

The Victoria Bustle

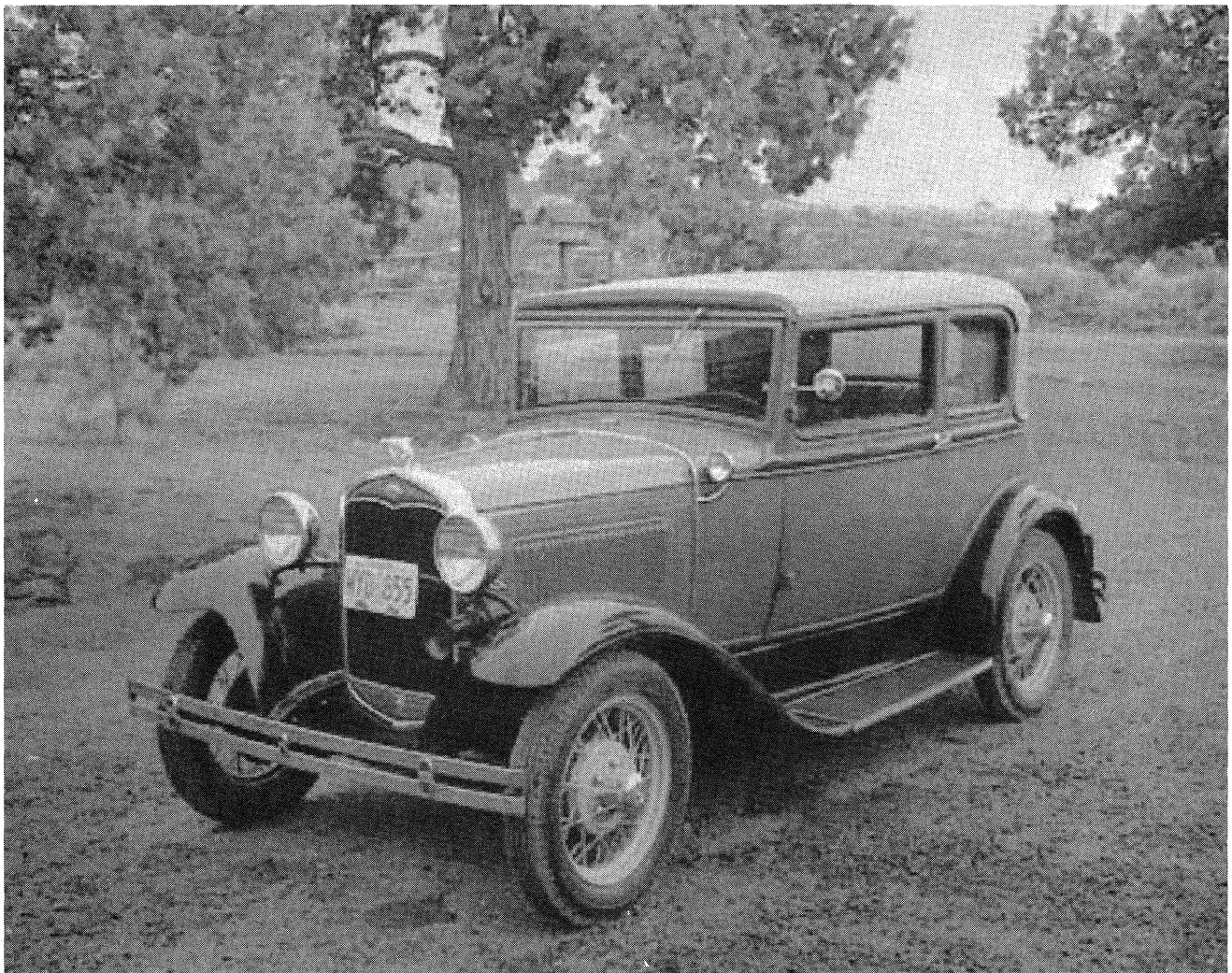
International Model A Ford Victoria Association

Founded 1986 - Frisco, Texas

Model A Ford Club of America - Model A Restorers Club

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Newsletter

President & Founder: Charlie Viosca
Editor: Tom Endy
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Victoria Folly

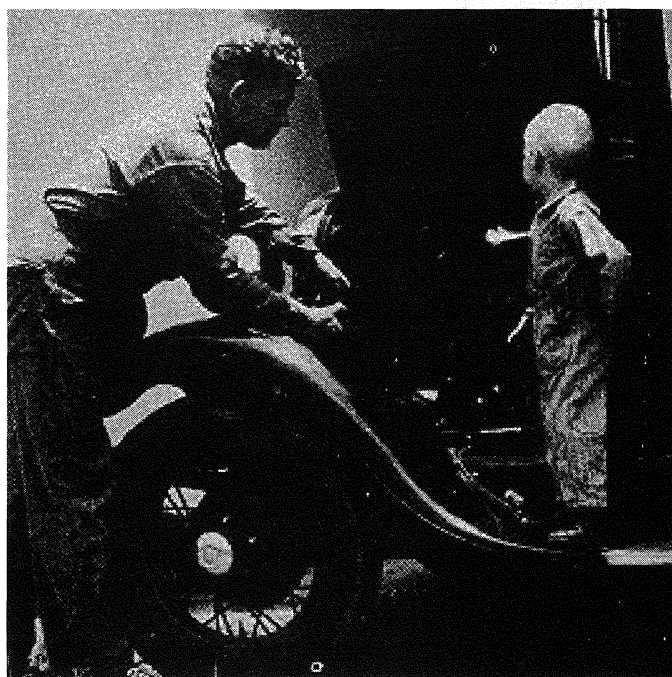
Victoria Association

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Support the Model A Ford Scholarship fund





Charlie Says!

by Charlie Viosca

Shades of the Victoria:

Several years ago we contracted with a lady by the name of Jacque Kelly to weave Victoria window shades for us. Jacque was able to weave these shades exactly as were the original Victoria shades. Many of our members participated in the group purchase we made. Sometime after that I lost contact with her because her telephone area code had been changed. The good news is that I found her again and she tells me she has located a source for the yarn to weave more shades.

Place your order now:

Jacque said she could begin weaving shades for us in January 2002. Between now and then we need to determine how many members are interested in purchasing a set of shades. Jacque will quote me a price once we determine approximate quantities involved. In the past we sold them as a complete set of three, or just the single back window shade. If you are interested and want to be put on the list contact Charlie Viosca.

Charlie Viosca
11084 Windjammer Dr.
Frisco, TX 70534-9266
972-625-2922
e-mail cjviosca@aol.com

Those who have:

Those on the order list as of this publication are Marshall Daut, Jill & Garland Sullins, Tom Overbaugh, Will Wagner (4 sets), Bob Haddon, and Keith Smith. If anyone else should be on the list and are not, please contact me.

The newsletter index:

A new important item. We had advertised for someone to take over the job of the index. As you may recall, Kay Lee has been doing the index for many years. I am happy to report that Jill Sullins will take over this job. Thanks again to Kay and thanks to Jill for keeping this item going. We all should appreciate both of them.

Scholarship Fund:

As you know, we have asked all the MAFCA Chapters to come up with ways to make money for the Scholarship Fund. I have received a personal check for \$500. from Mr. Earl Nye (Chairman of TXU) for the Scholarship Fund. The Dallas Model A Ford Club is conducting a national raffle of four items, 1-a free license plate restoration (winner furnishes the plate), (to be restored by Charlie Viosca), 2-a restored distributor, 3-a restored water pump (by George Tynan), and 4-a restored carburetor (by Lloyd Kerr). Tickets are five for \$5.00, with a minimum of \$5.00, and you can purchase as many as you want. We have already received our first purchase of \$50.00. You have to select the item(s) you want the tickets to go towards. Checks must be made out to : "MAF Youth Scholarship Fund Inc." One way we could raise money from the membership of the Victoria Association is to ask the members to make a donation when they pay their 2002 dues. They could mail it to John Icenhower when they make out their dues check. Simply enclose two checks. They can donate whatever amount they wish.

Membership contact:

I would like to caution the membership about using addresses and phone numbers from old issues of the Bustle. Many addresses, phone numbers and area codes have changed over the years since the Bustle was started. If you have any question about a member contact, please contact me and I will give you the new information. While we are on the subject, I would like to remind all of you to advise me when your address, phone number or e-mail address changes. The e-mail has been a great benefit for us, but many members change their e-mail address without informing me of the change. I get many of the messages back as undeliverable. We always appreciate updates.

MAFCA Board Candidate:

Vincent "Cy" Tortorich is running for a position on the MAFCA Board. I have met him and he is a good Model A person and I know he will be a good MAFCA Board member. Please consider voting for him when the ballots are mailed to you. ☺

The Rear Window!

by Charlie Viosca

The e-mail question:

I received a question from a Victoria Leatherback owner about the rear window glass installation. Have any of you with a leatherback removed the rear glass and installed a new one? Did the glass have a rubber channel all around it? Did you install the glass after the interior was installed? How did you seal the glass to the leatherback material to protect from rain? I have a steelback Victoria, so I don't have first hand knowledge.

An e-mail response from William Bond:

The rear window sets in a rubber molding that butts at the top of the pane. The rubber is trimmed to the edge of the molding. I used clear silicone sealer pushed down into the molding as far as possible. After it dried I trimmed it with a razor.

An e-mail response from Anders Ramberg:

I installed my rear window glass after the upholstery was in. The upholstery needed to be nailed on the inside around the wood frame, and the glass with the rubber seal slid inside that. I used clear weather seal on the outside around the rubber and top material. Use a really good weather seal that sticks good to the top material otherwise it might not seal right. I then attached the inside frame.

An e-mail response from Gene Taylor:

Anders Ramberg and I did about the same thing with our rear windows. I was shown how it was done on modern cars with vinyl tops by a local dealer's glass man. the vinyl top material is drawn into the rear window opening and tacked down all round on the inside of the opening. A narrow bead of body caulk (dumb-dumb) about one-quarter inch thick is stuck on the inside face of the glass, all around the outside perimeter prior to installation. The glass is then pressed firmly into the window opening creating a water tight seal. The inside frame is then installed which maintains a pressure against the glass. A clear sealer is applied in the groove between the glass and the vinyl around the outside of the window.

An e-mail response from Speedy Seay:

Bratton's 2001 catalog, page 125 listed Rear Window U-rubber for Victoria (A48250). I have all the materials for my leatherback installation, but I can't claim to be an expert yet since I'm still researching the proper installation procedure. The following is what I think I learned so far.

1. It is clear that the exterior top material must be installed PRIOR to installing the back glass.
2. Walt Bratton told me to cut the U-rubber to fit the back glass and super glue the ends of the U-rubber and let it sit over night. Then carefully slip the U-rubber over the glass. THAT DIDN'T WORK since the super glue didn't hold. My glass man suggest that I stretch the U-rubber tightly around the corners to prevent the rubber from "bunching up" at the corners. He suggests placing the joint at the bottom of the glass since the seam is more likely to leak if it is at the top. Then super glue the U-rubber to the glass along the bottom edge of the glass and clamp it to the glass with numerous wood clothes pins until the glue sets up.
3. Run a bead of clear 50-year latex sealer around the inside of the window opening, insert the glass and U-rubber into the opening and press into place, making sure that a bead of the sealer appears between the top material and the U-rubber. Clean up any sealer that squeezes between the outside of the glass and the leatherback top material.
4. Install the rear window frame and attach it to the interior wood using the correct chrome screws.
5. It appears to me that it would be best to install the interior upholstery AFTER the rear window frame is in place. If you get any contrary advice, I'd appreciate you sending me a copy as I am close to installing my leatherback top material.

A Charlie comment:

Once again e-mail ruled the day. The response to the question was almost instantaneous. ☺

Editor's Note:

Being a total novice on the subject the following is what I think I learned from the various responses.

1. Install the leatherback top material first.
2. Install the interior upholstery material first also.
3. Install the U-rubber around the glass and glue and seal it in place.
4. No one specifically said so, but I believe you install the window from the inside of the car and seal it against the top material that is tucked inside the opening.
5. Use a good weather sealer between the outboard edge of the U-rubber and the top material.
6. Install the rear window frame to hold everything in place while the sealer sets up.
7. It would appear that the above will allow for a broken window to be replaced without disturbing the top material or the interior upholstery. ☺

Technically In the Gutter!

by Charlie Viosca

An e-mail question from Speedy Seay

I am about to attempt my first installation of Victoria rain gutters without pattern or instructions. I ordered Bratton's rain gutter, part number A-38350 (page 116 of April 2000 catalog). The gutter is designated for use on sedans (style D) and is 90" in length. My plan is to fabricate a wood die that is presented in Victoria newsletter Vol. 5, No. 3, July 1990, page 3. I am told **PATIENCE** is the key to reshaping the curved part of the gutter to prevent it from curling out of alignment. Even then, it has been suggested that threaded screws with nuts installed on the inside of the car are helpful to prevent the gutter from popping out in the curved area because of the outward stress. If anyone has attempted this process and has some lessons learned, it would be a welcomed input for a future Victoria Bustle article.

An e-mail response from Gene Taylor

Rain gutter replacement is as difficult as trying to find Victoria seats or the rear splash aprons. Berts and other vendors stock aluminum rain gutters, a two piece affair that requires a genius to bend and shape them to fit. I've been there and done that. There are several write ups on how to form the aluminum gutter material. I tried all of the methods I could find in print and none worked very well. I finally decided to look for some original sedan gutters. I guess I lucked out by finding some old rusty gutters that could be restored. They turned out pretty good. I suggest that the original steel sedan gutter should be used rather than the repo aluminum.

An e-mail response from William Bond

I bought a set of rain gutters that fit a 2 door sedan. You will have to cut off some on the straight end, and heat and bend the curve to fit the Victoria. Then clean and paint the inner piece and install. That's how I did it.

An e-mail response from Ray Russell

I purchased reproduction rain gutters from Bratton and went through the ordeal of shaping and fitting them for my Victoria.

An e-mail response from Dave Keplinger

All rain gutters are hard to find now. The ones I used were off a tudor sedan. I made up a jig and bent both pieces at once. I don't know of anyone making repo rain gutters that are usable.

An e-mail response from Frank Knapp

Fortunately I have never had this problem with my Victoria. I would suggest you contact my friend Bill Underwood of Signal Mountain, TN. I'm sure he will be able to help you. His e-mail address is: resdns@earthlink.net

A comment from Charlie

The e-mail responses from the membership was not only gratifying, it was almost instantaneous. Several other e-mail messages duplicated those printed above. The final consensus is, don't use repo aluminum gutters, find some originals from a tudor sedan, and heat them to bend and form the curve. ☺

Woodgrain Question!

by Charlie Viosca

An e-mail from Richard Ash:

Richard wanted a recommendation for good quality (and reasonable) woodgraining. Once again e-mail provided an almost instant response from the membership. Following are three recommendations.

A response from Jerry Benge:

Bill & Carole Cote (bccote@volcano.net) 21601 Gayla Dr. Pine Grove, CA 95665. 209-296-4892. These are the people who had a raffle give away and a display at the 2000 National at Kansas City.

A response from Anders Ramberg:

I highly recommend Bob Kennedy in Fullerton, CA, 562-693-8739. He does an excellent job and has very good prices. I paid (if I remember right) roughly \$450. for the entire Victoria. It can take some time for him to do them, mine took about 3 months, but its worth the wait. He also did my '34 Tudor and I can't say enough about his work.

A response from Joop Plaggenborg:

A guy I had great success with is; John Guerin. He lives in Cave Creek, AZ. 602-488-2836 ☺

On the cover!

The Victoria Leatherback pictured on the cover is the subject of a feature article in this publication of the newsletter. see page 7. ☺

Bits & Pieces!

Victoria rear carpet:

Anders Ramberg had a company make a Victoria rear carpet for him and it was quite unsatisfactory. They gave it to him in five pieces. Anders would like to know if there is one of us members who has a Victoria with an original carpet and would be willing to lend it to him to make a drawing of it and also determine how it is sewn together. If anyone is interested in doing this please contact Charlie Viosca. This is a worthwhile project for the Victoria Association to create a pattern for our archives. ☺

Editors Note: As of this publication Anders has received a number of e-mail replies to his request for assistance. ☺

Model A for sale:

Unrestored 1931 Model A Ford Town Sedan (slant windshield). For more information contact Billy Davis at 770-436-3331 or e-mail wrdbill1946@aol.com. ☺

Parts for sale:

Buddy Frazier of Quinton, VA has a lengthy list of Victoria and A-400 parts for sale. The list is published on page 10 of this newsletter. Buddy is a member of the Victoria Association. ☺

Dues are due:

Victoria Association membership dues for the year 2002 are due and payable through the end of this year. The traditional "bill paying" post card will be mailed out to the membership at the same time this newsletter is mailed out. Make your check payable to the Victoria Association. This year we are encouraging members to make a donation to the Model A Ford Youth Scholarship Fund that is being administered by the Victoria Association. The post card will include a suggested donation (optional) of \$2.00. You may certainly donate more if you choose to do so. Please be sure to make out a separate check for any donation, payable to:

MAF Youth Scholarship Fund Inc. The donation is fully tax deductible. Mail the check along with your 2002 membership dues check to our treasurer John Icenhower. John will forward all Scholarship fund checks to the scholarship board treasurer. ☺

Board member volunteer:

The Victoria Association needs a new board member for 2002. There are five members on the Victoria Association Board. President Charlie, who runs the country, Treasurer John Icenhower, who counts the money, Editor Tom Endy, who puts out the newsletter, and two other board members who don't have to do anything but vote. We are looking for a replacement for one of the voters. The qualifications are you must be a Victoria Association member, and most important, you must have an e-mail address. If you have these qualifications and are willing to serve, contact Charlie Viosca by e-mail at cjviosca@aol.com. ☺

Rear spring covers:

I have a good friend who is a semi-retired pattern maker\upholsterer and who is willing to make the rear spring covers for the Victoria\A-400. He made mine from the drawing in an earlier issue of our Victoria Bustle. It is made from grain top material, with the brown headliner material covering the top. I am very pleased with mine, and since he now has a hard pattern made up, he is willing to make up more for our members. If anyone is interested they can e-mail me at butterm@flatoday.infi.net, or call Dick Metts, Monday through Friday, between 9:30 - 5:00 EST at 321-264-0670. The cost is \$30.00 plus shipping. **Ron & Melinda Butler.** ☺

Model A Ford raffle:

MAFCA is raffling a Model A Ford Standard Coupe at the 2002 National Convention in Riverside, CA. The Victoria Association has 23 packs of the raffle tickets to sell to our membership. The tickets are \$5.00 each or five for \$20.00. Mail your check, made out to the Victoria Association, to Charlie Viosca, 11084 Windjammer Dr., Frisco, TX 75034. Charlie will mail the receipt stubs to you. The Victoria Association will forward the money to MAFCA Headquarters. Lets support this good cause. You may be the winner. ☺

Victoria Folly!

by George Shebly

The desire for a Victoria:

This is a story about how a person can easily be burned when buying an antique car. I have to admit that from the very start the folly was mine. I negotiated a fair price for what I thought was a nice solid older restoration of a Victoria Leatherback. It was the fulfillment of my 30 year desire to own a Victoria. For simplicity sake I tell people that the car was misrepresented to me. However, I do not believe it was the intent of the owner to deceive me. It was a case of the owners not knowing the true condition of the car. The owner was a military officer serving overseas. Most of the information I received about the car came through e-mail and through phone conversations with his wife. They had bought the car several years before from a dealer and had hardly driven it.

The purchase:

The car was located in Southern California, about a thousand miles from my home. I took a week off work, and with money in my pocket I boarded a plane for Los Angeles. I arrived to find a sweet looking Leatherback Victoria, which needed cosmetics. I figured a new top, tires, a LeBaron Bonney upholstery kit and I would have a good solid driver. The naugahyde interior should have been a warning sign of things to come.

Heading for home:

After purchasing the car I headed north. Within forty miles I knew I had trouble. Being optimistic I figured it was nothing that I couldn't handle and I continued on. How wrong I was. I finally had to call a friend and ask him to drive my car and trailer down to bring the car home. The Victoria was just too feeble to make it. When my friend arrived a few days later things went from bad to worse. The money just started pouring into this project and I hadn't even gotten the car home.

Trouble along the way:

My custom built trailer failed. It was the first time in thousands of miles I had ever had a problem with it. We hadn't gone fifty miles and I had a tire blow out on the trailer. I spent over \$300. on new tires. Finally at 2 A.M. in the morning, (We were driving when it was cool) in a shower of sparks, the axle broke on the trailer. I was so disgusted I pushed the trailer over an embankment and limped the

Victoria into the closest town about 30 miles away. Exhausted, I checked us into yet another motel and after a few hours sleep I went and rented a U-haul trailer "one way" for \$500. I wasn't even half way home with the car and I had already spent \$3,000. I was beginning to hate this car. It took the whole week to get the car home, and I arrived just in time to go to work.

The restoration begins:

Some time later I began assessing the mechanical condition of the car. The engine had to be rebuilt. I discovered a valve seat had come loose and bent a couple valves. Several pistons were collapsed from overheating. The transmission had to be rebuilt and it needed a new radiator. The front end had to be completely rebuilt. I installed a new leatherback top, rebuilt the door latches, rewired everything, and it went on from there.

Quality in the workplace:

The overall quality of the restoration work that had previously been done was extremely poor. For example; when I had the engine out I cleaned the firewall with a little soap and water. I washed the paint right off! The door mechanisms had been repaired with JB weld. It seems everything was held together with blue silicone RTV. Repair, repair, repair, Arrgh!

The sale:

I ended up having so much money in the car that I could have bought a restored Victoria National show car. To think I had sold the sweetest little Tudor to buy this car. Since I hated this car so much, and had borrowed so much money to fix it, I decided to sell it. I explained all the problems I had with the car to the person I sold it to, and why I was selling it. I told him I thought the car was truly cursed. He just laughed at me.

Epilogue:

As I write this my stomach is getting upset. It will probably be a while before I own another Model A. Funny, I still want a Victoria. I have been playing with Model A Fords since I was eleven years old in 1966 when I bought my first one. I have always had good luck with them. I have driven a number of them to National meets, and once drove an "unproven" Roadster Pickup from Seattle to San Francisco without problems. It will take me a while to financially recover from the Victoria visit. The picture of the car was taken the day I sold it. ☺

Editor's Note!

George Shebly lives in Oregon.

MODEL A FORD YOUTH SCHOLARSHIP FUND, INC.

APPLICATION

SPONSORED BY THE
INTERNATIONAL MODEL A FORD VICTORIA ASSOCIATION

Name: _____ Soc. Sec No _____
(As it appears on your Social Security Card)

Permanent Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ Driver License No: _____ State: _____

Email: _____

MAFCA Chapter recommending applicant: _____

Chapter President: _____ Phone: () _____ Email: _____

High School Diploma or GED: _____ Date Granted: _____

Name of College or School
You plan to attend: _____ Acceptance Date: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Admissions Department Telephone Number & Email: _____

Type of Degree/certificate sought: _____

Applicant must submit the following information with the application or the application will not be processed.

1. Copy of High School Diploma and GPA or GED Certificate.
2. Letter of recommendation from a Teacher as to the character of applicant. (Teacher must not be a family member or friend)
3. A letter of recommendation from a sponsoring Model A chapter.
4. Copy of College or School acceptance letter
5. A copy of parents or adult student's IRS 1040 form.
6. State applicant's involvement with the Model A Hobby. Involvement includes but is not limited to; restoring a Model A, period fashions, Model A Club involvement, attending or presenting Model A seminars, or any other type of Model A activities not listed above.

NOTES:

1. Applicants will be chosen without regard to race, creed gender or age.
2. If awarded the scholarship, the student must maintain passing grades. At the end of each semester, the student agrees to furnish proof of passing grades to the Board of Directors, in order to continue receiving funds.
3. The award will be paid directly to the student.
4. Previous MODEL A FORD YOUTH RESTORATION AWARD winners are eligible to apply for the Scholarship Award.

SEND TO: **MODEL A FORD YOUTH SHOLARSHIP FUND, INC.**
C/O CHARLIE VIOSCA - 11084 WINDJAMMER DR., FRISCO, TX 70534-9266
PH: (972) 625-2 922, E-mail cjviosca@aol.com

MODEL A FORD YOUTH SCHOLARSHIP FUND, INC.

The Scholarship Board of Directors is proud to announce that the Model A Ford Youth Scholarship Fund is now a reality.

Let me tell you about the fund.

The object of the fund is to aid high school graduates to attend college or trade school. **All children and grandchildren of MAFCA members are eligible.** There is no age limit. The Victoria Association is the fund sponsor, which means they pay all costs to manage the fund. **It is very important to remember that 100% OF ALL DONATIONS TO THE FUND WILL GO TO THE SCHOLARSHIP WINNER (S).** All donations are tax deductible as the fund has a 501(c)(3) designation from the IRS. Donations to the fund are deposited in the "Model A Ford Youth Scholarship Fund, Inc." bank account. Checks must be made out to the Fund, and mailed to Bob Haddon - Treasurer, 3050 Stilesboro Rd., Kennesaw, GA 30152. The scholarship board manages the fund and selects the award winner(s). Selection of the Scholarship Board is chosen from volunteers of the Victoria Association membership. The Victoria Association Board votes them into office. The Scholarship Board acts independently and does not answer to the Victoria Association. The Board of Directors for 2001 - 2002 are: Charlie Viosca - President, Frisco, Texas, Jill Sullins - Vice President, Plano, Texas, Bob Haddon - Treasurer, Kennesaw, Georgia, Steve Bryson - Secretary, residing in Hungary, and Larry Hanvey - Austin, Texas, member at large.

The fund action is to award \$1,000 a year for four years to each Scholarship winner(s) beginning in 2002 at the National Convention in Riverside, California. (Winners do not have to be present to receive their award). To continue receiving the funds, the student must furnish proof of passing grades at the end of each school year. The number of awards each year will be determined by the amount of money we collect. Donations from members, chapters and private corporations will make it happen.

Here's what you can do.

The fund can only be a success if the members & chapters of MAFCA donate to the Scholarship Fund. Let's invest in our hobby's future, our kid's education. Imagine this: if every MAFCA member were to donate just \$1 each year to the fund, we would take in \$15,000, which would pay for four scholarships.

For qualifications, applications, questions and other information, please contact Charlie Viosca at this address:

11084 Windjammer Dr., Frisco, TX 75034-9266 E-mail cjviosca@aol.com

Victoria & A-400 Parts for Sale

Recently purchased a lot of Victoria & A-400 Parts (listed below) and want to give club members first chance at purchasing parts before listing elsewhere. Contact Buddy Frazier 1601 Quaker Road, Quinton, VA 23141

All Parts are Original unless otherwise stated.

1. 3 Doors – Vicky & A-400
 - 1 pair - very fine, almost ready to paint----- \$950.00
 - 1 right – needs some work at the hinges and around the bottom,
few pinholes at top of bottom ridge ----- \$290.00
2. 2 Left rear fenders
 - 1 with no welding or breaks, good strong fender ----- \$290.00
 - 1 has been welded on bead – other than that good metal to work with ----- \$195.00
 (Sorry no rights)
3. 1 pair repro back seat spring holders (male & female) also fit A-400 & Station Wagon --- \$32.50
4. 1 A-400 & cabriolet 68-C Front Cowl – good solid with top studs –
No gas tank, windshield or windshield lower molding. ----- \$400.00
Also have extra piece that goes across the windshield with correct studs – A-400 & 68-C--\$100.00
5. 1 Vicky, A-400, Slant windshield or Cabriolet 68-C Frame
solid overall with some pitting in one rail. Again good. ----- \$495.00
NOTE: This item must be picked-up too large to ship.
6. 2 pair Rear Quarter Window Garnish Moldings
 - 1 pair very good & solid ----- \$160.00
 - 1 pair needs work before priming ----- \$95.00
7. 1 rear back Garnish Molding – Looks like new, could be repro, but is very nice ----- \$125.00
8. 3 right side Door Garnish window moldings – all about the same condition,
some pitting, all need to glass beaded before restoring ----- \$ 150.00 each
9. 1 pair front window spacers – this is the part that goes between the door and
garnish molding ----- \$60.00
Also have 2 extra rights ----- \$30.00 each
10. 1 Dome Light – good original condition, not restored (this is the real McCoy
not an alteration) ----- \$95.00
11. New Wood for the bottoms of front seats (made of white & red oak, just like
original) all holes predrilled for bolts ----- \$80.00 pair
12. Have New Wood made for A-400 Rear Regulators, this holds the ashtray
(made of red oak) Has all holes drilled and molded to fit your body ----- \$135.00 pair
13. 1 NOS Wiper Motor (painted black no screws in back) has been serviced
by a well-known professional wiper-man with guarantee. ----- \$295.00
14. 1 pair of NOS Inside Door Handles (nickel plated) these also fit A-400,
68-C & Slant Windshield Sedan. Nice ----- \$125.00
15. 2 Tire Carriers - 1 very nice, could possibly be NOS ----- \$75.00
1 nice original used ----- \$45.00
16. 1 pair of Repro Front Glass Channel Holders ----- \$50.00
17. Right Rear Bumper Brace used condition but good metal, some pits ----- \$67.00
18. 1 Right Door Latch assembly ----- \$90.00
19. 1 Pair Door Regulators in good working condition----- \$240.00
Also 1 Right----- \$115.00
20. 1 pair of very nice western 30/31 Coupe Doors ----- \$500.00 pair
21. 1 pair Quarter Regulators without wood ----- \$95.00
22. 1 pair Quarter Regulators with wood ----- \$125.00
23. Long steering column brace, decent condition with some pits----- \$65.00

Items can be delivered to fall Carlisle & Hershey with payment arranged in advance. Call 804-932-3330 or Write to address at top. If shipped buyer pays actual shipping cost. Thanks, Buddy

A Mitchell For The Victoria!

by Tom Endy

Why you would want an overdrive:

In recent years the installation of an overdrive in a Model A Ford has become very popular. This is especially true for us folks in Southern California who drive the freeways with our cars. The overdrive allows you to cruise along at 55 mph without overspeeding the engine and shaking the body to pieces. The overdrive is also essential for long distance touring. It allows you to drive all day at speeds of 55 to 60 mph with the engine thinking it is only doing 45. It makes for convenient hill climbing, because it also splits first and second gears. It is also much easier on your car and it makes for more comfortable driving.

The installation procedure:

The following pages contain a procedure for installing a Mitchell overdrive in a garden variety Model A Ford. It was developed from a seminar hand-out for a real life Saturday afternoon installation. The procedure easily applies to a Model A Ford Victoria. There are, however, a couple of things you need to know in order to proceed with a Victoria installation.

Ordering the overdrive.

The Mitchell people advertise in the Restorer. When ordering an overdrive for a Victoria, it is essential that you tell Mitchell that the overdrive is being ordered for a Victoria. The reason being is they will provide a unit that positions the gear box housing 4½" further forward on the torque tube to allow it to clear the dropped floor pan on a Victoria. It will also have the rear top edge of the housing machined off at an angle. Mitchell provides overdrives in a number of gear ratio percentages. You have to specify which percentage you want. The most popular for A Model A Ford has been 26%.

There's more:

Even with the gear box housing further forward, it may still be a marginal clearance to the dropped floor pan. You may find it necessary to raise the back end of the car up a notch by re-arc-ing the rear spring, or replacing the standard eight leaf rear spring with a ten leaf spring from a sedan. You can also glue a strip of thick rubber along the machined surface of the overdrive gear box housing to provide a cushion should you bottom out on the housing going over a big bump.

Regular tools:

In addition to normal shop tools, it is necessary to have four jack stands capable of supporting all four corners of the car. The two used for the rear must be of sufficient height to be able to roll the rear end clear of the car. They should also be the type that can be placed under the frame sections. A good quality spring spreader is also a must. One can be obtained for about \$65. (plus shipping) from AC&R in Redding, CA, phone 800-452-1027.

Special tools:

The instructions describe four special tools used during the installation. Tool number 1. is a rolling cradle that supports the entire rear end assembly. It allows one person to be able to remove and install a rear end by himself. It is a very convenient tool, but it is not essential. A Model A Ford rear end can be safely removed using a rolling floor jack, and with the help of several people. Tool number 2. is essential. It is a replica of the pinion bearing puller K.R. Wilson provided during the Model A Ford era (refer to the Ford service bulletins for more information). One can be fabricated, but it requires ingenuity and a machine shop. A similar tool can be acquired from AC&R. However, the use of this tool will destroy the pre-load setting of the two pinion bearings since one of the pinion nuts must be removed in order to use the tool. I do not recommend this method but it may be the only alternative. If the tool is used, the pre-load setting will have to be re-set in some manner. Tool number 3. can be substituted using a small bearing removal tool, along with a large gear puller. Tool number 4. can be substituted by using the original Model A Ford torque tube that is removed and discarded. The reason I use a tool that is a cut off torque tube is so I can grab hold of the stub shaft and turn it while pulling the pinion assembly into the banjo. This is to make certain the pinion gear and ring gear mesh properly. When using a full length torque tube you do not have access to the stub shaft, have two helpers turn both axles at the same time while pulling the pinion in. Rotating both axles at the same time will cause the ring gear to rotate and mesh with the pinion gear.

How long?

The seminar was conducted by the Orange County Model A Ford Club. It took about six hours to complete the installation with about six people actually doing the work. ☺

Model A Ford Mitchell Overdrive Installation

by Tom Endy

Preparation:

This installation procedure is based on knowledge that the differential is in good condition and does not require overhaul. The differential will not be disassembled during the procedure. To accomplish the installation, the rear end is removed from the car, the drive shaft is removed from the differential assembly and is replaced with a stub shaft supplied with the overdrive kit. The overdrive unit is installed in place of the standard torque tube. The rear end is then reinstalled in the car. It is not necessary to drain the oil from the differential banjo.

Jack stands:

Place the car on four jack stands with sufficient height to allow work to be performed safely underneath the car. Two jack stands are placed under the front axle, the other two are placed underneath a frame section at the rear of the car, forward of the radius rods.

Floorboards\U-joint housing\Speedometer cable:

Remove the bottom front floor board and disconnect the U-joint housing by removing the cotter pins and removing the eight 9/16 hex bolts and nuts that secure the three housing pieces to the transmission rear bearing retainer. Remove the speedometer cable from the front of the torque tube.

Rear end removal:

Remove both back wheels and remove the cotter pin, 15\16 hex nut, and flat washer from each rear axle. Leave the brake drums in place. Install a spring spreader to the rear spring. Remove the cotter pins and clevis pins from the rear service and emergency brake levers on each side and pull the brake rods loose. Remove the 1\2 hex bolt and nut securing the brake rod anti-rattle springs on each rear radius rod. Set the brake rods on top of the shock absorber on each side and tie them in place to keep them out of the way. Remove the shock arms from each side by removing the long cotter pin and backing off the threaded insert (If dog bones are installed instead of shock arms, remove them by unbolting the bolts and nuts that secure them). Place the rolling cradle(1) underneath the car to accept the rear end when it is lowered down. Place a rolling floor jack under the banjo. Remove the cotter pins and the two 5\8 hex nuts from each rear spring shackle. Tap the shackles out with a hammer and a punch. Ease the jack back slightly to clear the spring and lower the rear end to allow the end of each axle to rest in the supports on the rolling cradle(1). Pull the rolling cradle(1) back to disengage the drive shaft from the U-joint. Lift the front of the torque tube up to clear the service brake cross shaft and roll the rolling cradle(1), with the rear end, out from under the car.

Speedometer housing removal:

remove the two 3/8 hex bolts and lock washers at the front end of the torque tube and remove the speedometer housing. There should be a gasket under the housing. None of these parts will be re-used.

Front torque tube roller bearing assembly removal:

Reach through the hole where the speedometer housing was removed and pry loose the circular snap ring from around the drive shaft. Slide it forward and off the end of the drive shaft. Next slide the speedometer drive gear, thrust washer, and roller bearing off the end of the drive shaft. Use a screwdriver to push everything forward. None of these parts will be re-used.

Radius rods:

Remove the cotter pin, 13\16 hex bolt, and 7\8 hex nut that secure both radius rods to the front end of the torque tube. The rear of the radius rods are to be left attached to their respective backing plates.

Torque tube removal:

Cut the safety wire from the six 9/16 hex bolts that attach the torque tube to the banjo and remove the bolts. The torque tube can now be removed by sliding it forward and off the end of the drive shaft. There should be a gasket between the banjo and the torque tube. The Model A Ford torque tube will not be re-used.

Drive shaft removal:

Do not attempt to remove the drive shaft by loosening either of the two large nuts that secure the pinion bearings. The two nuts are for the purpose of establishing the pinion bearing pre-load and should not be disturbed. Install the pinion puller tool(2) to the drive shaft and pull the entire pinion gear assembly out from the banjo still attached to the drive shaft. As the assembly and drive shaft are removed, place a length of a wooden two by four across the front support of the rolling cradle(1) to support the front ends of the radius rods. This will keep the banjo and axles level and prevent oil from spilling out the banjo flange.

Pinion gear assembly removal:

Place the drive shaft in a vice. Remove the cotter pin from the 15\16 hex nut securing the pinion gear to the end of the drive shaft and back the nut off 1/4 of an inch. Slide a small bearing puller, or special tool(3) over the front of the drive shaft until it is up against the threaded sleeve of the pinion gear. Place a gear puller to the other end of the drive shaft with the point end in the detente in the end of the drive shaft. Place the arms of the gear puller around the bearing puller, or special tool(3). Tighten the gear puller until there is sufficient tension against the drive shaft. Smartly tap the end of the gear puller with a hammer. Alternately tap and tighten the gear puller until the pinion assembly comes loose from the drive shaft. Remove the nut and pinion assembly from the drive shaft. The Model A Ford drive shaft will not be re-used.

Stub shaft installation.:

Place the stub shaft supplied with the overdrive kit in a vice. Slide the pinion assembly that was removed from the drive shaft over the tapered end of the stub shaft. Make certain the locking key is in place. Install the nut on the end of the stub shaft and torque to 90 ft lbs. Tighten the nut again until the cotter pin hole is lined up with one of the castles. Install the cotter pin and bend the legs forward along one side of the nut. **Do not bend the cotter pin legs over the end of the drive shaft as it will interfere with the ring gear carrier.** Check that the threaded end of the stub shaft does not extend past the end of the nut by more than one thread. If it does it may be prudent to grind the stub shaft flush with the nut. Any excessive extension past the nut may interfere with the ring gear carrier after installation.

Pinion gear assembly installation:

Take the pinion gear assembly now attached to the stub shaft back to the rear end and place the bearing race onto the edge of the hole in the banjo flange. Gently tap it in place with a brass hammer to start it into the hole. Make certain that it is evenly started. Place a special tool(4), which is a cut down section of a torque tube in place on the banjo flange. Install six studs with nuts into the banjo flange. Alternately tighten each of the six nuts to draw the special tool(4) down onto the banjo. This action will pull the pinion race into the hole in the banjo. While tightening the six nuts frequently turn the stub shaft by hand to ensure that the pinion gear will properly engage with the ring gear as the assembly is drawn into the banjo. When the bearing race is completely seated remove the special tool(4) and the six studs and nuts.

Overdrive unit installation:

Temporarily remove the rear end from the rolling cradle(1) and set it on the ground with the banjo resting on the ground, or with the axle housings supported with wooden blocks. Position the rear end with the stub shaft in a vertical position. Place the spline coupler supplied with the overdrive kit over the end of the stub shaft. Place a gasket over the banjo flange and install six studs into the six bolt holes in the banjo flange. Put the overdrive unit in gear by moving the shift lever in either direction. Place a one and 1\16 inch, 6 point, 1/2 inch drive socket over the spline at the front end of the new torque tube on the overdrive unit. Apply a coat of grease to the stub shaft and slide the overdrive unit down over the stub shaft. Turn the spline with the

socket until the stub shaft spline coupler engages with the spline inside the overdrive unit. Allow the overdrive unit to slide down over the studs aligning the overdrive unit such that the bolt hole for the two radius rods will be correctly on the bottom. Remove the six studs and install the six bolts, torque to 35 ft lbs and safety wire. Place the rear end back onto the rolling cradle(1). Connect the front end of both radius rods to the front of the new torque tube. The bolt goes in from the right side, the nut is on the left. Torque the bolt and install a cotter pin. The overdrive unit attached to the rear end is now ready to be re-installed in the car.

U-joint housing:

Install the cup shaped part of the U-joint housing to the transmission rear bearing retainer with a new gasket installed on each side of the mounting flange. Pack the U-joint and the inside of the cup with grease before setting it in place. Match up the holes with the transmission rear bearing retainer and install two nuts and bolts on opposite sides to temporarily hold it in place. Put the transmission in neutral.

Rear end installation:

Apply a coat of grease to both sides of the bell at the front end of the new torque tube and slide the rolling cradle(1) under the car. Place the front of the torque tube up over the service brake cross shaft and slide the rear end forward to engage the drive shaft spine with the U-joint spline. A pair of channel locks around the shank of the U-joint will aid in turning the spline to secure engagement. Place a rolling floor jack underneath the banjo and jack the rear end up so the shackles may be installed. When installing the shackle nuts, snug tighten only. The shackle retaining bars must have movement when in operation. Install cotter pins in the shackles. Re-install the brake rods and shock arms. Re-install the brake rod anti-rattle springs to both radius rods. Re-install the other two U-joint housing parts with the eight bolts and nuts that secure them. Torque to 35 ft lbs and install cotter pins. Install the rear axle nuts and flat washers and torque to 90 ft lbs. Tighten again until the cotter pin hole lines up with a castle. Install cotter pins. Re-install the wheels, torque the 13\16 lug nuts to 60 ft lbs. Remove the rolling cradle(1) from underneath the car. Remove the spring spreader.

Overdrive manual:

Refer to the overdrive manual supplied with the overdrive kit to install the speedometer cable, vent valve, and shifting mechanism. The manual will also provide oil service and operating instructions.

Floorboards:

It will be necessary to cut a slot in the floorboard and the floor mat in order to accommodate the overdrive shifting lever. Prior to re-installing the floorboard, make a template from cardboard by cutting it to fit in place of the floorboard. Cut access holes for the transmission shifter, the brake handle and an area where the overdrive shifter is located. Insert the template in place and tape up the overdrive shifter hole to provide a narrow slot that will accommodate the full travel of the shifting handle. Transfer the template to the actual floorboard and cut the slot with a saber saw. Re-install the altered floorboard and floor mat. **Be sure to remember to put oil in the overdrive.** The task is complete. ☺

Special tools:

- (1) A cradle made of tubular steel, mounted on casters, that supports a Model A Ford rear end at three points. Two locations are at the ends of each axle shaft, the other is about one foot back from the front of the torque tube. Used to assist in the removal and re-installation of a Model A Ford rear end.
- (2) A tool that clamps tightly onto the drive shaft and pushes against the banjo flange to remove the pinion bearing assembly from the banjo.
- (3) A four inch square, 1/2 inch thick steel plate with a hole slightly larger than the drive shaft bored through it. Used to provide backing for a gear puller to pull the pinion gear off of the drive shaft.
- (4) The banjo end of a Model A Ford torque tube cut off to a length of about four inches. Used to re-install the pinion gear\bearing assembly back into the banjo.

My Victoria Project!

by **Bob Haddon**

I have been a Model A enthusiast since high school when I had a 1931 Tudor (most of my friends had Mustangs and Corvettes). My first full restoration was a 1930 Deluxe Coupe which gets very regular use.

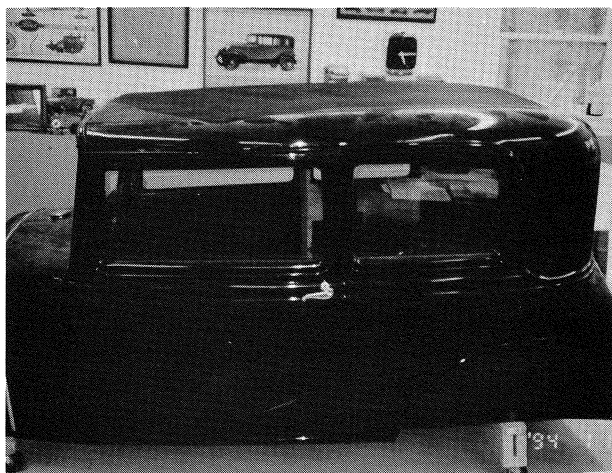
In 1995 I bought a 1931 Victoria and joined the Victoria Association. The Victoria body style has always been one of my favorites. This one was in pretty good shape; good enough to drive for a while. Sometime later I decided to start disassembling it for a "minor" restoration. But, where does one stop? How far should I go? I finally decided I might as well do it right, so every part was disassembled and rebuilt. The entire frame and associated parts have been powder coated. The engine was rebuilt by our locally famous builder, Billy Garland. He installed a counter balanced crankshaft, a touring cam, a high compression head, and a V-8 clutch and flywheel. Each leaf of the front and rear spring was restored, as well as the rear end (it now has 3:54 gears). It should be a nice running car.

Now that the chassis and running gear are done, it's time to start on the body, which won't require too much. I hope that this time next year the project will be finished. I would like to thank Charlie Viosca and all the other contributors to the Bustle for all the great information made available. ☺

Editor's Note: Bob Haddon lives in Kennesaw, Georgia. Bob is also a board member of the Model A Ford Youth Scholarship Fund and serves as the Treasurer.



"Minor" chassis restoration



"Minor" body restoration

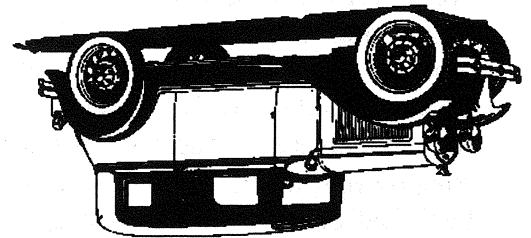
First Class Mail



11084 Windjammer
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*International Model A Ford
Victoria Association*



The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America and a region of the Model A Restorers Club. The association was founded in 1986 at Frisco, Texas by Charlie Viosca. The purpose of the association is to aid the membership in the authentic restoration of the Model A Ford A-190 Victoria body style. To achieve the purpose this periodic newsletter is published for the association membership. The intent is to furnish accurate and complete information concerning the Model A Ford Victoria body style. Permission to reprint or quote from this publication is expressly given provided acknowledgement and credit is given to the author and to the publication.