International Model A Ford
Victoria Association

Model A Ford Club of America - Model A Restorers Club

Founded 1986 - Frisco, Texas

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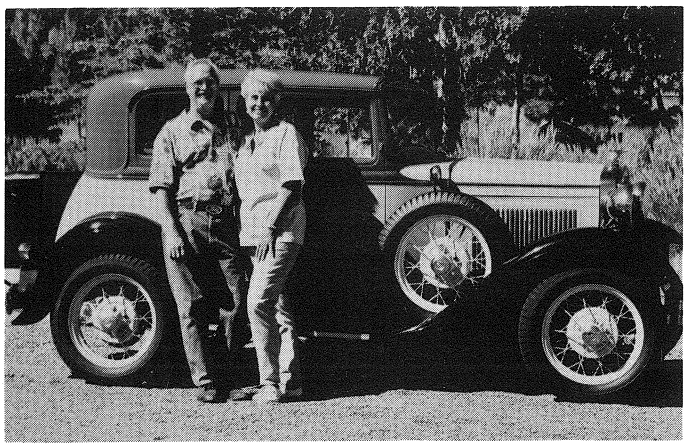
Volume 12, Issue 4
Newsletter

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

The Roadside Seminar!

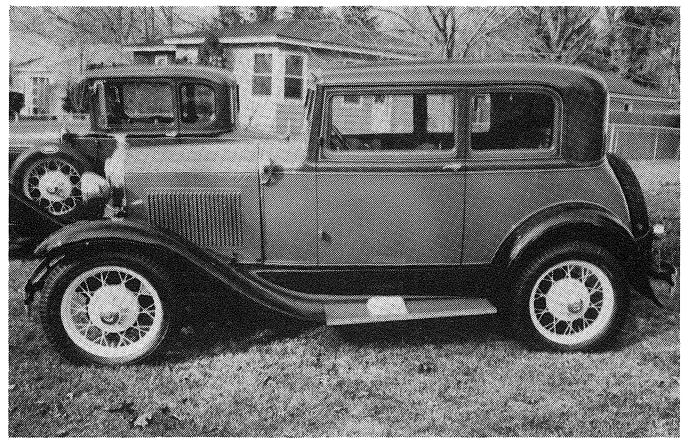
Pictures!



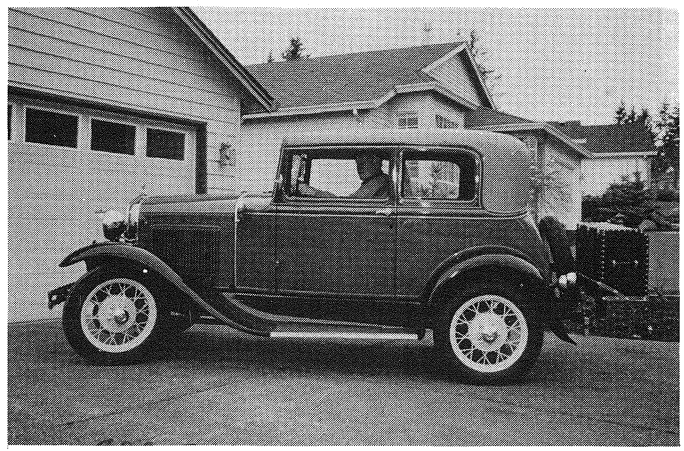
The nice looking couple standing in front of this well restored Model A Ford Victoria Steelback are Bob and Donna Bullion of Gardnerville, Nevada. The car features a B-F high compression head, a "B" grind cam, a 1939 transmission, and a Volvo overdrive conversion. Bob reports that in order to provide clearance for the overdrive housing it was necessary to modify the tunnel in the dropped floor pan. The car is a Chicle with straw wheels. ☺

Editor's Note!

I have a Ryan overdrive in my Victoria. I also had to modify the dropped floor pan to provide clearance for the overdrive housing. The Ryan housing sits right up against the banjo, therefore it was only necessary to flare the end of the tunnel. The section of the tunnel that was modified is under the back seat. The section forward of the seat was left original. Other Victoria owners who have installed overdrive units located in the middle of the torque tube have gotten away without modifying the tunnel by replacing the rear eight leaf spring with a ten leaf spring from a four door sedan. This raises the back of the car up and provides more clearance. This is a marginal fix however since it can still bottom out with passengers in the rear seat, or going over the ever intrusive speed bump. George Coffin, the man in the San Diego area who supplies the Volvo conversion can place the overdrive housing in any position desired along the torque tube. If you are considering a Volvo overdrive conversion for a Victoria you may want to have him locate it close to the banjo so as to limit the area of the tunnel that has to be modified. ☺



Carlton Bauman of Kentwood, Michigan sends us this picture of his very well restored Victoria Steelback. The car is two tone blue with straw wheels. ☺



Bob Sherwood of Vancouver, Washington is pictured sitting in the driver's seat of his very well restored Victoria Leatherback. The car is green with straw wheels. ☺

An Award Winner!

Walter and Donna Ramsey of Kent, Washington were awarded a First Place, and an Award of Excellence for their Model A Ford Victoria at the Northwest Regional Meet held in Vancouver, Washington this past August. Congratulations to the Ramseys. ☺

Charlie Says!

by Charlie Viosca

Dues Coming Due!

Victoria Association membership dues are due January 1, 1998. Please send all dues direct to our treasurer, John Icenhower 1613 Ryan Rd. Sulphur Springs, TX 75482. Dues are $10. for the year. If you do not send it in right away, make a note on a calendar so you don't forget to send it. Being prompt is a big help, if you don't believe it, try being TREASURER and find out.

Shades of the Victoria!

Several members have written and asked if it was possible to obtain more Victoria window shades. I am sad to say that the lady who made the shades for us before is no longer in business. I have tried to contact her, but her phone has been disconnected. If any of the members know of someone who has the machinery necessary to weave the material, please let me know and I will see if we can have more shades made.

Glass Act!

I would like to advise the membership that I have the original Ford prints of all of the Victoria window glass. I have had copies made and will make them available to the membership at cost. The price is $3. per set, including mailing. Please contact me if you wish to buy a set.

Victoria Booklets!

Several members are compiling booklets of information from previous Victoria Association newsletters. Dale Higgs has competed his section on **INTERIOR PLATING**, and Tom Endy has completed his section on **SEATS**. When all of the booklet categories have been completed they will be made available to the membership. The information will be of great benefit to all of us Victoria owners and restorers. We do not have a date when all of the sections will be complete. The various sections are being done by our members on a volunteer basis and as their time permits. Hang in there, and we will make them available as soon as all of them are complete.

Bump in the Night!

Several members have written and asked where they can get the small rubber glass bumpers that go on the inside of the doors, on the outer side of the glass, that act as anti rattler bumpers. Bob Drake has them, 1819 N.W. Washington Blvd. Grants Pass, OR 97526. The part number is B-7021452. These are for a 1932-1935 Ford , but do fit the 1931 Victoria if you trim the length to fit the slot in the door.

Volvo Overdrive!

Member Bob Bullion writes that he has installed a Volvo overdrive in his Victoria. He likes it very much, and if you are interested in one, contact George Coffin, 4003 King St. La Mesa, CA 91941 619-466-2250. The unit comes completed and sells for $950. plus shipping.

We Get Questions!

Dale Higgs wants to know about the molding across the front of the top header (outside) of a leatherback. Does it fold forward or towards the back? Since I do not have a leatherback, I do not know. Can any of you leatherneck, I mean leatherback, fellows answer this question? If so, let me know and I will tell Dale and we will print the answer in the next newsletter. There is also a member out there who still can't figure out how to remove the front driver seat that has the slider mechanism. There must be some member who knows how to do it and is willing to share the information.

Who To Ask, And Where To Go!

Since the Victoria Association is now well organized with a staff of thousands, we would like to direct your inquiries to the correct department.

Dues, And Money Matters!

Send your dues and any question related to dues to the treasurer, John Icenhower, 1613 Ryan Rd. Sulpher Springs, TX 75482 903-885-6748.

Articles And Pictures!

Send all articles and pictures that you want published in the newsletter direct to the editor, Tom Endy, 5881 Iroquois Rd. Westminster, CA 92683 714-897-5861.

Technical Questions And Anything Else!

Send all questions and anything else related to the Victoria Association to the president, Charlie Viosca, 11084 Windjammer, Frisco, TX 75034 972-625-2922. ☺

On The Cover!

The roadside seminar is a familiar scene on most any Model A Ford club tour. This particular seminar took place early this year in Orange County, California when the Rev. John Knox's blessed Model A Ford became uninspired. ☺

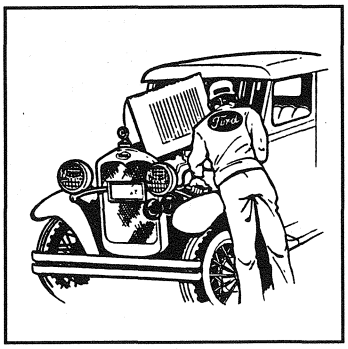
The Mechanics! Handbook!

by Tom Endy

For the "How To" library!

A new technical publication concerning the Model A Ford has recently come available that every serious Model A hobbyist will want to have. The book is called The Model A Ford Mechanics Handbook. The author is Les Andrews, who resides in Grass Valley, California. The book is a one inch thick spiral ring Model A Ford service manual. It is very well written and very well illustrated. I recently obtained a copy and am very pleased with it. It is by far the most comprehensive Model A Ford book in my "How To" library. The price is $28.95, plus $5.50 shipping and handling. The book is published by the Cottage Hill publishing Company and is cataloged in the Library of Congress. IBSN 0-9658240-0-4. ☺

Model A Ford
MECHANICS
HANDBOOK



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The Indented Firewall!

by Bob Bidonde

Is there such a thing as an indented firewall on a Model A Ford? There sure is and it is peculiar to 1931 Model A & AA vehicles. The indented firewall was phased into factory production starting in April 1931 and reached 100% production use by the time a May 1931 Service Bulletin on the this topic was issued by the company. However, the indented firewall was only one part of a much larger design change that encompassed replacing the gasoline tank in all Model A & AA production. If you have the Ford Service Bulletin for May 1931, page 560, refer to it while you read this article.

The bulletin starts out with, "A new design ***cowl tank*** A-9002-E is now being used in all Model 'A' cars and 'AA' trucks. The new tank replaces the previous design A-9002-C tank which will be obsoleted after present stocks are exhausted."

The Ford Motor Company did a splendid job of using Service Bulletins and Service Letters to keep their dealer network informed of production changes. However, Ford's bulletins use some "horse & buggy" era terms that need translation into Model A hobby jargon we can understand.

Definitions

- *A **cowl tank** is the Ford Motor Company's expression for gasoline tank.*
- *The **dash** is the firewall, the body panel in automobiles that separates the engine from the passenger compartment. In buggies, it was the panel, commonly a board (hence "dash board"), that separated the front seat from the horse's derrière. In modern automobiles, the dash is panel containing the speedometer.*

Ford Service Bulletins and Ford Service Letters were sent to dealers advising them of product changes, service techniques, parts exchange policies, customer relations, etc. Reduced size reprints of Service Bulletins for the Model A are available from your Model A parts dealer. In the near future, a full size reprint of the original book of bulletins is expected to be available from MARC. Unfortunately, the Service Letters were reprinted years ago, but are no longer available.

Figure 1 shows the traditional flat firewall typical of 1930 through April 1931 Model A & AA vehicles. Now compare Figure 1 to the indented firewall in Figure 2. There is quite a difference - the indent, the embossed stiffening ribs, the pattern data plate location and the new gasoline shutoff valve.

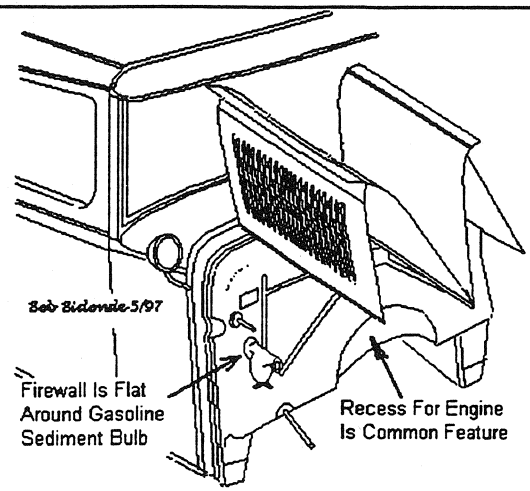


Figure 1 - Flat Firewall

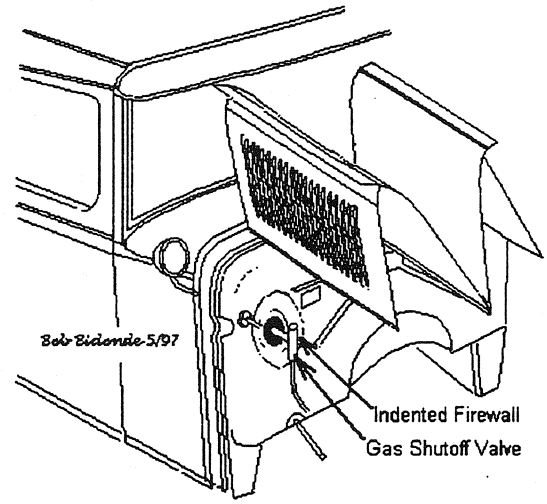


Figure 2 - Indented Firewall

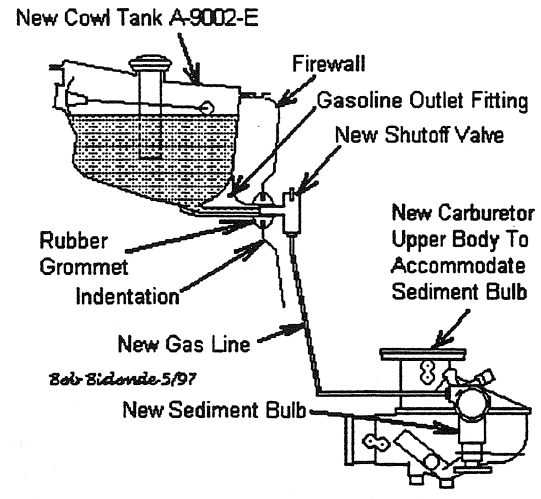


Figure 3 - New Cowl Tank Arrangement

Figure 3 shows the general arrangement of the new A-9002-E tank that brought about the indented firewall. Specifically, the firewall was indented to meet the gasoline outlet fitting on the new tank without the use on gas line inside the vehicle:

- note that the gasoline shutoff valve, which was originally mounted directly to the bottom of the tank, is gone and so to is the gas line that connected the valve to the firewall inside the vehicle;
- there is a new type gasoline shutoff valve mounted on the firewall which brought about the demise of the cast iron sediment bulb;
- to replace the sediment bulb, a cast iron filter bowl was put on the carburetor and this gave birth to the famous "side-bowl carburetor;"
- the indentation in which the relocated gasoline shutoff valve sits brought about the term "indented firewall" in our hobby.

What are likely technical and business reasons the for the new gas tank design & indented firewall? Lets look at Figure 4 for a likely technical answer to this question. It is common knowledge among Model A restorers, that the gasoline tank has potential leak sites inside the vehicle. These are:

- the steering column support is riveted to the tank. Unfortunately, steering gear reactions, chassis twisting, and forces from the driver turning and pulling on the steering wheel eventually loosen the steering column support attachment rivets in the tank causing a gasoline leak;
- the gasoline shutoff valve and gas line connecting the valve to the sediment bulb have mechanical joints (connections). The valve screws into the tank and the valve has packing that wears. The gas line has two threaded connections.

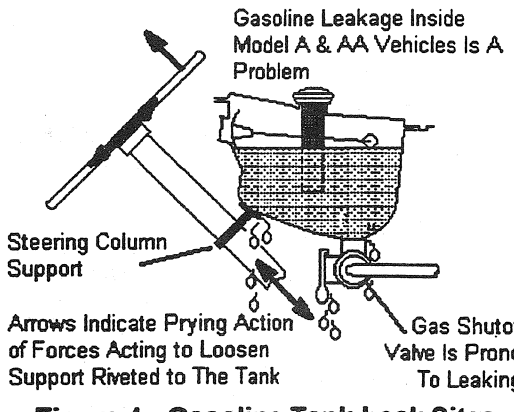


Figure 4 - Gasoline Tank Leak Sites

Gasoline leaks inside Model A & AA vehicles detracted from the sales image the company was spending considerable dollars to promote. It was the time of the Great Depression, Chevrolet was outselling Ford and the Plymouth was making its niche in the market place. So Ford could not afford any adverse public opinion about the Model A having gasoline leaks. Ironically, domestic production of Model A cars went to a trickle just a few months later in August 1931.

Here is a rundown on 1930 & 1931 gasoline tanks used in Model A & AA Fords:

- A-9002-BR is the first tank used in 1930 vehicles and it requires the 1929 style instrument panel with oval speedometer;
- A-9002-C replaced the -BR tank in October 1930 and the -C tank requires the ribbed style instrument panel with a round speedometer;
- A-9002-E replaced the -C starting in April 1931 and it requires the ribbed style instrument panel, indented firewall, new gasoline shutoff valve and new side-bowl carburetor.

But what was done for existing 1930 & 1931 Model A & AA vehicles in service that needed a new tank? Dealers installed the new A-9002-E gas tank with some interesting factory designed variations from the production configuration. Take a look at Figure 5. First, 1930 and early 1931 vehicles do not have indented firewalls and the dealers did not change the firewalls or add the indentation. However, the outlet fitting on the new tank will not reach a flat firewall. To accommodate the flat firewall, Ford made an A-9074-R Adapter to extend the gasoline outlet fitting. Instead of installing the new side bowl carburetor, Ford merely had the dealers install the new filter bowl in the gasoline inlet port of the existing carburetor.

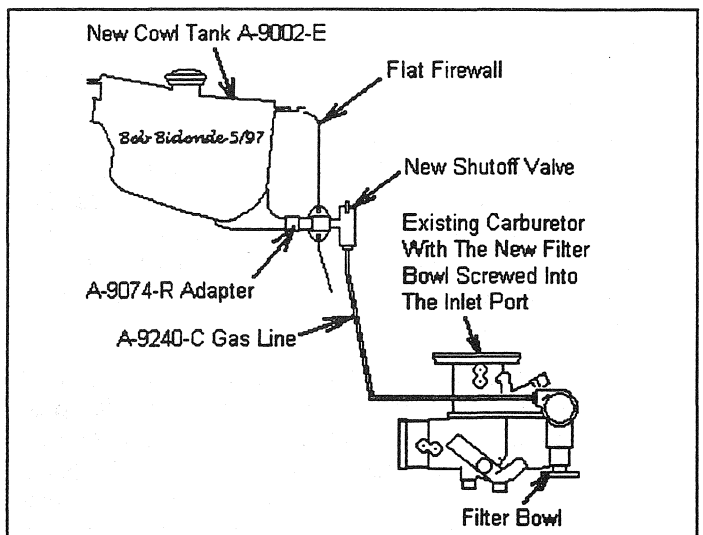


Figure 5 - Dealer Retrofit Of New Tank To The Flat Firewall

There are few simple stories in Model A lure, and the indented firewall is no exception. The Ford Motor Company must have had a significant stock pile of flat firewalls when the new tank went into production. Instead of scrapping these flat firewalls, Ford "re-stamped" them to add the indentation. Both Model A & AA vehicles were factory built new with re-stamped firewalls until the stock pile of flat firewalls was consumed.

Figure 6 shows the difference between a factory new indented firewall and a factory re-stamped indented firewall. Look at the flattened ribs and extraneous holes in the re-stamp and the rib pattern in the factory new

indented firewall. Restorers encountering a re-stamped firewall should have a rare piece of what epitomized Henry Ford's Ford Motor Company - "waste nothing."

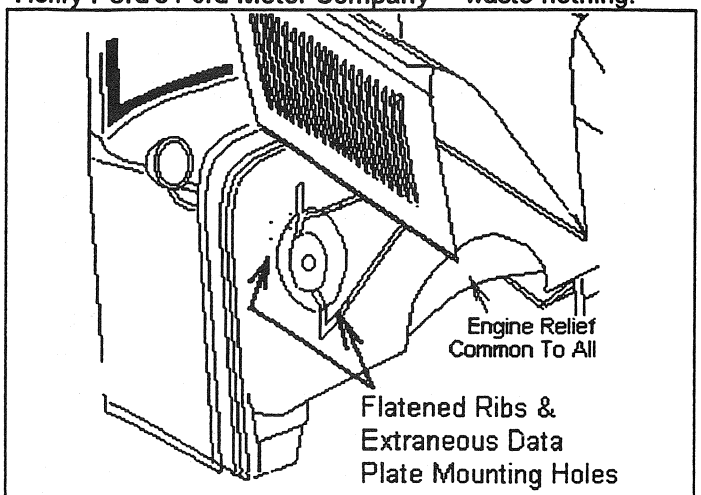


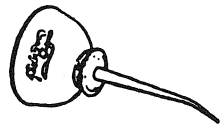
Figure 6 - Re-stamped Firewall To Add Indentation

The final question is, "How will national meet judges treat the 1930 & early 1931 Model A & AA vehicles with the dealer retrofit configuration?" If judges take a hard stand that a restored Model A / AA should be as it came new from the factory or dealer's showroom, it will lead to the demise of the interesting Ford designed dealer retrofit tank installation that is a part of Model A & AA heritage. It seems that if judging can accept inauthentic modifications in the name of safety, then the authentic Ford dealer's retrofit of the new gasoline tank, that complies with the May 1931 Service Bulletin and has fewer gasoline leak points, should also be acceptable. But at this time, the National Judging Standards do not mention / accept the dealer installed tank configuration.

To conclude this article, owners of 1928 & '29 Model A & AA vehicles should be aware that they have A-9002-AR gasoline tanks which are even more prone to gasoline leakage at the steering column support attachment. It is possible to bolt-in the later style column support in 1928 & '29 vehicles. In conjunction with the new support, remove the lower clamp half from the original support and leave it off. This will unload the original steering column support attachment rivets in the gasoline tank and reduce the propensity for gasoline leaks.

Editor's Note!

The above article was first published in the May - June 1997 issue of The Rumble Sheet, the newsletter of the Model A Ford Club of Long Island, New York (MARC\MAFCA). ☺



Properly Oiled!

by Ben Hadd

A Leaking Zenith!

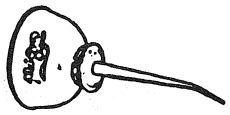
The Zenith carburetor on a Model A Ford tends to want to leak fuel, it's the nature of the beast due to the head of fuel in the tank that sits on top of the float valve. The float valve more often than not gets blamed for a leaky carburetor. At the first sign of a leak most Model A Ford owners usually clean, replace, or shim the float valve. I had a similar experience. I had a Zenith carburetor that wanted to leak fuel no matter how much I fooled around with the float valve. I replaced the float valve twice, the second time I used one of the highly recommended Gross ball jets. It still leaked. I experimented with various thicknesses of shims under the float valve as an attempt to alter the fuel level in the bowl. It didn't help, no matter where I set the fuel level the carburetor sat there and dripped fuel. The shut-off valve on my indented fire wall Model A is a repo and it does not completely shut off, so I was always confronted with a fuel leak when the car was parked.

I Found The Leak!

The float valve was not leaking after all. Gasoline was leaking out from around the opening for the gas adjust needle. This opening is supposed to have a 1\8-27 tapered pipe thread. The idea behind the design of a tapered pipe thread is it's ability to seal off fluids. The one in my carburetor had somewhere along the line, 50 years ago, or a few years ago, been run through with a 3\8-24 tap. The threads are almost the same except they don't taper, hence they don't seal off fluids. A thick application of mylar tape solved my problem.

Check It!

This may be something to look for the next time you have a carburetor with a chronic fuel leak. Take a 3\8-24 bolt (the one that holds the upper and lower casting together will work) and screw it into the gas adjust needle opening. It should only screw in a half dozen turns at most before it hits the taper. If the bolt screws all the way down to the bottom, someone has re-taped it with the wrong tap, a regular 3\8-24 tap. In any event it's probably a good idea to always wrap mylar tape around the gas adjust needle threads to preclude the possibility of a gasoline leak. ☺



Properly Oiled!

by Ben Hadd

Carburetor Fuel Mixture!

The control rod on the right side of the Model A Ford dashboard is a combination choke and fuel mixture control. Most Model A folks already know what the choke is all about, however, there may be some who do not fully understand what the mixture control is doing for them. If you turn the rod clockwise it closes down a valve on the side of the carburetor and leans out the fuel mixture. If you close it all the way down the engine may or may not continue to run depending on how well the brass needle valve seats in the tapered valve opening. The more you open the valve by turning it counter-clockwise the richer you make the fuel to air mixture and the more gas you are going to use. Most folks run with the valve only ¼ of a turn open. This gives the maximum fuel economy. When you first start the car up or are climbing a steep hill you probably will want to open the valve a full turn. It is a matter of experimentation for the individual driver to determine where the valve should be set. Much of it has to do with personal preference. If you want to start a really great argument bring the subject up at your next Model A Ford club meeting.

A Design Change!

From the beginning of production until January 1930, the carburetor manufacturers machined the valve opening to accept a screw-in brass seat. The brass seat looks very much like the compensator jet used in the bowl of the carburetor, except the hole in the center is larger and it is tapered to match the taper of the needle valve. It has a screwdriver slot and screws in with a 10-34 thread and has a fiber washer underneath it. This design was changed to eliminate the brass seat and machine the cast iron in the opening to the same dimension as was the seat. Ford did this for two reasons. First they found that on occasion a driver would close the valve down so tight that the needle would gall itself into the seat. The next time the driver went to open the valve it backed the brass seat out instead of opening the valve. The other reason was that it was cheaper to manufacture the carburetor without the brass seat.

A Wealthy Carburetor!

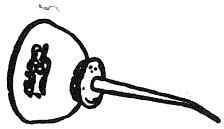
The carburetor on my Model A Ford had a tendency to run very rich no matter where I set the valve. The car used a lot of gas and the spark plugs always looked sooty. I had the carburetor off and apart a half dozen times tinkering with it trying to improve the fuel economy. I did all the stuff the hobby recommends. I re-sized all the jets and flow checked them. I drilled out the brass plugs and made certain the internal passage ways were open, and I re-adjusted the float level a bunch of times. Nothing helped. The first time I had it apart I shined a penlight down into the fuel mixture valve to see if the carburetor had a screw-in brass seat or not. Since there was no brass seat in evidence I concluded that I had the later type housing with the valve machined into the cast iron.

A Henry Trap!

The last time I had the carburetor apart I again shined a penlight down into the valve to see if the valve seat was pitted. I thought perhaps it was so badly pitted that it was not possible to close the valve enough to make a proper adjustment. As I was peering at the valve it dawned on me that this carburetor had been machined for a brass seat, but a brass seat was not installed. Someone had removed it and not put it or a new one back in place. At first I was not certain of what I was looking at. I had to go get another carburetor housing and compare it. Sure enough it was suppose to have a brass seat, but didn't. This meant that you could screw the needle valve in and out all day long and it would have no effect on the fuel mixture. It would run full rich all of the time. A new screw-in brass valve seat was readily available from Bratton's Antique Auto. The part number is A-9532.

Check It!

This is something you want to check closely the next time you re-build a carburetor. It is not something that will jump right out at you. Shine a penlight down into the valve and contemplate it for a long time. Is there a brass seat there? If not, is one supposed to be there, or is the seat machined into the casting? Take the time to determine for sure what you are looking at. Having a properly functioning fuel mixture valve will make a world of difference on how rich your car runs. ☺



Properly Oiled!

by Ben Hadd

Sparking The Gap!

When you talk about spark gap, most folks immediately think about the gap set at the end of a spark plug. On a Model A Ford this gap is generally set at a nominal .035" by bending the bottom contact of the plug. However, there is another spark gap in the secondary circuit of a Model A Ford that until recently I never even thought about. There is a gap between the tip end of the rotor inside the distributor and the four stationary contacts embedded in the body of the phenolic section of the distributor. As the rotor rotates past each of these four stationary contacts a spark leaps across the gap at the appropriate time. It makes sense that this gap should also be set to some prescribed value. I have always assumed that this gap is factory set by virtue of the manufacturing process of the rotor and the phenolic distributor body. That was probably true back In Henry's time when the factory had a degree of quality control. Today the factory is somewhere in Taiwan where they never heard of quality.

The Mechanics Handbook!

In Les Andrew's recently published Model A Ford Mechanics Handbook, he indicates on page 1-107 that the rotor gap should be adjusted to .025" to .030" by bending the rotor tab.

The Task!

Armed with this new bit of profound wisdom I went about the task of checking the rotor gap on my Model A Ford. Much to my surprise I found one of the four gaps with a .060" clearance, another at around .040" and the other two somewhere in between. No amount of bending of the rotor tab was going to make it's tongue stick out far enough to close up the .060" gap. I looked through my junk box and came up with several repo bodies and rotors. I selected a rotor that appeared to have the longest tongue. I found that I was able to bend the tongue around to more precisely line it up with the contacts in the body. It is even possible to extend the tongue further out by flattening out the factory bend that is part of the tongue. However I was not able to get it within the designated .025" to .030". The closest I could come to was .040", and this was not consistent at all four contacts. The other three were closer. I was able to adjust the gap of the three that were closer by filing down the posts inside the body. After some amount of effort I had all four at a fairly nominal .040", which I believe was an improvement over the way I found them.

Quality is Gone!

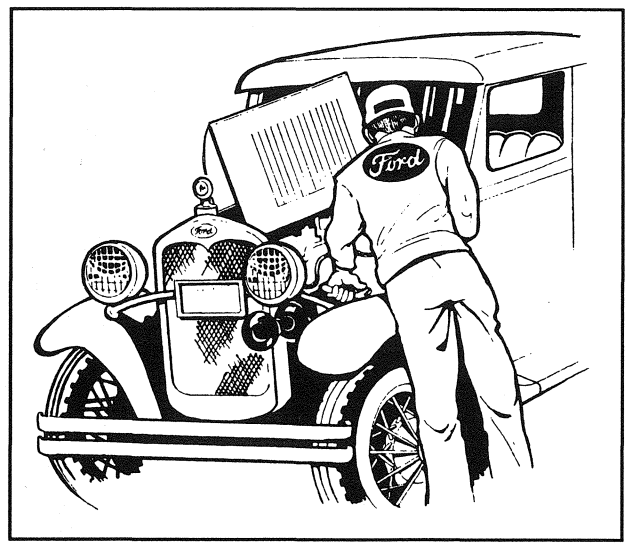
Considering the poor quality Model A Ford parts being sold today, it is probably a good idea to check the rotor gap. Using a spare distributor with a reasonably good shaft and bushings, you will probably have to have a number of rotors and bodies available to mix and match until you are able to find a combination that is within the prescribed gap value. Then you will have to bend the rotor tongue and file the body contacts down so that the gap is the same for all four positions.

For The Connoisseur!

The Model A Ford tends to want to run no matter how ratty things are adjusted on the car. However, if you want to strive to have a smooth running car, the rotor gap adjustment is something you may want to consider. ☺

The Model A Ford Mechanics Handbook

The new Model A Ford Mechanics Handbook, written by Les Andrews may be obtained from Cottage Hill Publishing, 22126 Cottage Hill Drive, Grass Valley, CA 95949. The current cost is $28.95, plus $5.50 shipping and handling. The book is very well written and illustrated, and is something that every serious Model A Ford hobbyist will want to have in his "How To" library. ISBN 0-9658240-0-4.



Yo Les! It's on the other side!

Door Latch Mechanism!

by Gene Taylor

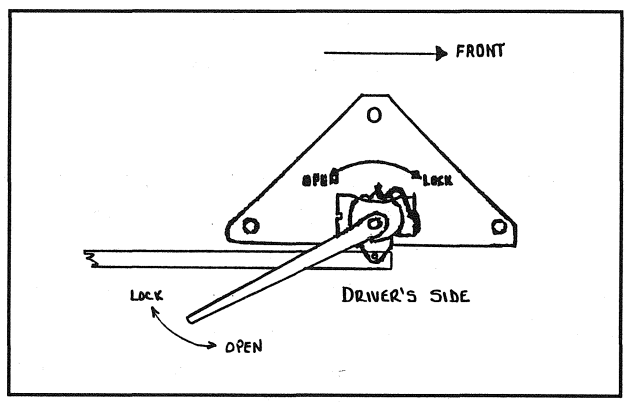
Installation Procedure!

Caution!

The tabs on the cam shaft bracket break easily, bend them very carefully, and only enough to permit installation of the inside door handle spring A-64284.

The inside door handle (remote control) rotates a cam which is attached to a linkage that actuates the door latch mechanism. The cam has two detentes, or pawls that are engaged with a spring which is designed to hold the inside door handle in either the locked (horizontal), or normal (4 O'clock) position. When the inside handle is operated to open the door the spring rides up and out of the cam detente along the rounded side of the cam. When the inside handle is released the springs in the latch mechanism return the handle to the normal position. The detente spring acts to prevent rattles while holding the handle in position. However, the door latch mechanism is not designed to be locked from inside the car. It can only be locked from the outside, and only with the key. It would be very difficult to install a new inside door handle detente spring without the lock and remote control mechanism being removed from the door. Removing the entire lock and remote controls require that the window glass and the rear felt channel be removed first. The tabs on the cam shaft retaining bracket are accessible when the three bolts are removed from the triangular remote control plate and the plate is allowed to swing down into the opening in the frame of the inside door panel. However, removing the cam shaft retaining bracket and installing the detente spring is nearly impossible unless you happen to be a contortionist. The pivot pin, or rivet is accessible and can be drilled out to free the remote from the linkage. The pivot pin must be replaced after the spring is installed. What ever method is used to gain access to the remote mechanism, the installation of the spring is the same. The cam shaft bracket is held in place by four tabs which have been inserted into slots and bent over to secure the bracket in place.

I'm not sure what might have happened to the original springs, but in my case they appear to have just faded away. There is no indication that they ever existed in their assigned position. The cam shaft, spring, handle, and triangular piece all become parts of a puzzle to reassemble if all four tabs are straightened, and the thing falls apart. Although you must bend at least two of the tabs back out straight, be very careful, and using a screwdriver pry the retainer plate away until the two tabs come out of their slots. Due to the contorted shape of the spring it is difficult to install, but it must be manipulated into the small gap in the side of the cam shaft retaining bracket as shown in the diagram. The spring must be held in place while the tabs are reinserted in their respective slots and bent back to their original positions. Because the metal is very brittle I found that by heating the tabs to red hot with a torch it allowed them to be bent easily without breaking. Do not heat the spring. The passenger side is a mirror image to the driver's side. On the passenger side when the handle is moved to open the door the spring rides down on the rounded side of the cam. In the lock position the spring moves to the smaller detente when the handle is horizontal. ☺



Driver's Side

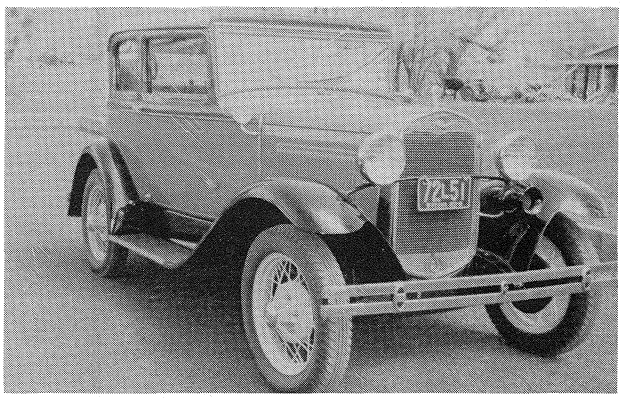
Lock and remote control detente mechanism and anti-rattle spring installation.
(The passenger side is a mirror image).

Editor's Suggestion!

Don't take one of these apart unless you have to. ☺

Classified Ad's!

FOR SALE:
1931 Model A Ford Victoria. In mint condition and purrs. Interior is greenish gray mohair, in beautiful condition. Charles W. Mathews, 236 Quaker Ln. P.O. Box 376, Quakertown, NJ 08868.



WANTED:
1931 Model A Ford Victoria. Prefer Leatherback, older restoration that is still very presentable inside and out, complete and in good mechanical condition for tours, within reasonable distance from my home. Lew Palmer, 1218 Pyle Ave. South Bend, IN 46615. 219-288-9633 evenings.

FOR SALE:
Two Model A Ford Victorias. One is an early leatherback, with some 1930 features, rough shape, four new tires and complete oak wood kit. $3,500. OBO. The second is a Steelback, body and fenders in good shape, needs complete rebuild, mohair upholstery and door panels. $5,000. OBO. Bob Anderson, Grand Rapids, MI 616-532-2003.

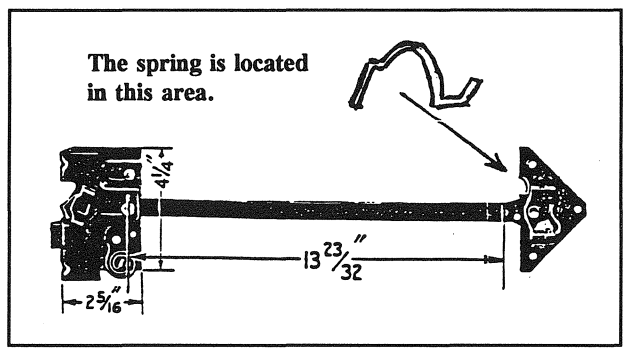
WANTED:
Model A Ford Victoria parts. Driver's side moldings for door and quarter window. Also need the garnish molding. **FOR SALE:** Set of Model T Ford spoke wheels, decent condition. $150. or trade. Arthur Johnson, Rt.1, Box 693, Roland, OK 74954. 918-427-6119.

WANTED:
Victoria rear spare tire carrier.
FOR SALE:
Sidebowl carburetor, $165. plus shipping.
Brian Martin, 843 Church St. Monmouth, OR 97361. 503-836-0026.

WANTED:
For a Leatherback Victoria. The outer sheet metal header cover, the driver's side (left) door latch, the rear floor pan, the windshield frame, the dome light bezel, and the two inside door handles. Jeff Webb 562-427-5793.

A Question!

Jeff also has a question about the correct location and position of the inside door handle spring used with the Victoria twist style handle. The spring is approximately the shape sketched below and is located in the triangular area of the remote control assembly of the inside handle. If you know of any written material or have knowledge of how this spring is installed Jeff would greatly appreciate the information. Charlie says that all the kings horses and all the kings men down in Texas can't answer the question. However, if you look on page 10, Gene Taylor of Madison, Alabama may provide the answer. ☺



A Short Story!

To fill the space!

I drove my Model A Ford Victoria to Vancouver, Washington from Orange County, California this past summer. I traveled over 2500 miles during the tour. The last 500 miles I traveled alone and covered the distance in 10 hours (overdrive). I had 300 miles on a new engine when I started the trip. During the entire trip I did not have to perform any maintenance, I did not add a drop of oil and it was at the full mark when I got home. A week later I went to change the oil and half of the timing gear drained out with it. I removed the inspection cover and found the timing gear with not one single tooth in tact. The only thing keeping the engine running was that there was enough tooth dept left to engage the crankshaft gear. ☺ **Tom Endy**

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.

First Class Mail

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