
I must add that I have blocked out my new PERMANENT ADDRESS after I get my house built. This is in order that I not create confusion. I do have a mailbox up and can get mail but until I move, it would be better to continue using my temporary address. I will copy the business card to show how it is but I blocked out the address which was just above the Victoria.

In this letter, I am including a drawing by my friend Howard Barnes. It is of the carpet snap locations. It was sent to me by LeBaron Bonney and I had Marshall Lewis add to it. As most of you know, it is in three pieces. The front carpet, the rear carpet and a small piece called the seat riser carpet. The seat riser does not have snaps and is attached with brads like the side panels. The four snaps at the top (firewall) location of the front carpet uses the post (peen) type. The four snaps at and under the front seats are the screw in type. The six (three down each side of the rear carpet) are also the screw in type. The eight in the floor pan are also the peen type as used on the firewall. There may be several dealers carrying the post type. I happened to find mine at Bratton's.

Window regulator sketches.



BRIGGS REGULATOR



MURRAY REGULATOR

Please remember, we have to have further proof of this before we can say it is definitely a fact.

The window riser and rear window frame information came from a copy of an article that appeared in "MARC NEWS" Jan-Feb 1964 and written by Vito Maurantonio of Watsonville, Ca. Roger Van Houten sent it to me. I'm pretty sure the information is correct but as I said before it has to be verified.

I had an inquiry about where the pads and wood blocks for the Victoria body can be bought. Well, there are no wood blocks under the body, only rubber pads. I think most good Model A suppliers will have them.

This interesting letter was received from Harold Eason. I thought all of you would enjoy reading it. Please remember that it is his observation over the years.
Eason Letter- page 1

I have been fooling around with old cars since 1958. I belong to both National "A" Clubs and have been a member of Model A Club of Colorado since 1962. I also belong to five other car clubs. I have judged in a number of local meets and six regional meets in the engine compartment. I do all my own engine and chassis work.

In all this time, I have looked over or judged over 200 Vickies. My first was in 1967 and I checked out every one at the 1968 Dallas MAFCA meet as well as Seattle in 1972.

All I have ever seen as to body manufacturers were either Murray bodies or they were un-documented. I have seen two vickies with Murray body numbers over 40,000 with leather backs but on questioning the owners, both were "converted" steel backs and both had indented firewalls.

Current wisdom and literature notwithstanding, my personal opinion is that all early 31 Vickies (including late 30 production) were leatherbacks until April or May. All Vickies after that were steelbacks. This was in the interest of economy of production as Ford usually found a better way (cheaper way) to build the cars. Witness the phase out of forgings through the years in favor of stampings.

I have never seen an "ORIGINAL" leatherback with an indented firewall and outside fuel shut off valve. I have seen Steelbacks both ways.

I would also support from my observations that Murray body numbers ran consecutively as production went along. The lowest one I have seen was #128 with an August 1930 engine number. This was in Wyoming and titled as a 1930 although all deluxe 1931 features were present.

You were right on about some states titling for the year of the sale while others went by model year. My 1930 deluxe coup has all 1930 features, a November 1929 motor number (all original), electric wiper, oval speedometer and forged fender braces and was sold in December 1929 but title issued in January 1930 and titled as a 1930.

Re: motor numbers. I have judged or seen over 3000 different Model A's and find up to five months earlier motor numbers on the Briggs or Murray built bodies based on datable changes as documented by service bulletins. Usually only three months is max. on Ford built bodies. Bear in mind that often the Briggs and Murray bodies were constructed at their factories then sent to outlying assembly plants for completion. So far as I have been able to find out, all motors came from the Rouge plant and were shipped assembled, after testing, to the various plants in car load lots. There was no guarantee what engine numbers would arrive at an assembly plant. At the time the motor went into the frame the motor number was stamped on the chasis (frame) by the assembly line worker prior to the body "drop" on.

According to an old workman from the Denver assembly plant, there could be as much as 1000 difference on motors on adjacent cars on the assembly lines and he remembers one time when they didn't get a shipment on time and the motors going in were covered with 3 months of dust from storage and had to be wiped clean. Motor numbers were stamped on at the Rouge plant.

As I said previously, I have not yet found a documented Briggs built Vickey. For information, all Briggs body plates have a 3 digit "Job Code" prefix which corresponds to different body styles but has no resemblance to a Ford body style code - eg a (mine) '31 68C Cabriolet has a code 138-(4343) and a 1930 68B has a code 161-(7151) and my 1930 fourdoor has code 162-(14110), my "30 towne sedan prefix is 164. By the same token, Murray apparently used the Ford body style prefix 190A for the Victoria and then stamped on the body number. I wonder if Briggs built only a few prototypes, perhaps, after which Murray did the bulk of production - just as I have only seen Briggs built Cabriolets & A400's.

For years, our local club had an old gent with a Murray built leathrback with a 4 digit body number (unfortunately I never wrote it down) which his family purchased new in December of 1930.

Whenever I see a Vickie now I will try and find out #'s and send them to you for reference. We should eventually see a pattern emerge if we collect enough data. The firewall information may be useful as that was a documented change in the service bulletins and (unless firewalls were changed by the owner) we know the flat ones were built prior to May 1931 in all likelihood.

Sincerely,

Harold Eason

**** FOR SALE ITEMS **** FOR SALE ITEMS **** FOR SALE ITEMS ****

One excellent Victoria floor pan. No rust but the rear spring area is a little rough. It is almost perfect. Price \$350.00, contact Mr. Don GACCETTA, 9335 W. 73 Pl., Arvada, Colorado 80005.

Also, Mr. Gaccetta has his old Victoria wood, it is good enough for patterns. He doesn't say if it is a Leatherback or Steelback. Make offer on wood. He didn't list a phone number.

End of For Sale items - no one sent in any others.

Returning to newsletter copy:

I did get my Victoria pictures back. If any of you need to see color photo's of Victorias, just let me know. I don't have all colors but I have most all.

I am sorry to say that 25 members have not sent their dues in but we do have 58 paid members and I'm confident we will keep growing. When the ads appear in the two model A magazines, it might stir some interest. We may get to people that have not heard of us. The membership we do have, seems to be very interested. The comments are very favorable. I would like to hear from more of you.

I would like to say that I answer all correspondence that requires an answer. If I failed to answer any of you, please let me know. It could be possible that I lost some during my move but I don't know of any outstanding letters that need answering.

One member was worried about me quitting because we might not have enough interest. I think the above will answer that. I have no intention of quitting. I really enjoy doing the newsletter and answering the letters etc. It gives me something to do. I am a bit over busy with my building a new house and being a director of MAFCA but all this will slow down when I move around August or September. Just keep the letters and questions coming. I'll hang in there.

On the reverse of this page is the article by Roger Van Houten. Credit is given to the "MODEL "A" NEWS and is reprinted here with the permission of Roger Van Houten.

IDEAL MODEL "A" FORD DRIVABILITY!

By Roger Van Houten, Monroe, Michigan

Since most of the membership own Model "A's" restored for touring, good drivability should be a major desire. The pleasure driving we do should be just that and not any worse than the inherent design. It is not all that unusual to see a fellow member fighting his Model "A" on a tour and complaining how rough it drives.

There are a number of things you can do, or rather, should do! It is assumed that your "A" is restored or does not have excessive wear or tolerance in the king pins and wheel bearings. Also, lug holes should not be worn oversize which would prevent tight lug nuts. Steering must be adjusted to eliminate slop but not be binding. Your wishbone needs to be snug at the bellhousing. Spindle arms must be tight at the spindles as must U-bolts be on the springs.

If the steering arm and pitman balls are worn egg-shape, they must be built up to the original configuration or replaced with new ones by heliarc welding. This is absolutely necessary as your steering effort compounds when turning the large diameter of the egg into the small adjustment of the tie rod or drag link plug. Tie rod end/drag link rebuilding kits should be used and preferably the Teflon type which was written about in a previous article. Be careful about over-tightening Teflon as it can easily deform.

Steering can be assisted somewhat by machining the two tooth sector housing and installing needle bearings. There are a couple of businesses that advertise this service in *Hemmings Motor News*.

A couple of easy improvements, though generally not

thought about, are front end alignment and wheel balance. Most restorers attempt to align the tow-in which is rough at best since even the best of wheels have runout. An alignment shop can spin and scribe the center line of the overall tire/wheel and set the tow-in from there. Also, they can check the camber and adjust by cold bending the axle to conform. Relative to caster, you should have your front spring re-arched to spec (5.5 to 6 inches) or replace with a good quality new spring that is to spec. A collapsed or fatigued spring will change the kingpin angle and, also, could cause the draglink to drag against the tie rod.

Lastly, the balance of a Model "A" wheel and drum is very crude by today's standards. While your "A" is in the alignment shop, definitely have them dynamically balance your wheels on the car. Don't waste your money on bubble or computer balancing which does not balance the hub, obviously. By dynamically balancing, all parts that are rotating as you drive are balanced. In most cases, wheel weights can be installed on the backside of the rim where they are less noticable. You can paint them your wheel color too. For you who own 21 inch wheels, adhesive-backed weights designed for mag wheels eliminate the tubular rim edge problem. Permanently mark the wheel-to-hub in order to retain the overall balance if you should have to remove and re-install the wheel.

For a rather nominal fee, you owe it to yourself and your Model "A" to have this done. You can put the pleasure back into "pleasure driving" and realize it was not rough driving because it is "just an old car!"



There were no "BUYER BEWARE items this month.

Please keep the letters and information coming. I need things to put in the next issue.

Until the next issue, keep those Vickies going and the restorations restoring.

Yours sincerely,

Charlie Viosca

Charlie Viosca

This is a plating list for the parts in the engine compartment for a 1931 Victoria. Actually it can be used on any 1931 car.

INTERNATIONAL MODEL A
FORD VICTORIA ASSOCIATION

Cad plating:

Cut out - both top and base.
Generator end cap.
Steering column clamp.

Black plating or raven parts:

Choke rod cupped washer.
Generator mounting bolt nut & lock washer.
Generator wire clip on firewall and round head screw.
Generator wire clip and bolt on water side inlet.
Front engine mount springs
Castle nuts for above.
Fan blade castle nut
Two flywheel bolts holding the throttle crossover.
Oil drain plug
Oil return tube bolts
Radiator support rod nuts & washers
Radiator shell bolts
Springs on lower end of spark and throttle rods
Nut and bolt on steering column clamp
Speedometer cable
Clip and screw for above on inside of firewall
Starter mounting bolts
Four screws mounting starter switch
Timing gear cover bolts and lock washers
Timing pin
Valve cover bolts
Water inlet bolts
Carburetor mounting bolts and lock washers
Splash pan bolts and lock washers
Cut out mounting screws
Transmission plug
Rear end plug
Spring on accelerator crossover
Speedometer gear bolts
Two intake manifold mounting bolts
Transmission cover bolts
Bell housing bolts

Engine Green Parts

Bell housing
Crank pulley
Engine block
Oil pump plug
Cylinder head
Flywheel housing
Intake manifold
Intake manifold vacuum plug (when
not using vacuum line)
Timing gear covers
Valve cover
Water pump casting
Water inlet casting
Water outlet casting

(((INTERNATIONAL MODEL A FORD VICTORIA ASSOCIATION)))

This list of merchants that are reputable and have been dealt with by our association members. They have good products and deal with you fairly. We invite members to send in additional merchant names to add to our list.

None of the members of this association assume any responsibility in connection with the recommendation of this list. You must deal with them on an individual basis.

MERCHANTS:

LeBaron Bonney Company Toll free catalog orders: 1-800-221-5408
6 Chestnut Street All other services call 617-388-3811
Amesbury, Ma. 01913 Specializing in interiors and kits. Other A items, see catalog.

Roy Nacewicz Enterprises All sorts of Model A items but specializing in the correct bolts, nuts
9384 Hubert rivets etc. All correct thickness, plating etc, Send for catalog.
Allen Park, MI. 48101

Quail's Roost Quality Model A Steering aids and specialty Items
P.O.Box 23227
Albuquerque, NM. 87192

A & L Parts Specialties Quality Model A Parts & Specialty Items
Canton, Conn. 06019

D.J.Vagasky Victoria Garnish Molding
2220 S. Plasetta Perlozzo
Tucson Az. 85748

Brattons Antique Ford Parts Very good Model A Parts - very complete parts stock.
9410 Watkins Rd.
Gaithersburg, Md. 20879 Ph. 301-253-1929

Snyder's Antique Auto Parts, Inc. Write for catalog. Has Victoria seat springs.
12925 Woodworth Road
New Springfield, Oh. 44443-9753 Ph. 216-549-5313

Glasco Flat Replacement Auto Glass
85 James St.
East Hartford, Ct. 06108 203-289-2058

The Plasmeter Corporation Model A Cast Iron Brake Drums
173 Queen Ave S.E.
Albany, Or. 97321 503-928-3233

Image Autos Woodgraining
1055 N.E. 43rd. Ct.
Ft. Lauderdale, Fl. 33334 Excellent work
305-566-9727

Terry Burtz Style 1 molding for installing over roof header
345 Budd Ave.
Campbell, Ca. 95008 on both Leatherback and Steelback Victorias.
408-378-8666 (after 6 pm Calif. time).

Wallace W. Wade
4303-C Irving Blvd.
P.O.Box 47901
Dallas, Tx. 75247

Model A Firestone tires.

214-688-0091

Vintage Auto
Harry Cooke
2 Howard St.
Simsbury, Ct. 06070

Trunk plans and hardware.

N/C Industries, Inc.
215 S. Thomas Ave.
Sayre, Pa. 18840

Steering sector bearings and steering ball replacement.

CAM Model A Wood
C.A.McComas
Church School Rd.
R.D.4
Doylestown, Pa. 18901

215-794-8942

Frank Lawson
822 - 5th. St.
High Point, N.C. 27262

Victoria Wood-well recommended

Page's Model A Garage
Main Street
Haverhill, NH. 03765

Model A parts - some Victoria items from time to time.
603- 989-5562 and 989-5592

Harry's Early Ford Parts
8175 West Evans Creek Rd.
Rogue River, Or. 97537

Send for catalog
(Members of the Vickie Association)
503-582-0526

Meets Early Auto
29885 Second St. Unit-C
Lake Elsinore, Ca. 92330

Send for catalog.
(Members of the Victoria Association)
714-674-5171

Del Swanson
1945 Grant
Santa Clara, Ca. 95050

Model A Parts
(Member of the Victoria Association)
408-244-2732

