

400-A, 190-A and 180-A Joint Meeting

Differences and Similarities

**of the 400-A Convertible Sedan, Victoria 190-A &
Deluxe Phaeton 180-A**

Presented by

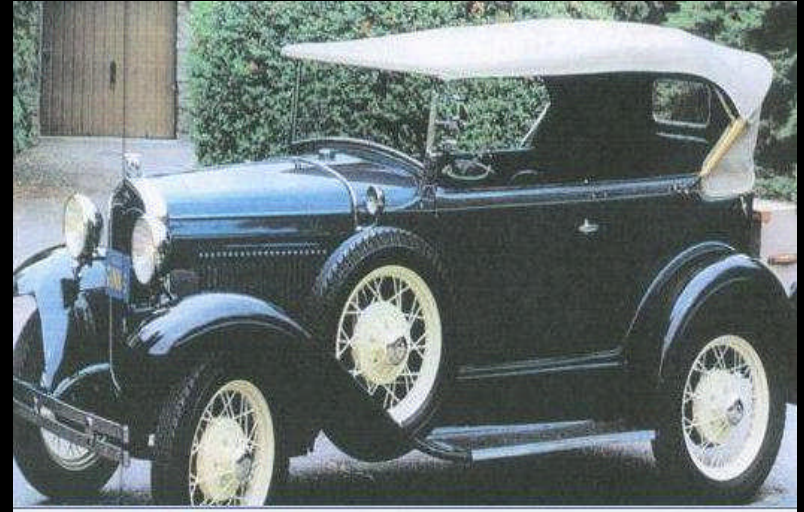
Arlyn Bieber, Ric Bonnoront, Vern Schwebke & Webb Smith

With considerable assistance from Bill Edstrom & Ross Milne

WelcomeMembers



400-A Convertible Sedan



180-A Deluxe Phaeton



190-A Victoria

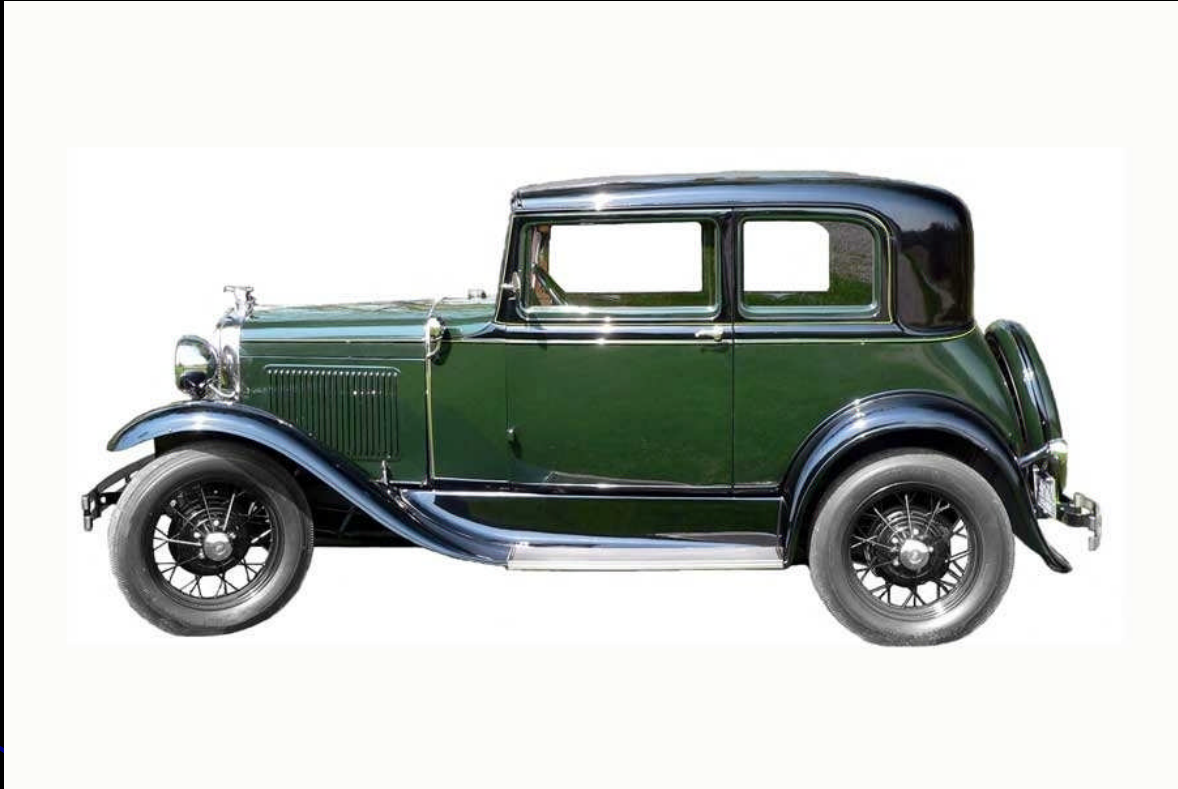


The 400-A was introduced May 22, 1931 as Ford's first Convertible Sedan. It was a new unique design in the sporty deluxe line of cars. It is unique because it combined the advantages of an open car and that of a closed car – and it is extremely attractive in appearance.. There were 4865 produced in the USA and 236 produced in other countries.

We believe that model number 400 was not selected by accident. At that time the saying “The 400 Society” was referred to when people wanted to indicate that something was exclusive or aristocratic.

“The 400 Society” was from the gilded age when Caroline Astor would invite guests to her home and the ballroom would only hold 400 people – so – “The 400 Society” was the guest list of Mrs. Astor.

The Model A Victoria



Deluxe Features Introduced in November 1930 with the Victoria

- First Model A to have a slanted windshield
- First introduction interior fold down sun visors
- First use of painted upper insert panel radiator shell
- One of first to use push-down type interior door handles
- Bustle back provided luggage space behind the rear seat & rear mounted spare tire at an angle

The Deluxe Model A Innovator



Deluxe Features Introduced June 1930 with the Deluxe Phaeton

- First introduction of the round speedometer and the elongated ribbed instrument panel
- First Model A to have lowered rear floor pan and foot well to give lower seating & roof line
- First Model A to feature a dropped steering column
- First open Model A to have a vacuum windshield wiper
- A number of new paint colors and color combinations
- A Deluxe interior trim package featuring Tan Bedouin Grain Genuine Leather
- Wheels factory painted a number of colors to match body stripe
- Welled fender for spare tire mounting supplied as standard equipment
- A new spare tire two piece cover accessory introduced with the 180-A
- Full length rear bumper supplied as standard equipment for 1st time
- Newly designed luggage rack specific for the 180-A supplied as standard equipment for 1st time

A-400Group Objectives

The A-400 Group is an association for owners and admirers of the 1931 Model A Ford Convertible Sedan A 400 (400-A).

- Our purposes are:
- To collect and publish information on the 400-A.
- To maintain a roster of all known 400-As and their owners.
- To foster communication between 400-A owners .
- To publish a newsletter.
- To maintain a web site. www.a400group.com.
- To sponsor seminars at MARC & MAFCA meets.

190-A Group Objectives

The International Victoria Association is for owners and admirers of the 1930/31 Model A Ford Victoria 190-A.

- Our purposes are:
- To collect and publish information on the 190-A.
- To maintain a roster of known 190-As and their owners.
- To foster communication between 190-A owners .
- To publish a quarterly newsletter.
- To maintain a web site, www.VictoriaAssociation.com.
- To sponsor the Model A Ford Youth Scholarship
- To hold meeting & seminars at MARC & MAFCA meets.

Objectives of the 180-A Body Style Group

- To promote the locating and restoration of as many 180-As as possible
- To provide a medium for collecting and exchanging information to assist those doing restorations with technical assistance
- To carry out archive research to determine exact details of original parts and assemblies
- To have craftsmen make and sell high quality and correct reproduction parts specific to the 180-A and
- To determine how many 180-As still exist and whether they are original “as last driven”, under restoration or restored

Body Tags

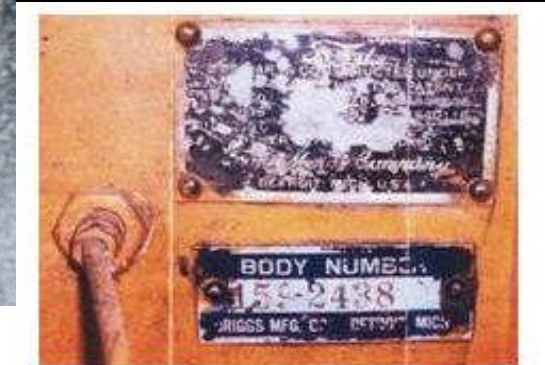


The bodies for the A-400 were manufactured by the Murray Corporation. The A400 Group maintains a Roster of A-400s based upon the body number. We assign body numbers for bodies with missing tags. These are identified with an "a" suffix in the Roster.



The bodies for the Victoria were reportedly manufactured by both Murray & Briggs. The Murray body tag is depicted here.

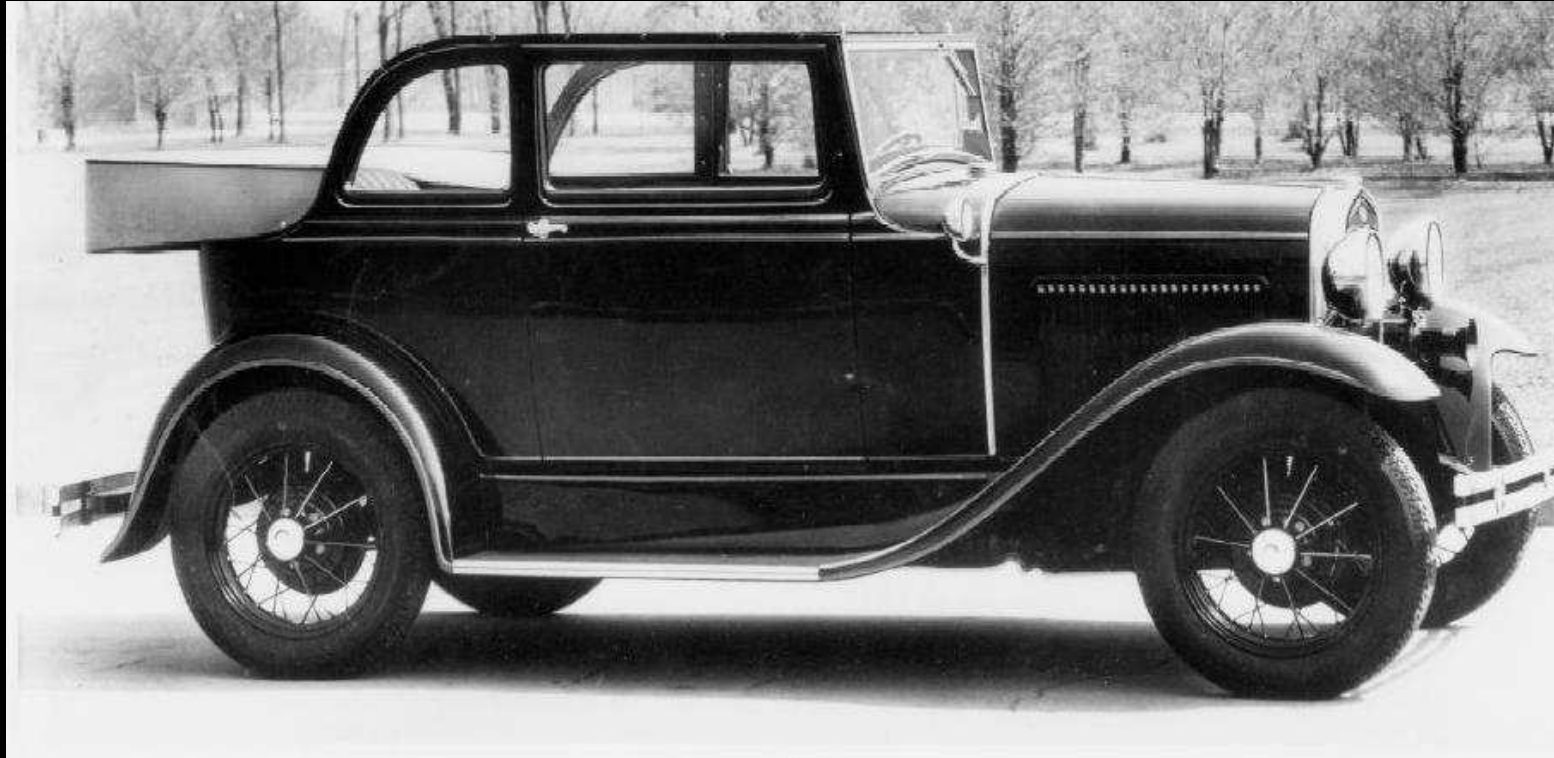
All 180-A bodies were built by the Briggs Mfg. Co. Ford shipped cowls to Briggs who incorporated them into the bodies and installed a body tag which numbered the bodies produced sequentially. The completed bodies were shipped to the Ford Motor Company unpainted.



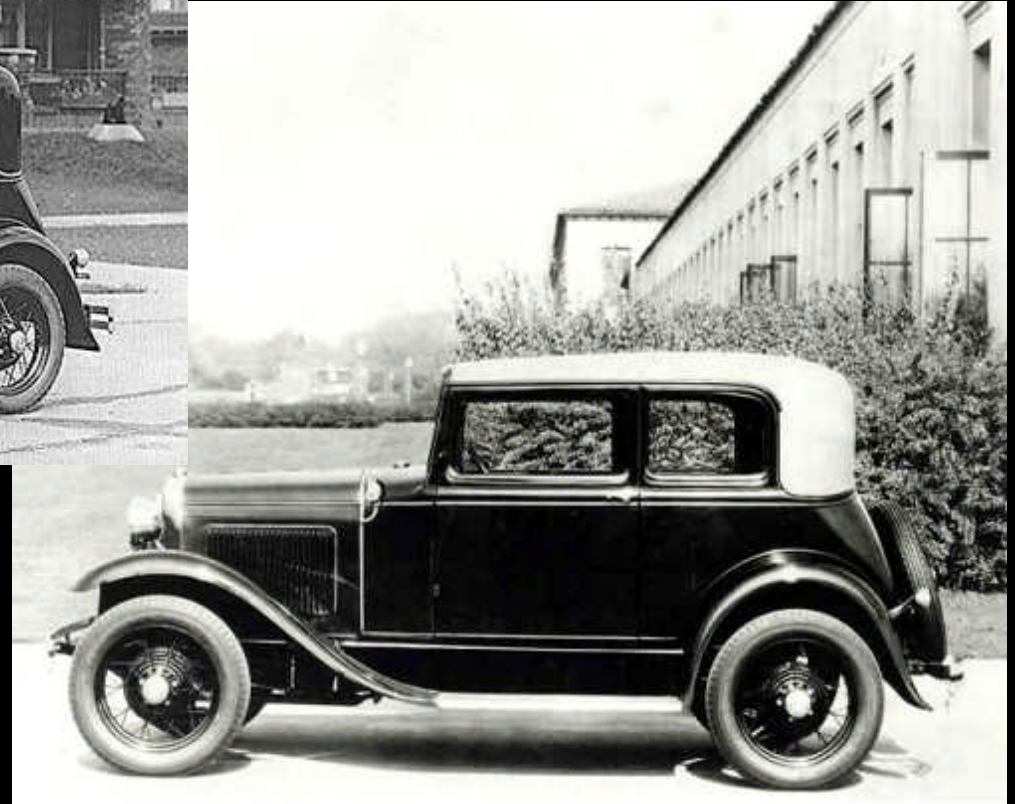
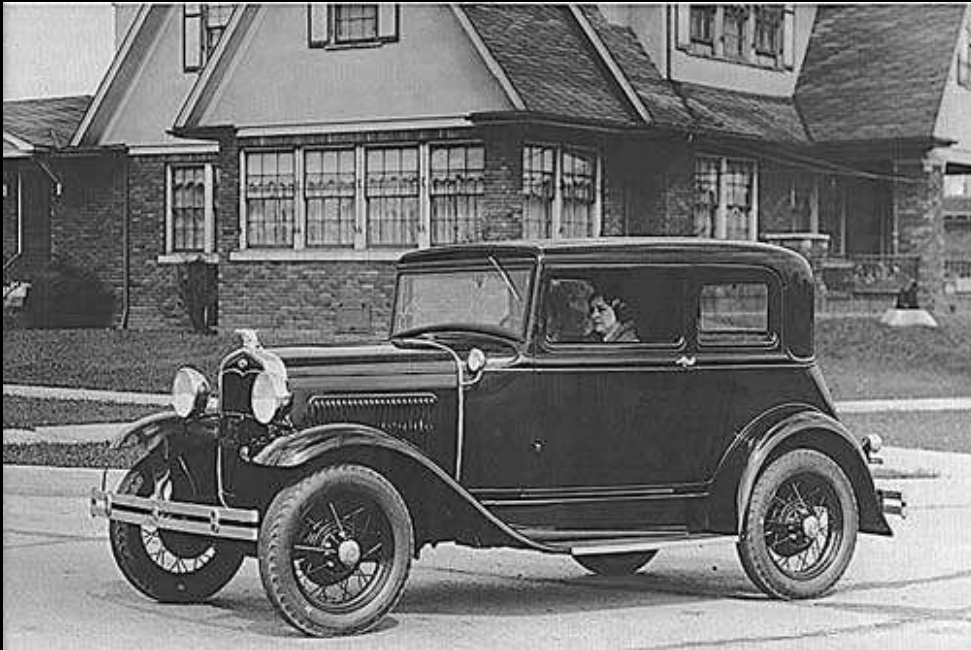
Original Briggs 180-A Body Tag



Repro 180-A Body Tag



- Here is a photo from the Ford Archives that shows the 400-A with top down. Notice how it folds flat emphasizing the sporty straight lines of the car. Note that the rigid top rail extends from the front pillar over the door and quarter windows down to the moldings.



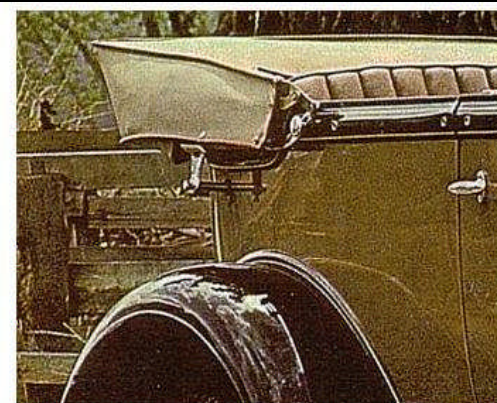
- Photos from the Ford Archives show the 190-A in Steelback and Leatherback models. Notice how the slant windshield, the lowered roof and the “bustle back” with the slanted spare tire emphasize the sporty lines of the car.



This photo illustrates the A-400 as a closed car. Both door windows and quarter windows are provided with regulators so they may be easily lowered or raised.



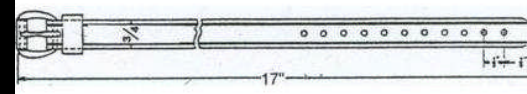
This photo shows the beautiful lines of the 180-A which are the result of Edsel Ford's fine eye for design. The driver's side fender mounted spare wheel was standard equipment. A second fender mounted spare wheel on the passenger side was a factory option but was most often installed by the Ford dealer.



180-A Top Boot



180-A Top Prop Rest & Tie Down Strap



- Ford called the top boots – Top Dust Hoods. They were not made from top material but rather M-5073 Dust Hood Material which is a Tan Teal cloth cemented to cotton drill fabric and then dyed Tan. This material was not waterproof or fade resistant as was the top material. Clips attached to the fabric attached to brackets on the tub belt rail. Three Lift the Dots hold the top of the top boot to 3 studs screwed into the top of the seat back rest frame.



400-A Rear View

The 400-A had a full 60 inch bumper. The cross brace between the rear bumper arms was supplied on some cars and was not on others. The convex rear splash apron is unique to the 400-A. Note how nice the curvature of the top blends in with the car lines.



190-A Rear View

The Victoria has rear bumperettes on bumper arms unique to the Victoria.

The cross brace between the rear bumper arms is standard for 1930-31 Model A's.

The rear splash apron is unique to the 190-A.

The rear bumper strip, the tire lock band & tire cover shown were accessories.



180A Rear View

Early 180-As until August 1930 had 63" full length rear bumpers and then 60" thereafter. All 180-As were equipped with rear bumper arm cross braces with the cross bar forward of the mounting bolts.

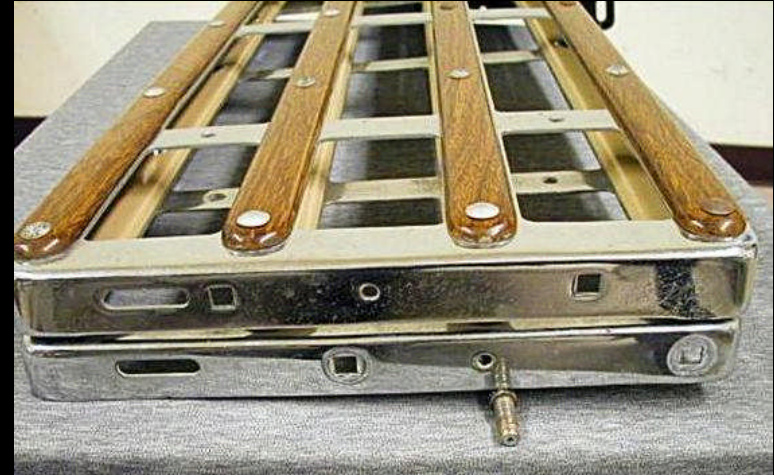
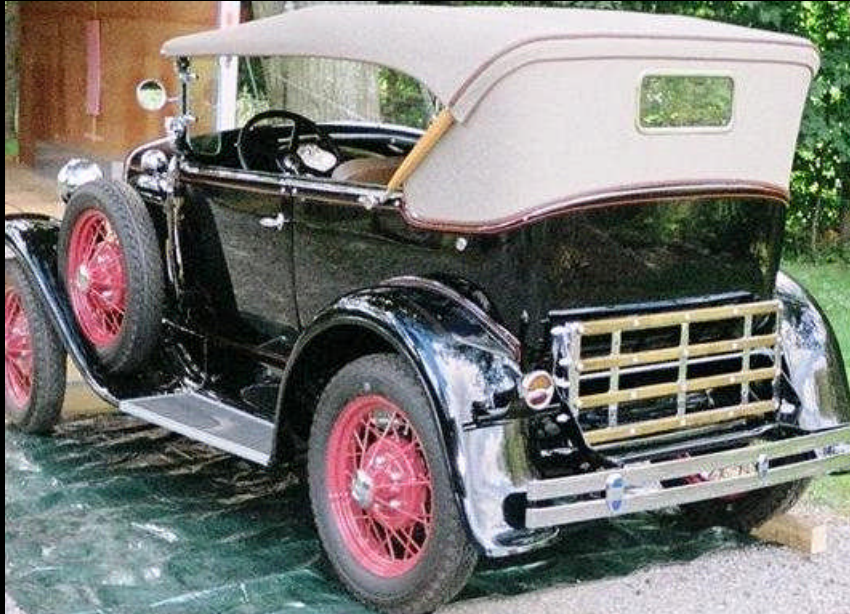
Luggage racks designed specifically for the 180-A were supplied as standard equipment until early 1931 when they were classified as an accessory.

180-A Rear Bumper Arm



Standard rear bumper arms were modified for the 180-A to place the rear body support at the proper location to mate the rear body cross sill as well as having the holes to accept the luggage rack located correctly to accept the luggage rack supports that were designed specifically for the 180-A

180-A Luggage Rack



180-A Luggage Rack on top – 40 B Deluxe Roadster Rack on Bottom They are different

Ford designed a luggage rack (A-18577) specifically for the Deluxe Phaeton. The racks were supplied as standard equipment until Jan/31 when they became an accessory.

The 180-A rack has a lower pivot point than does the Deluxe Roadster which gives a lower mounting level that better suits the rear body profile. Many Model A suppliers sell a Deluxe Rack “that fits all”. These racks are incorrect for the 180-A.

The 180-A racks are chromed with cad plated bolts, nuts and hooks. The correct finish on the 180-A slats is a Walnut Grained finish – not mahogany as seen on some restorations.

The 180-A windshield frame was chrome plated and held safety plate glass. The windshield could be folded down forward to produce a “racy” appearance when both the top and windshield were in the down position.



The 400-A windshield frame is chrome plated, with satin black lacquer inside. The windshield for the 190-A is painted upper body color.



The windshield for both bodies is slanted and as with all Model A's, it has safety glass. Safety glass was an option for the door, quarter and rear windows after May 1931

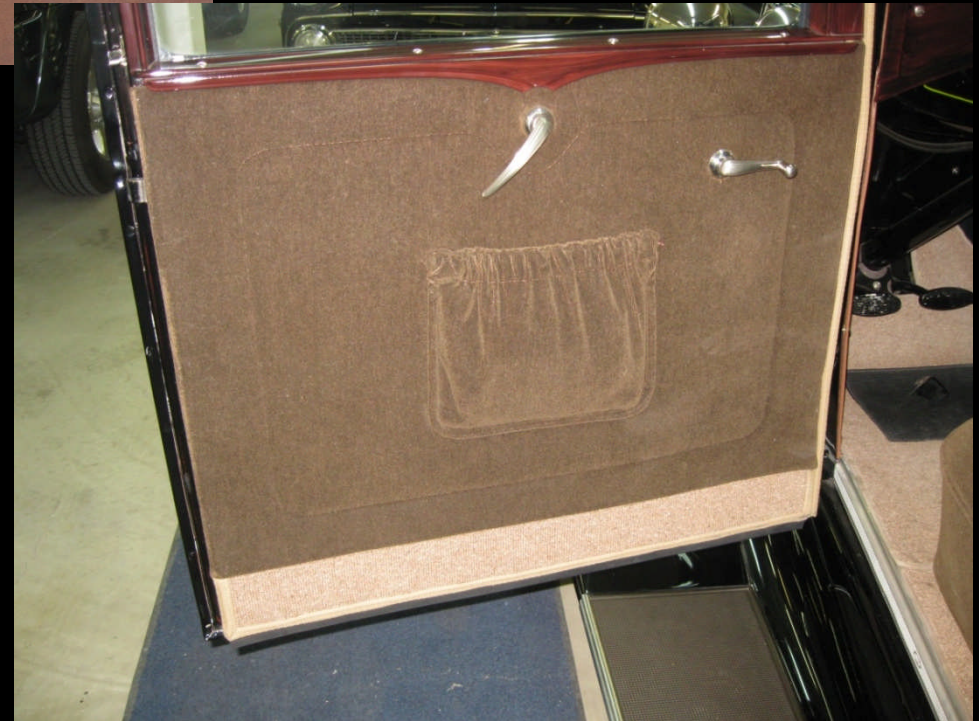


The 400-A door is 35" wide which permits easy entrance to the interior. It is all metal and the door panel is covered with a "crush grain" artificial leather. The pocket is leather. The door latch is controlled by the inside remote handle. Both the inside door handle and the window handle are bright nickel plated.



400-A & 190-A Open Doors

the interior door and window handles are the same, with different finishes.



The 190-A doors are all metal and are finished in fabric to match the upholstery. The bottom of the door is brown carpet. Door pockets were either the set-in type or wire type. The door latch also has the inside remote handle. Shown are the correct inside door and window handles in Nickel Butler Finish

180-A Door Handles

All 180-As were equipped with Nickel Butler Finish remote inside door handles.



The 180-A doors are wood framed & one of the largest of any Model A passenger car. The doors often are a challenge to restore and to realign correctly to produce the lines that make the 180-A body so appealing. High quality reproduction hinges are now available from A & L.



180-A Doors & Handles



400-A & 190-A Outside Door Handle

The outside door handle is stainless steel clad. The passenger door used the ignition key to lock and unlock it.



180-A Outside Door Handle

All 180-As were equipped with simple stainless clad non-locking door handles.



400-A & 190-A Door Sill

The door sill has a distinct etched pattern with the Ford script in an oval. The door sill must be installed on the wood sub-frame before it is installed on the chassis, as it is wrapped around the edge of the wood.



400-A Interior View Showing the Dash

The 400-A interior trim was a walnut grain (butt walnut). The steering column was lowered on the A-400. Early models with the straight firewall had spacers between the gas tank bracket and clamp. On the indented firewall there was a longer steering column bracket which was bolted behind the dash rail. This is shown in the photo. The photo on the right is from John Page's original 400 with only about 9000 miles on it at the present time. Note when the Ford workers applied the wood graining, the center is slightly to the left. The woodgrain pattern is a mirror image on the dash. The photo on the left is the woodgraining I applied to my car and I made sure the woodgrain is centered.

400-A

Rear View Mirror and Windshield Wiper Motor



The rear view mirror is mounted inside with a chrome plated bracket which is used only on the 400-A and the 68-C Cabriolet.

Windshield wiper motor is a Trico vacuum TR-C2B, chrome plated and is mounted through the upper windshield frame.

The inserted photo shows 400-A mirror bracket back view. Note the upholstery cloth that is used to protect the back of the mirror.

400-A Front Header Hold Down



The front header hold down clamp bracket and wing screws were chrome plated.

Note: header is covered with the drab bow drill.



Trico vacuum windshield wiper motor TR-C2B



190-A Interior View Showing the Dash

The Victoria interior trim is mahogany wood grain. The steering column was lowered on the 190-A. Early models with the straight firewall had spacers between the gas tank bracket and clamp. The indented firewall introduced a longer steering column bracket which was bolted behind the dash rail, which is shown in the photo. The photos are of David Moore's original Victoria with only about 39000 miles on it at the present time. There are 13 pieces of wood grained trim in a Victoria.

190-A Windshield Wipers, Rear View Mirror Sun Visors & Dome Light



Victorias were equipped with vacuum Trico TR-C2A windshield wipers, painted black or TR-2CB chrome wipers, depending on time of production. The wiper has a waffle pattern on the top, and is mounted through the front header, with the flat side down. The length of the shaft is 2-3/4".

The rear view mirror bracket is painted black.

The interior sun visor hinges are mounted to the second roof rib and fold to the front.

There is a dome light with a switch on the passenger door jamb.





180-A Windshield Wipers

180-A cars were equipped with vacuum Trico TR-01A chromed windshield wipers.

Some wipers had a waffle pattern on the top and a knob trademark and some did not.

The wiper is mounted by threaded ears on the inside of the windshield frame with the flat side up.

The length of the shaft that projects through the windshield frame is 1-9/16".

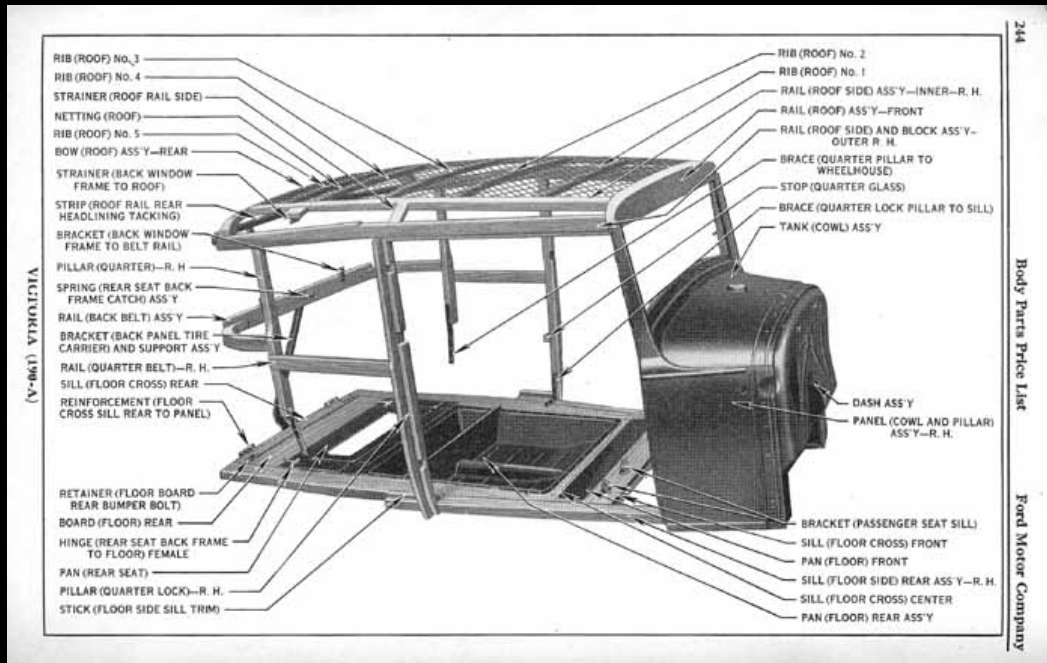


A-400 wood sub-frame door pillar and the rear belt rail.

The 400-A and the 180-A sheet metal is built on a wood frame. The wood sills in particular are quite complicated and often repro wood kits require considerable modification to make them fit. Jim Antoni, an accomplished high end furniture manufacturer, is now making precise 180-A wood replacement kits based on original patterns.



180-A Floor Sills



190-A wood sub-frame & body framing for a Leatherback.



Original 190-A body wood drawing from Ford

The Victoria sheet metal is built on a wood frame. The wood framing is slightly different between the Leatherback and Steelback bodies, with more pieces in the former.

400-A Front Seats



The seats in the 400-A are covered in genuine leather and have 6 pleats. The driver's seat bottom frame is 18-5/8" wide and the passenger seat frame is 17-3/16" wide.



400-A Passenger Seat

The passenger seat folds and tips forward for easy entry into the back. The seat bottom is brown crush grain artificial leather. The rests are cad plated and are 3 inches long which are longer than the Deluxe Phaeton.



400-A Driver seat tracks



Driver Seat

The driver seat folds for entry into the back and is adjustable. It is mounted on tracks for sliding back and forward. There is a ratchet for locking the seat in place and a lever in front of the seat for operating the ratchet.

190-A Front Seats



Victoria front seats have 5 pleats & were covered in Brown Mohair, Brown Bedford Cord or Tan Broadcloth.



190-A Late Passenger Seat folds and tips forward for easy entry into the back. The seat bottom is brown dash grain cardboard, the rests are cad plated.



190-A Late Style Driver seat tracks similar to those of 400-A, introduced in mid June 1931



190-A Early Seats
The driver & passenger seats fold for entry into the back. The seats are attached to "L" brackets on the floor. The drivers seat is adjustable with three holes in the bracket, while the passenger seat is fixed.

190-A Front Seats



Victoria front seats came in two styles; early & late. Both types fold to aid entry into the back. The driver's seat frame is wider than the passenger seat frame.

Early driver & passenger seats fold & tip forward for entry into the back. A fabric panel closes the gap between the seat back and bottom. The early seats are mounted on a threaded rod to "L" brackets on the floor.

Late styles seat backs have a fabric covered metal tail to close the gap between the seat back and bottom.

The driver's seat is mounted on tracks for sliding back and forward. There is a ratchet for locking the seat in place and a lever in front of the seat for operating the ratchet.

Front Seats of 180-A



Original 180-A Front Seats

The driver and passenger 180-A front seats are identical and interchangeable. They are trapezoid in shape, each 17-1/8" wide at the front, 14-3/4" at the rear, & 15-5/8" from front to back.

Early 180-As had an adjustable driver's seat and later both front seats were made adjustable. The exact change date is not known. Note the platform that supports the inner rear seat legs.



180-A Front Seat Frame & Trim

The seat bottoms were covered with artificial leather. The "breather holes" have retainer rings. The rear seat legs are adjustable. Note the leather "flap" that covers the opening between the seat back rest and the seat cushion.

400-A Rear Seat

400-A Rear Seat



400-A Rear Area



This photo shows the 400-A rear seat. The seat is covered in genuine leather and has 16 pleats. The back is hinged and can be tipped forward to access a small storage area behind the seat. Tools can be stored under the seat cushions.

The rear floor is depressed to allow for leg room. The rear carpet is fitted to the recess area and covers the support bracket for the passenger seat.

- The 400-A has a leather covered arm rest on each side of the rear seat.
- It also has two ashtrays which have a walnut grained faceplate and bright nickel plated metal parts.
- The quarter window lever is also bright nickel plated.

190-ARear Seats



The Victoria seat cushion & back rest contains 11 pleats. Armrests were standard. The seat back rest is held in place by a male/female catch fastened to the rear wood rail.

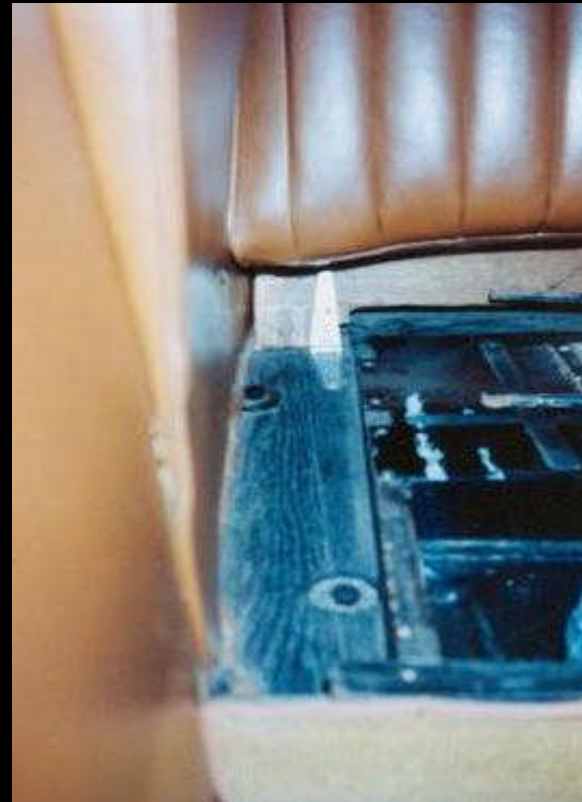
The rear seat back rest is hinged to the floor sill by simple "T" hinges to allow the seat rest to be tipped forward to gain access to the rear storage "bustle".

180-A Rear Seats



Original 180-A Rear Seat Back Rest & Cushion

The rear seat back rest is hinged to the floor sill by a simple “barn door” strap hinge to allow the seat rest to be tipped forward to gain access to the side curtain container and storage for the top boot. The back rest contains 18 pleats, the cushion has 16. The back rest is held in place by two straps that fasten to the rear tub rail. Original back rests had “breather holes” in the bottom.



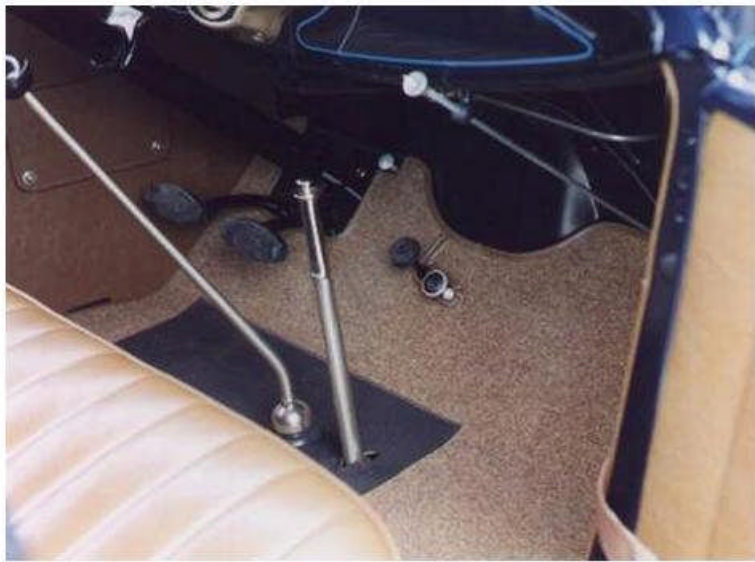
**Rear Seat Back Rest Hinge
(that allows access to side
curtain storage pocket)**

180-A Upholstery



- The original seat facings were upholstered with M-2613 Two Tone Tan Genuine Leather. M-2615 Two Tone Artificial Leather was used for most of the other coverings. The original Genuine Bedouin Grain Leather and the matching artificial leather had a lighter background colouring and a darker graining.

180-A Floor Carpets



Front Floor Carpet



180-A Floor Carpets

The 180-A carpets are made up with 9 individual carpets. The original carpets were "M-5089-B Brown Carpet Rubberized". The front floor carpet is not identical to other Model A carpets. It is longer and is trimmed differently at the door openings to fit properly against the door sill scuff plates.

Early carpets were bound with Genuine Brown-Red Pebble Grain binding and after Sept/30 with Two-Tone Tan Bedouin Grain binding - not artificial leather as often seen in restorations.



400-A Top

The top is secured to the top rails with snaps. The top fabric is a tan drab on both sides and is like the fabric used on other deluxe body types.

Top boots are supplied as standard equipment.

400-A Top Bows

400-A Top Bows

This photo shows the top bows in place before the top fabric is installed. The top header over the windshield was covered drab bow drill. A metal panel painted upper body color or drab covers the underside of the header. Wood top bows #2 & 4 covered with drab low drill and the round steel bows 1 & 3 were painted a gray drab color.



400-A Rear Interior

“J” Bracket



This photo shows the “J” bracket that secures bow #2 to top rail through a bright nickel plated grommet located in the quarter window trim. The “J” bracket is bright nickel plated. Note bow #2 & #4 are covered in drab bow drill and bow #3 is painted a gray drab.

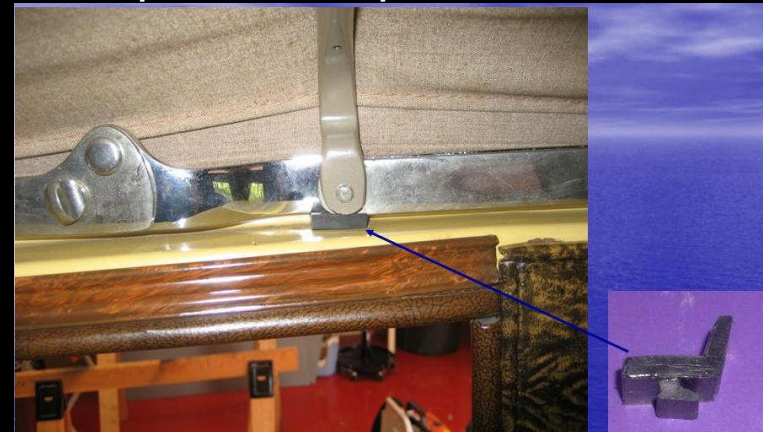
400-A Hold Down Straps



The bow strap is mounted on footman loops in the “low pocket” and is a tan leather 7/8 inch wide.. The buckle is unpolished nickel plated.



This photo shows the lift to dot tab under the rear curtain window which it used to secure the curtain window when the top is down.



This photo shows the folding top iron in place on the top rail. Note the rubber that the top iron rests on.

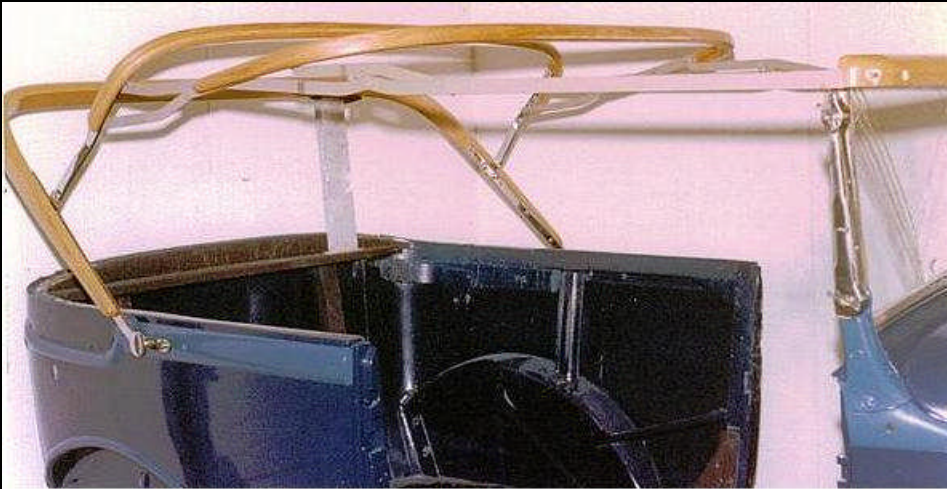


190-A Top Fabric

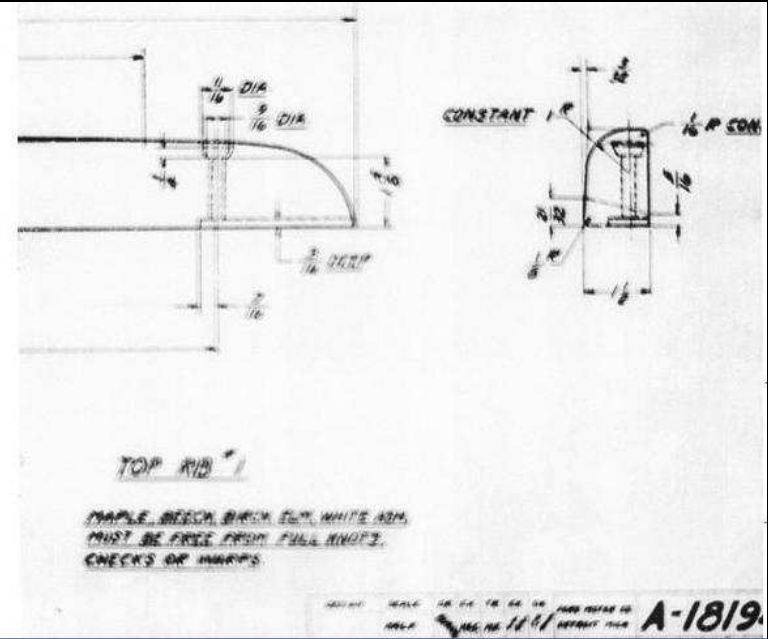
The photo on the left shows the top material on David Moore's unrestored Steelback Victoria. It is artificial leather, in a fine long-short grain pattern.

The photo on the right is of original tan diagonal grain pyroxylin used on Leatherback Victorias.

180-A Top Bows



180- Top Bows



The 180-A has 4 top bows. To obtain a good looking top it is essential that the top bows conform to the original design – particularly the #1 bow called the Header Bow and the #4 rear bow. Many reproduction Header Bows are “too square” and do not have the correct sweep or the correct curve to the leading edge. The connecting arm from bow #3 to the rear bow is chrome plated.



180-A Tops



The Judging Standards describe the 180-A top material as “Tan drab rubber interlined fabric (olive green). Archive drawings describe the top material as M-5072-B Top Material-Tan. There is no indication of “olive green” just Tan. The edge and trim bindings were brown-red pebble grain until Sept./30 after which they were two-tone Bedouin grain genuine leather.

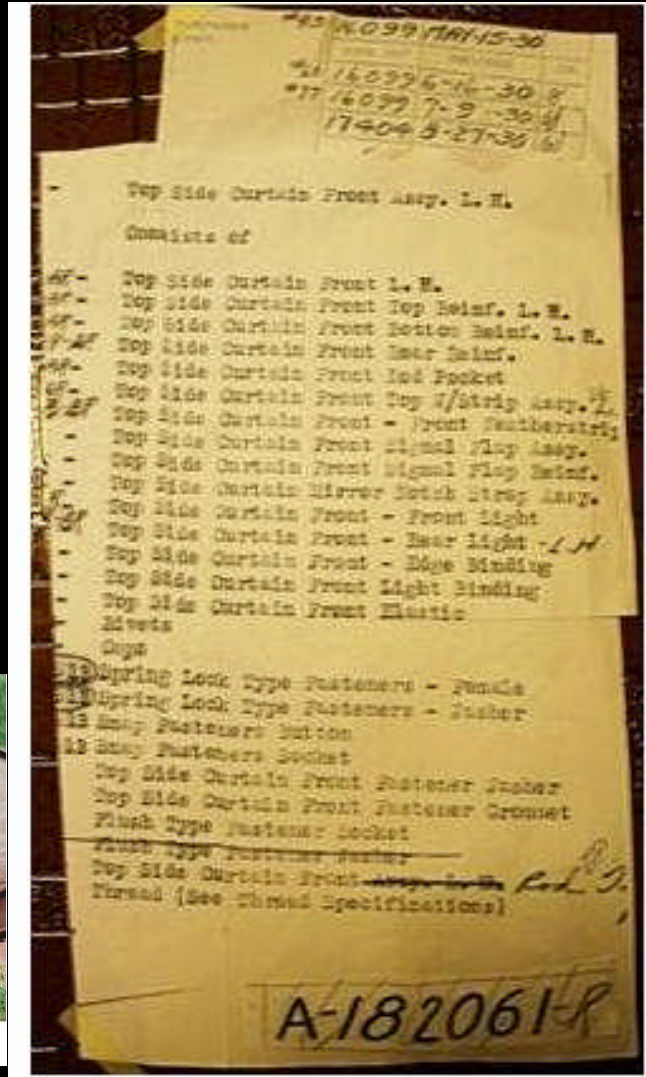


180-A Side Curtains

The 180-A side curtains are a compendium of many individual parts. For example the archive drawing of driver's side curtain details nearly 20 additional drawings of the components which make up the curtain. Even the thread used to sew the curtains was detailed by Ford specifications. The curtains were stored behind the rear seat back rest when not in use.



Side Curtain Storage Pocket



Floor Pans

**400-A &
190-A**



The 400-A floor pan is same as that used in the Victoria except that the seat riser or kick panel is located slightly different on the 190-A.

Note the hinges for the rear seat back rest. The only way the 400-A rear seat rest can be removed or installed is by removing or installing the hinge pins.

180-A



The 180-A, A-400 and the A-190 floor pans look alike but they are slightly different. The 180-A floor pan has a raised rear panel riser for the rear seat.

When hunting for a replacement look carefully at the floor pans being offered to be sure they are correct for your car.

Rear Splash Aprons

**400-A &
180-A**



190-A



Perhaps the most complicated piece of sheet metal on these deluxe body types is the rear splash apron with its complex curves. This piece is often missing or badly damaged.

The rear splash aprons for the 400-A, the 190-A and 180-A are all different and not interchangeable. When hunting for a replacement look carefully at the panels being offered to be sure they are correct for your car.

Thanks for Coming to Share our Differences and Similarities



These are three beautiful sporty
Model A Fords