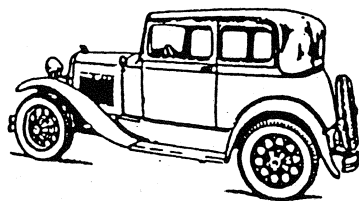


## Victoria Association



PHOTO COPY  
QUALITY DIMINISHED



Vol. 4 No. 2

VICTORIA NEWSLETTER

April 1989

I want to start this newsletter by informing all of the members that we did get enough volunteer \$5 that will enable the association to get copies of the Victoria Mylans from the MAFA archives. I will have blueprint copies available to the membership on a cost basis. This will be determined as soon as I can get the Mylans copied and determine the cost of the blueprint copies. I will also put out a list of what drawings are available. From what I can determine, just about all of the Victoria wood patterns are there. I will have to see what else is included in the Mylans. More on this later.

I am including some drawings from Dean Larson of Hanson, Mass. I do appreciate his answer to my plea for the membership to send items to me for the newsletter. I think you will like his drawings and I am sure that some of you need the part he made so this will enable some of you to make this part for yourself.

Over the past newsletters, I have included many drawings. Of course, not all of the members have these drawings and certainly not the new members. Therefore, I am going to run these drawings so that all of the members will have them. I am going to staple them separate so that you may keep them in your shop, if you so desire. I am including one new drawing from Howard Barnes and that is of the Model A Starter. I hope you enjoy the drawings and that they will be of help to you.

#### Members not renewing.

Each year, we lose some members. I know that some sell their cars and others lose interest. I can't help but wonder why some others drop out. If you know of

any reason that might be the fault of the association, please let me know. This year, we lost 20 which is not as many as last year. I think a few of these 20 will still pay their dues. We still keep letting new members but some that inquire do not join. I have no idea why unless they think it is too expensive. Hopefully, I can get the Mylans copied and have a little kitty left over and then we might drop the \$5 initiation fee.

I would like to tell the members that I pay my dues to the association and I also paid the voluntary \$5. None of the money we have goes to me personally. All of it goes to the production, printing and mailing of the newsletter.

If any of you feel that I am including items that are not necessary, and if you would like other things in the newsletter that I do not include, please let me know. As I mentioned in the last issue, I need all the help I can get. I want to print the information you want and need.

#### Let's talk door sills.

I have been hearing a lot lately about door sills. It seems, writes Roger Van Houten, that there are four reproduction sills on the market with none of them exactly correct. Each has something OK but all of them have something not right.

We have two members in Canada with Leathenback Victorias and they believe they are original, however, the sills are different. On one, the FORD is larger than on the other. The end views are completely different also. I am including the tracings and sketches of the views for you to see. Right now, I am

asking all members to let us know what they may know about this subject. I am appealing to the original Victoria owners to check theirs and let me know what they have. If we can come up with something definite, we can see if we can get someone to make some reproduction sills that are correct. Right now, we do not have enough to go on. We don't have anyone to make them either. It is entirely possible that we may have to live with what is available. Marco Tahtanas sent some information on the sills and before I print it, I am asking him about the two sills mentioned above. More on this in the next newsletter.

#### SEE LATE ARRIVING NEWS

Russ Lawson of Morgantown, NC. writes that his early 31 Victoria had 37,658 miles on it before restoration. Judging from the photo in the last newsletter, it is a fine restoration. It didn't seem to be a basket case like some of us started with.

I have a letter from Bud Hough from Cheyenne, Wyoming that tells me that his Leatherback # 129 has been shown at the June AACA meet in Tucson, Az. and it received a first-junior. He has never been to a Model A Ford Club event but he is planning to be at the High Country Tour in Breckennridge, Co. this summer. I have heard from several Victoria owners saying that they are going; I hope we have a good Victoria turn out.

#### Complaint

Jud Palmer, wrote to tell me that he ordered some wood from New Wood back in July and didn't get it until November. By that time he had made and installed his own wood. They had promised three weeks delivery. See want ad's as he now needs to sell the set that finally came. Jud had no complaint on the product just the long delivery date.

#### Compliments

Several members wrote to tell me that Steve Cannon makes good wood and that it fits and they are very satisfied with it. Steve is a member of our association.

I am not trying to show favoritism to any one person or manufacturer, however, I think all of you want to know who does good work and who delivers on time.

All of you members need to keep me informed on your problems and your likes so we can inform the membership.

#### Dovetails

Mr Bond keeps up-dating me with regard to the dove tails he is going to manufacture for the Victoria. He is working on the dies now and hopes to be complete by this spring. If you need the dove tails, hang in there as they will soon be available. If his dove tails are as good as his steering cover plates, I know we'll all be very satisfied.

#### Trivia

The last newsletter, trivia information, on the number of Victorias that I got from the Cabrioletter and by Mr. Wm Funness has been questioned. Just remember that this is nothing official but information gleaned from an un-official source. It may or may not be correct and it hasn't been verified.

#### Letters

Mr. Dean Larson wrote for information on where to get top material for the Leatherback Victoria. I am sorry to say that the only place that I know of is Le Baron Bonney. I sent him a piece of original top material and he said that the material Le Baron Bonney is selling is not anything like the original especially in color. Le Barron Bonney concedes this fact but there is no other source. If any of you know of a good source please let me know so that I can inform the membership.

The item above is a repeat item from the last newsletter. Since I didn't get any replies. I felt it important enough to make another try. If any of you know of a source, please reply.

## LATE ARRIVING NEWS

Just before going to press with this newsletter, I received a letter from Marco Tahtaras in answer to the questions on Victoria Doon Sill Plates. I will put his letter in this newsletter for you. The last paragraph was referring to some questions I asked him about the Victoria Roof Ribs. I will follow up on this at a later date.

Please refer to the two sketches by Mr. Barry Loucks which are off of two Canadian Victorias and the two sketches made by Marco Tahtaras. Marco's letter explains these drawings.

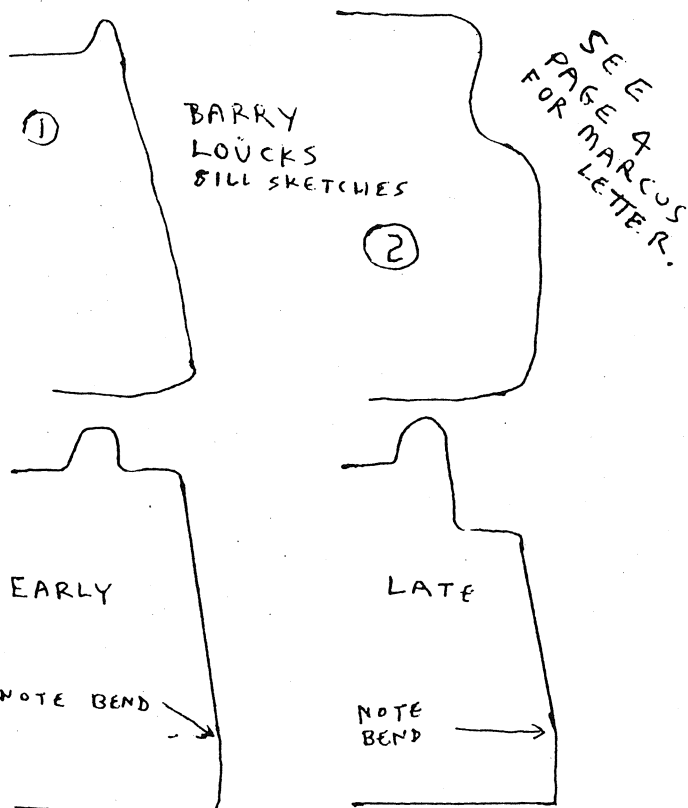


EARLY SILL

SILLS ON BARRY LOUCKS LEATHERBACK CANADIAN VICTORIAS.



LATE SILL



## Technical

If any of you want to convert your distributors to the modern points and condenser, you can go to a parts house and purchase the ignition kit for a Ford which is part number TK229MV. Be aware that you have to drill some holes and tap them to install the points. Maybe, I can do a future article on this modification.

If any of you want to convert to an alternator and halogen bulbs, the bulb number is a Phillips 6342 H4 bulb. This is for 6V 60/55W. They are available in motorcycle shops. Some of the California Model A Dealers sell a kit for the conversion. I know Harry's Early Ford Parts has the kit. His address is: 8175 W. Evans Dr., Rogue River, OR. 97537, (503) 582-0526. I have these lights on both of my Model A's and they are great. If you will do any night driving this is a must for safety. They do not show from the outside as you still use your Model A glass etc. Bill is a Victoria Association member.

Bruce Midlane of Canada, Victoria.

Mr. Midlane sent the following article to me on his car. I think it is an interesting article. The photos are on the photo pages of this newsletter.

After purchasing "Miss Vickey" in May of 1988 I had the motor vehicles department send me the records because I was told she was a local car. The records show that it was bought new by Mr. Ian Bowies. He was listed in the phone book and I promptly contacted him. Boy, was he excited.

She was his first car and brand new. He had saved his money driving the delivery truck for his dad's bakery. At 23 years old, he bought her, ordering the sidemount spare. (He says they shouldn't have put it on the traffic side!) and would have had two sidemounts if he'd had more money. The local dealer couldn't supply a Victoria and he picked her up in Vancouver three days later, after the dealer installed the spare. The cost was \$941.00 and had no trunk.

His travels in the Victoria included three trips to California and one to Mexico. He says the roads were pretty good. The customs officer at the border always made note of the serial numbers on the tires.

He traded the Victoria in for a new car in 1937 and didn't see her again until we took him on a ride on October 9, 1988. I don't think he was even as happy!

He says he liked being a snappy dresser, but the shoes were so uncomfortable that he took them off when driving! We have become great pals. He is now 82 years old and still driving.

I believe the Victoria body was built in the U.S.A. and shipped "in

white" to be assembled by the Canadian Top and Body Corp. of Tilbury Ontario, and bears their Victoria Tag #215. It was then mounted on a Canadian made chassis and sent to the dealer.

I am presently grinding the valves in preparation for several years of driving while I restore my 1928 Model A Phaeton. My regular driver is a 1947 Ford  $\frac{1}{2}$  ton Panel that I spent eight years restoring and is a real charmer.

Bruce Midlane SEE P. 5 FOR PICTURES

Thank you, Bruce, for sharing this story with us. *Chrl*

Any other interesting stories out there? Just let me know.

---

Here's the letter from Marco Tahtaras.

Dear Charlie,

I should have mentioned in my last letter, that the scripts on the door sills match perfectly with the tracings from Mr. Barry Loucks. The large script was on the early sill and the small script on the later style. I looked at the later sill that I didn't have in my possession at the time of my last letter. My sketch is very, very close. The hump or rib on top doesn't appear quite symmetrical on the later style. If you'll note Mr. Loucks' second style, the hump has been omitted entirely. Why, I can only guess. **ALL** Ford door sills had a raised portion to shield the edge of the mat or carpet.

Looking at most original sills can be a bit deceiving (with 50 years of kicking, scraping etc.) unless one is already aware of what the shape should be. If you'll note from my sketches, there is a bend or "break" approximately 7/16" from the bottom of the sill. This is difficult to see on a battered original and is omitted from even the best reproductions. However, most reproductions have somewhat proper etching, showing the blank strip where the bend belongs.

I also noted from Mr. Loucks' letter that Mr. Sportun's car is definitely the later of the two cars (door sills, roof moulding). Based on U.S. built bodies, it would be April or early May 1931. His letter didn't mention the interior trim in Mr. Sportun's car, but that would narrow it down even more.

You didn't give me enough information on the roof rib drawings. For example, the first drawing (rib #2) would be labeled either A-192280-A or A-192280-AR. I suspect from what you provided, that it is A-192280-A. If you have any roof rib drawings that have the "AR" suffix, we can date the production of the Victoria bodies with more accuracy than in the past. This may also apply to other drawings as well. What I can tell you however, is the "-A" roof ribs are for the leatherback Victoria and the "-B" ribs are for the steelback Victoria.

Sincerely,

*Marco*

Marco Tahtaras

### ITEMS FOR SALE:

1931 Ford Model A Victoria, Green (Black Fenders), good condition. Contact Ben Webber, 2311 Brushy Valley, Powell, Tn. 37849, 615-938-8212 after 7 PM. \$9,500 on best offer.

For sale, the left side top bow rail (that the bows attach to) and the two spacers. See Oct. 88 newsletter for parts position. These are 1705 (drivers side), 1706 and 1707 (bow rail supports). Paid \$85 for all and will sell for \$50. Jud Palmer, 1186 N. California St., Orange, Ca. 92667, 714-538-5507.

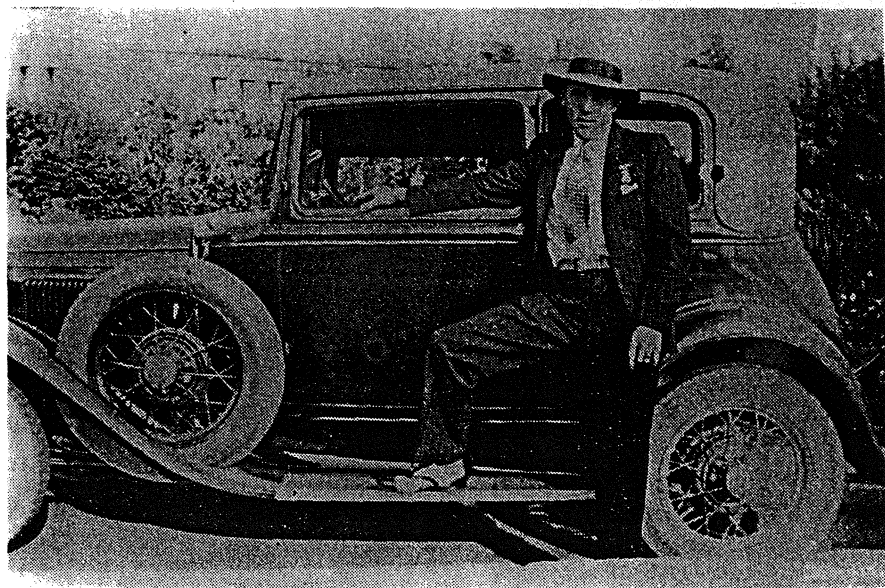
### ITEMS WANTED:

I need a dome light, complete and the spare tire carrier for a 1931 Victoria. Tom Adams, 2359 So. Madison St., Denver, CO. 80210 - (303) 759-0111.

### VICTORIA ASSOCIATION NEWSLETTER

The International Model A Ford Victoria Association newsletter is a Body Style Chapter of the Model A Ford Club of America and a Region of the Model A Restorers Club. The purpose is to aid its members in the authentic restoration of this (Victoria) particular body style. To achieve this purpose the newsletter is published by the Editor on a completely volunteer basis. It is written, edited, typed, printed and mailed from 68 Windjammer, Frisco, Tx. 75034. It is our intent to furnish you with as accurate information as possible. Reprint or quotes from this newsletter is granted, provided due credit is given.

For Sale: Victoria wood and wood for all model A's. Write for prices. Steve Cannon, Classic Wood Mfg., 1418NC 150 West, Sumnerfield, NC. 27358 (919) 643-7373

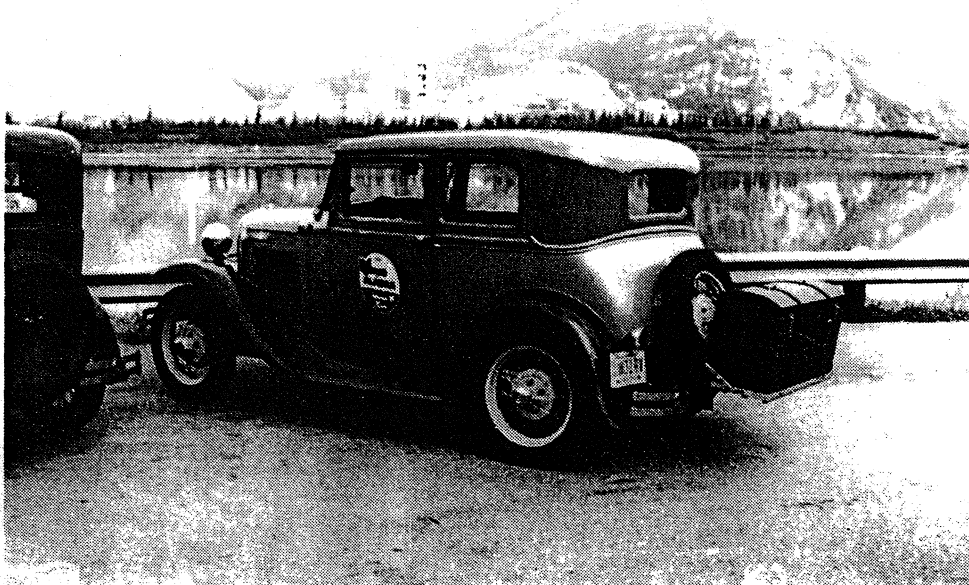


Mr. IAN BOWIES with his new Victoria in 1931. Here is Mr. & Mrs. Bowies with the Victoria some sixty years later.



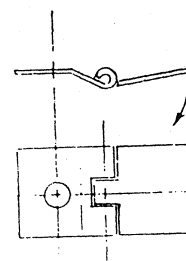
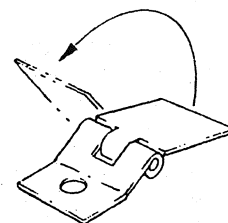


Mr. Al Spannaw and his Victoria in ALASKA. I wish I had been able to make that trip. I went to China but not in the Victoria.



In the January/February issue of the RESTORER MAGAZINE, I submitted an idea by Mr. Ray Guthrie of the Dallas Model A Ford Club. I am presenting it to you here.

If you want to make an easy and neat hood hold up bracket, just take a small hinge and cut it to fit on the caul of your Model A. You will have to drill a hole large enough to accept the second caul screw down from the center hood hinge. Re-insert the screw to hold the hinge in place. To hold the hood open, pop up the hinge and there you have it. Be sure to fold the hinge down when you close the hood. You can pad the hinge that touches the hood (when open) by using tape or a piece of heat shrink tubing.



One of our original members, Mr. Al Sparrow of Parma, Oh. went on a trip to Alaska. This is his story, I am proud to present it for you. (See two photographs on photo page).

### VICTORIA TO ALASKA

As you may have heard, this past summer, a group of Model "A" owners, formed a small caravan to travel to Alaska. We were from all parts of the country. I left from Parma, Ohio on August 19th, with my 1931 Victoria, to join three other "A's" from this area. We all started out with our cars in good shape. I had checked all of the standard equipment and installed a C.B. radio and turn signals which we needed for the trip.

Traveling at 38 to 45 MPH, my Victoria was holding up pretty well. I didn't want to do more than 45 MPH, so I kept my place. In North Dakota I had a flat tire due to a valve stem problem. I replaced it and was ready to depart with the group the next morning. We proceeded to Lake Louise (Canada), where we met the other cars. There were fourteen cars in all and there had been no major problems or breakdowns among us.

In Canada we drove the Alaskan Highway, where my windshield was cracked by a flying stone. Otherwise, the road was good, with only a few rough spots. We reached Tok, Alaska on September 1, right on schedule.

We arrived in Anchorage and were met by a most hospitable group - affiliated with the Anchorage Antique Car Club. They hosted a great party for us. We enjoyed everything so much that we stayed an extra two days. There was a lot to see and do and they were a perfect group and host and showed us everything.

Keeping up with the others, I gassed up twice each day. During the entire trip, I changed oil three times and kept my eye on the water and oil.

Our next stop was Mt. McKinley. From there we went to Fairbanks, where we met another group of old car lovers. They were very cordial and happy to see us. The Arctic Circle was our next stop and our final destination. The route to the Arctic Circle was by the "Haul Road" which had been used mainly for the Alaskan Oil Pipeline. After taking pictures, we started out trek back home. On our return, we had reservations on three ferries and after several stops, we finally arrived in Seattle, Washington.

So far, I had been getting about twenty miles to the gallon of gas. We met a Seattle Antique Car Club there and finally departed. Our group split up in Seattle and two cars, myself and my friends, the Sparks drove Route 2 to Glacier National Park. We climbed over the "Highway to the Sky", about 7,000 feet high and did it in high gear. It surely was a test and we passed it with flying colors. Our cars performed like the old pro's they are. From that point, we traveled to Ironwood, Michigan where we parted company. I had so much confidence in my Victoria that I traveled the remaining 800 miles alone, arriving home on Sept. 27.

At one point my speedometer broke but I estimated that I traveled 9,700 miles. I never had to adjust the points or carburetor on the entire trip. My Victoria was admired by many people. It was a remarkable experience and was a trip I'll never forget.

Al Sparrow

### COMING NEXT NEWSLETTER

*Dean Larson of Hanson, Ma., has sent several pictures and drawings of how he made the two front door window channels. He has come up with a neat idea to add a spring to the outside door handles to keep them from drooping.*

*Also, Mr. Philip Ierardi of Creve Coeur, Mo., has sent a story and pictures of his first car, that he has kept for 31 years, a 1931 Victoria.*

*I want to thank all that have responded to my appeal for newsletter items. Please, members, don't stop now, keep the stuff coming. I'll get it into the first space available in a future newsletter.*

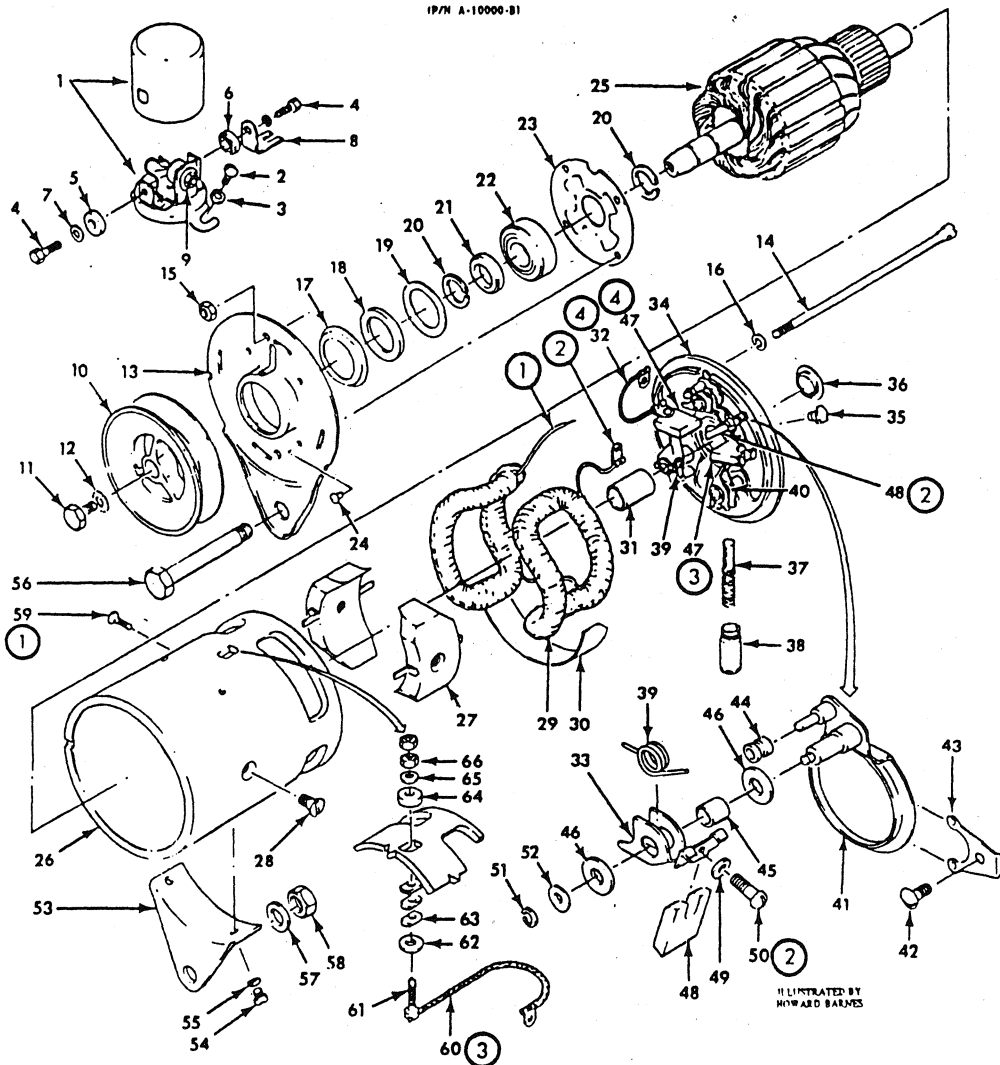
*That's it until next time.*

*Charlie Viorra*



# MODEL A FORD GENERATOR ASSEMBLY

(P/N A-10000-B)



# MODEL A FORD GENERATOR ASSEMBLY

(P/N A-10000-B 1930-1931)

## INDEX NO.

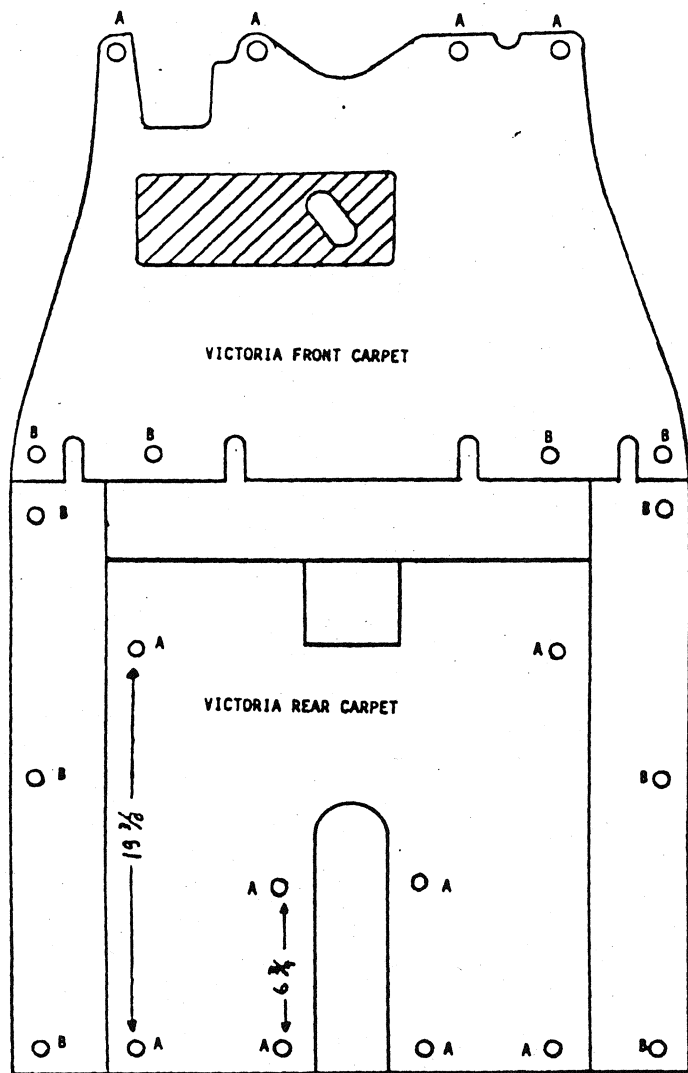
## PART NO.

## NOMENCLATURE

1	A-10505-B	Generator Cutout Assembly
2	A-20717-S2	Round Head Bolt - No. 10-32x 5/16 (2 Req'd)
3	A-22450	Washer - No. 10x3/16 Shakeproof (2 Req'd)
4	A-10564	Terminal Bolt - No. 10-32x1/2 Hex Head (2 Req'd)
5	A-10563	Insulator
6	A-10562	Insulator
7	A-22112	Lockwasher - 3/16 (3/64x5/16) Tangleproof (2 Req'd)
8	A-10550	Connector (Cutout to Generator)
9	A-10505D	Diode
10	A-10130-B	Pulley
11	A-20532-R	Screw, Special - 1/4 - 28x7/16 Hex
12	A-22271	Lockwasher - 3/8 Steel
13	A-10137	Front End Plate
14	A-20623	Bolt - 1/4-20x6 Fillister Head (2 Req'd)
15	A-21663-S2	Nut - 1/4-20 (3/16x1/2) Hex (2 Req'd)
16	A-22151	Lockwasher - 1/4 (1/16x32/64) (2 Req'd)
17	A-10113	Bearing Felt Retainer (Drive End)
18	A-22453	Bearing Felt - (5/32x1 3/8) Felt Washer
19	A-10114	Bearing Corrugated Washer
20	A-10099	Bearing Retainer Ring (2 Req'd)
21	A-10097	Bearing Spacer
22	A-10094	Shaft Bearing (Drive End)
23	A-10098	Bearing Retainer Plate
24	A-23101-S4	Rivet - 3/16x3/16 Oval Tubular (4 Req'd) (Optional - Screw Rivets Stainless)
25	A-10005-C	Armature (Bearing-Bushing Style)
26	(No Number)	Generator Case (Not Available)
27	(No Number)	Field Coil Mounting Shoes (Not Available) (2 Req'd)
28	A-10176	Field Coil Mounting Shoe Screw - Special (2 Req'd)
29	A-10175	Generator Field Coil Assembly
30	(No Number)	Field Coil Insulator Strip
31	A-10128	Bushing - Rear End Plate
32	A-10108	Generator Bush to Ground Lead Assembly
33	A-10051	Bush Holder (3 Req'd)
34	A-10129-D	Rear End Plate Assembly
35	A-10141	Oil Cap
36	A-10149	End Bushing Plug
37	A-10145	End Plate Wick and Spring Assembly
38	A-10146	End Plate Oiler
39	A-10057	Generator Third and Grounded Brush Spring (2 Req'd)
40	A-10068-B	Generator Insulated Main Brush Spring (1 Req'd)
41	A-10072	Third Bush Plate Assembly



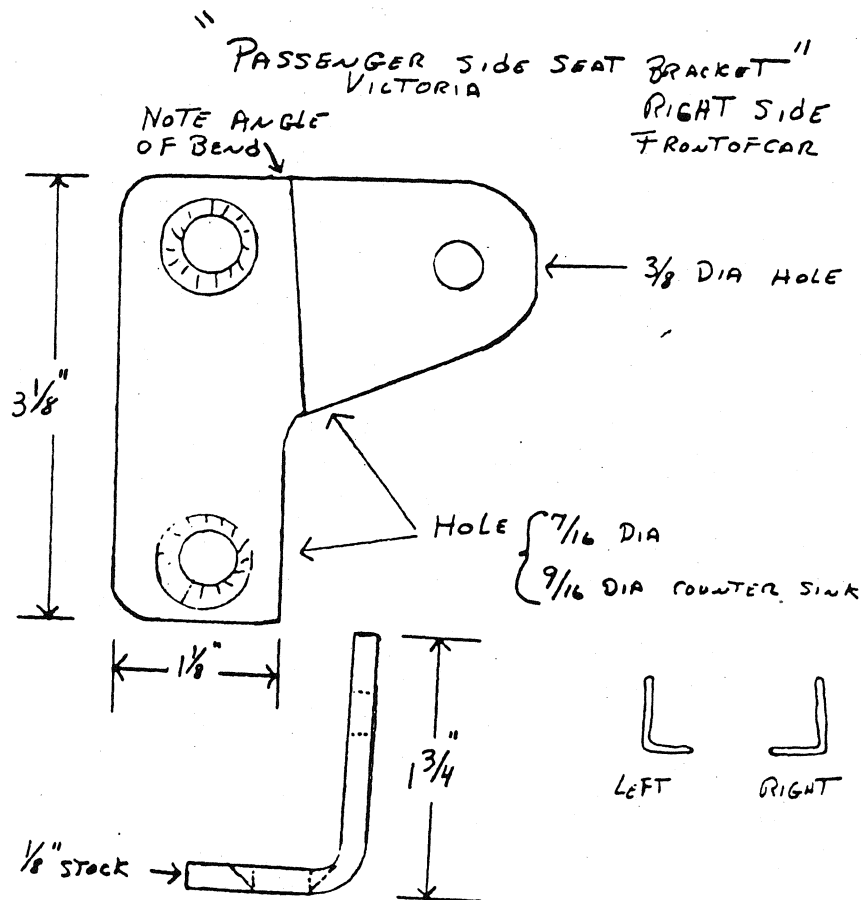
THIS IS THE VICTORIA FRONT  
AND REAR CARPET SHOWING THE  
PLACEMENT OF SANPS AND FASTENERS.



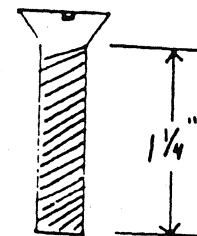
A - denotes peen type snap posts

B - denotes screw in type snaps

Drawn by: Howard Barnes

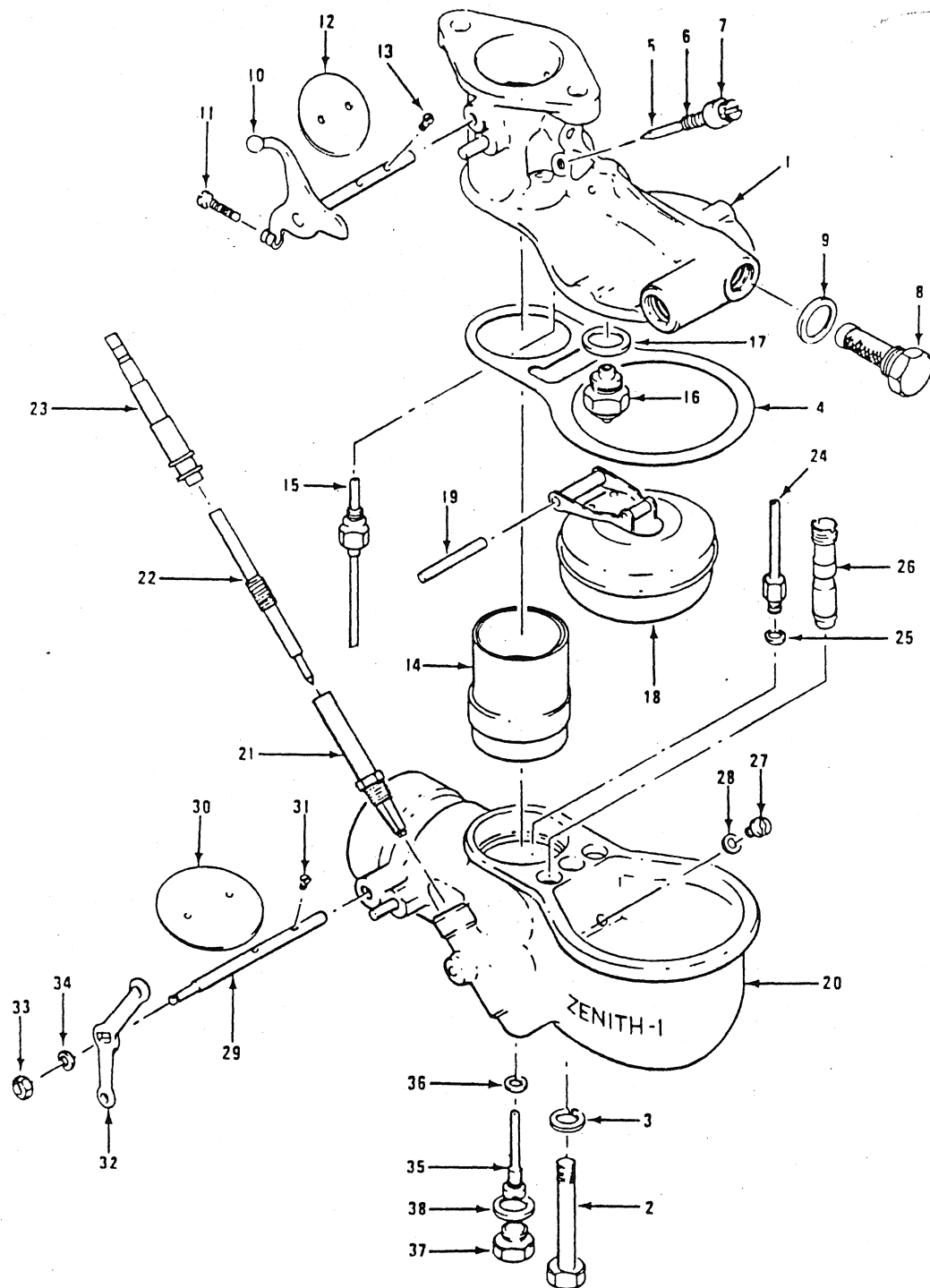


MOUNTING BOLT



5/16 DIA X 18

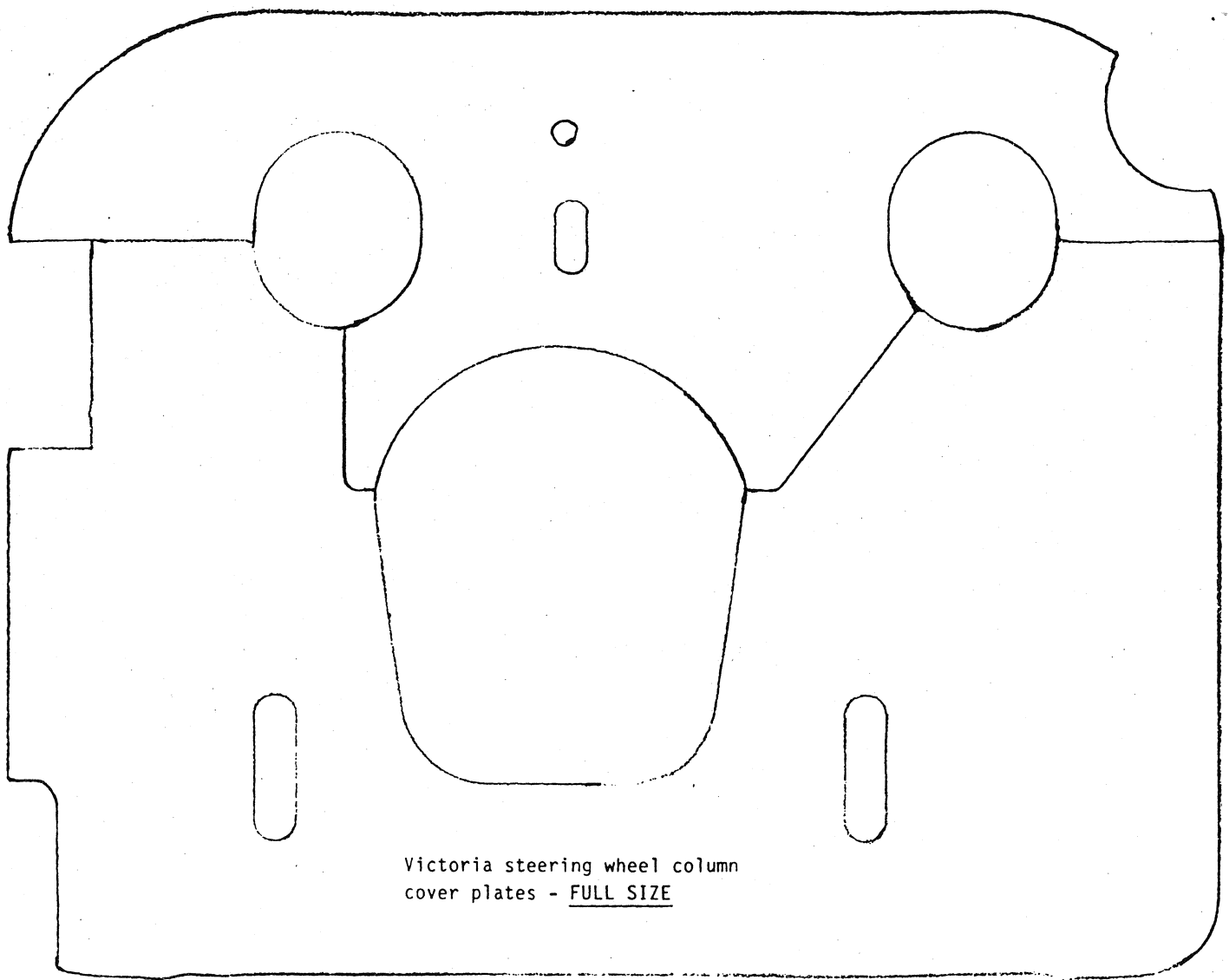
JERRY BENDEL  
12/87



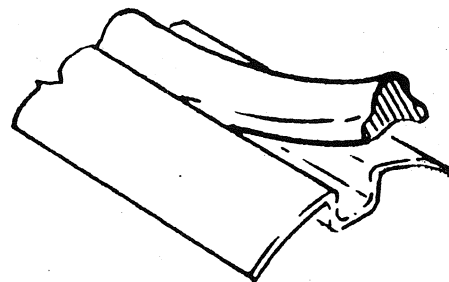
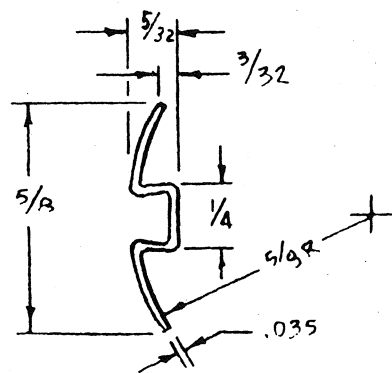
Drawn by Howard Barnes

# ILLUSTRATED PARTS BREAKDOWN

Index No.	Part No.	Indenture				Nomenclature	Qty
		1	2	3	4		
	MODEL A	CARBURETOR, ZENITH I (1928-1931)					
1	A-9510-B	CARBURETOR ASSY (1928-1931)					1
	A-9512-B	• UPPER BODY ASSY					1
2	21566-S7	- ATTACHING PARTS -					
3	34827-S2	• BOLT, HEX HEAD (3/8" - 24 x 3 1/2")					1
		• WASHER, LOCK (3/8")					1
4	A-9592	• GASKET					1
5	B-9577	• NEEDLE, IDLING ADJUSTING					1
6	A-9578	• SPRING, IDLING ADJUSTING					1
7	A-9579	• CAP, IDLING ADJUSTING					1
8	A-9559	• STRAINER ASSY					1
9	351456-S	• WASHER, FIBER (1/2")					1
10	A-9581-A	• SHAFT ASSEMBLY					1
11	31627-S7	• SCREW, FILLISTER (#8 - 32 x 5/8")					1
12	A-9585	• PLATE, THROTTLE					1
13	350028-S7	- ATTACHING PARTS -					
		• SCREW, OVAL (#5 - 40 x 3/16")					2
14	A-9586-B	• VENTURI, SINGLE (CARBURETOR MAIN)					1
15	A-9542	• JET, IDLING					1
16	A-9564-A	• VALVE ASSY, CARBURETOR FUEL					1
17	351456-S	• WASHER					1
18	A-9550	• FLOAT ASSY					1
19	18-9558-A	- ATTACHING PARTS -					
		• PIN, STRAIGHT (CARBURETOR FLOAT HINGE)					1
20	B-9512	• LOWER BODY ASSY					1
21	A-9528	• FUEL ADJUSTING NEEDLE & CHOKE DRIVER ASSY					1
	A-9532	• HOUSING, FUEL ADJUSTING NEEDLE					1
22	A-9525	• SEAT, ADJUSTING NEEDLE (NOT SHOWN)					1
23	A-9570	• NEEDLE, FUEL ADJUSTING					1
24	A-9538-B	• DRIVER, CHOKE					1
25	B-9537	• JET, CAP					1
26	A-9545	• WASHER, CAP JET					1
27	A-9575	• INSERT, SECONDARY WELL					1
28	B-9537	• JET, COMPENSATOR					1
		• WASHER, COMPENSATOR JET					1
29	A-9547	• CHOKE ASSY					1
30	A-9549	• SHAFT, CARBURETOR AIR SHUTTER					1
		• PLATE, CARBURETOR AIR SHUTTER					1
31	350028-S7	- ATTACHING PARTS -					
		• SCREW, OVAL (#5 - 40 x 3/16")					2
32	B-9548	• LEVER, CARBURETOR AIR SHUTTLE					1
33	34078-S7	- ATTACHING PARTS -					
34	34092-S	• NUT, HEX (#8-36)					1
		• WASHER, LOCK (5/16")					1
35	A-9534-B	• JET, MAIN					1
36	B-9537	• WASHER, MAIN JET					1
37	B-9590	• PLUG, DRAIN					1
38	B-9591	• WASHER, DRAIN PLUG					1



Victoria steering wheel column  
cover plates - FULL SIZE

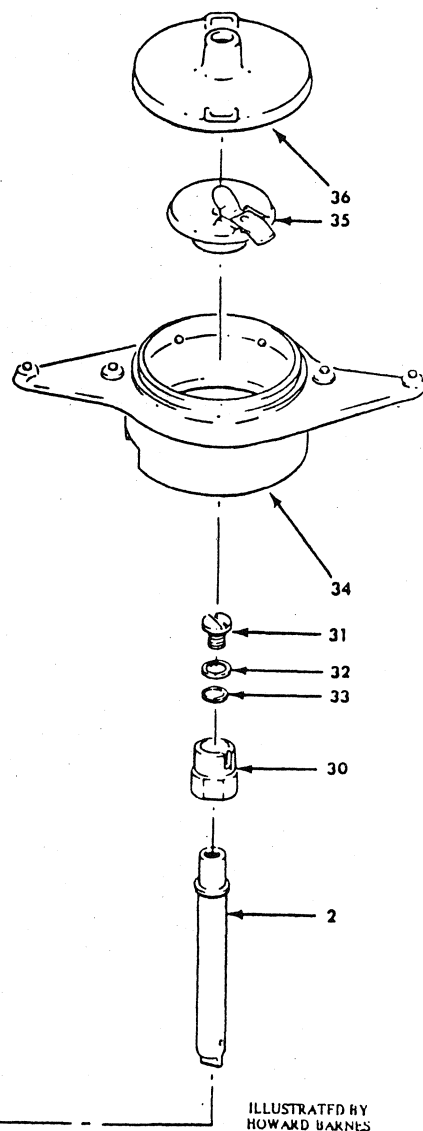
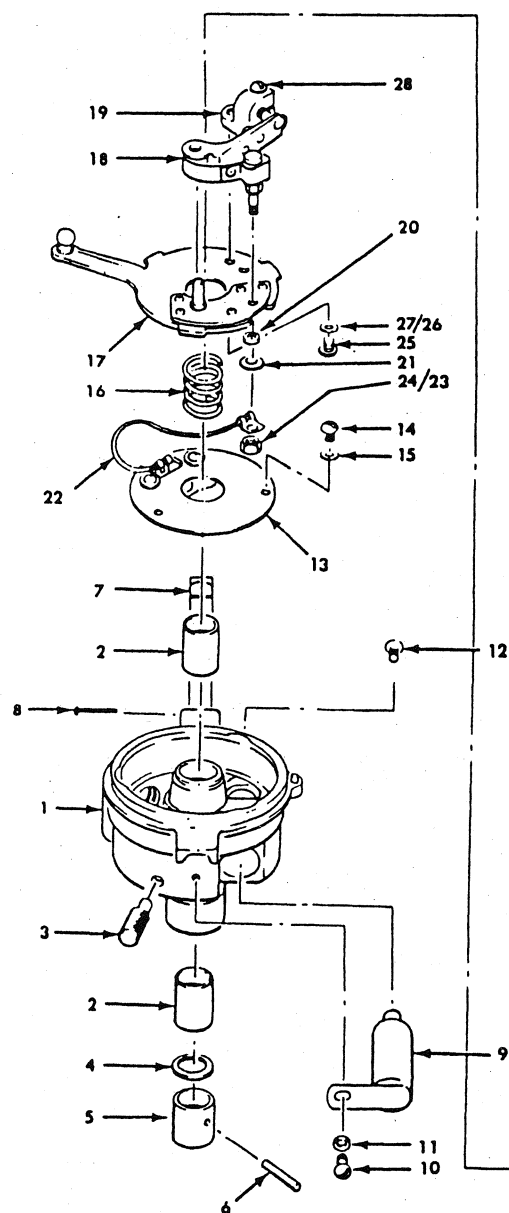


DRAWN BY: HOWARD BARNES

Roof finish moulding - retainer, side - metal back 190A

# MODEL A FORD DISTRIBUTOR ASSEMBLY

(P/N A-12100)



ILLUSTRATED BY  
HOWARD BARNES

# MODEL A FORD DISTRIBUTOR

(P/N A-12100)

## INDEX NO.

## PART NO.

## NOMENCLATURE

1	A-12130	Base Assembly
2	B-12132	Bushing
3	B-12135	Oiler
4	-	Fiber Washer - 1/2 x 3/16 x 3/4 Plain
5	B-12195	Shaft Sleeve
6	72857-S	Sleeve Pin - 1/8 x 13/16 Plain Pin
7	B-12144	Clamp
8	A-22902	Clamp Rivet - 1/8 x 15/16 Oval Head Split Head (Plain Steel, Cadmium, Nickel, or Brass)
9	A-12300	Condensor
10	26457-S7	Roundhead Machine Screw - 8-32 x 1/4 Cadmium Plated
11	34842-S	Lockwasher - #8 Plain Finish
12	27053-S5	Roundhead Machine Screw - 10-32 x 1/4 Copper Plate
13	A-12148	Support Assembly Lower Plate
14	26457-S7	Roundhead Machine Screw - 8-32 x 1/4 Cadmium (2 Req'd)
15	34842-S	Lockwasher #8 Plain Finish (2 Req'd)
16	A-12137	Spring
17	A-12151	Plate and Insulator Assembly
18	A-12162	Breaker Arm Assembly
19	A-12160	Contact Screw Bracket
20	-	Steel Spacer (Same Thickness as Index No. 17)
21	-	Fiber Washer
22	-	Pigtail
23	34842-S	Lockwasher - Plain Finish
24	33941-S7	Hex Nut - 8-32 x 5/16 Cadmium
25	20116-S8	Roundhead Screw - 8-32 x 5/16, Zinc Plate (2 Req'd)
26	34701-S7	Washer - 5/32 Plain (Goes with the Pivot Side of the Point Block)
27	22056	Lockwasher - #8 Plain Finish
28	31052-S7	Fillister Head Screw - 6-32 x 7/16 Cadmium
29	A-12178	Lockwasher - #6 Plain Finish
30	A-12210	Plain Flat Washer - 5/16 Cadmium
31	B-12211	Shaft
32	35356-S	Cam
33	B-12213	Cam Screw
34	A-12105	Lockwasher 5/16 - Plain Finish (1/32 x 17/32 Special Lockwasher)
35	A-12200	Washer - 5/16 (1/32 x 35/64) Plain Finish
36	A-12115	Body
		Rotor
		Cap Assembly

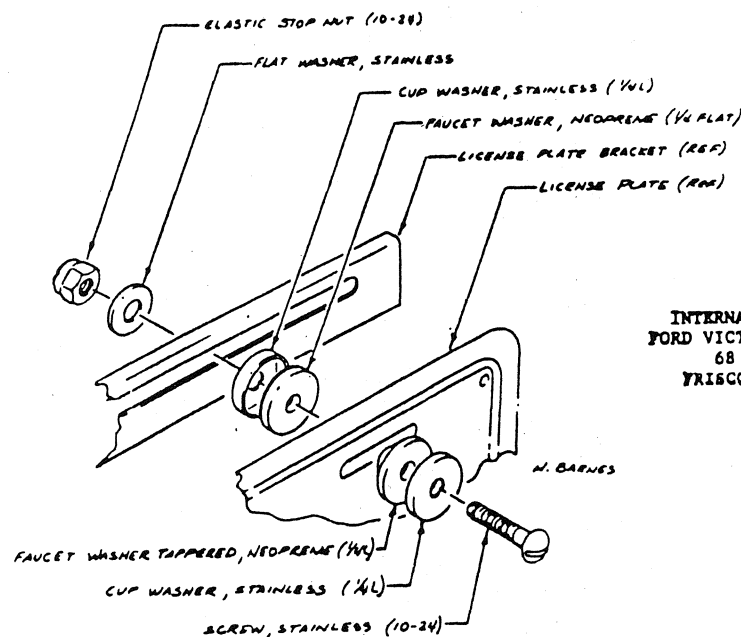
INDEX NO.	PART NO.	NOMENCLATURE
42	A-20106-S7	Brush Retainer Screw - No. 8-32x <sup>1</sup> / <sub>4</sub> Roundhead (2 Req'd)
43	A-10075	Third Brush Plate Retainer Spring (2 Req'd)
44	A-10049	Brush Holder Stop Pin Insulator (3 Req'd)
45	A-10048	Brush Holder Insulating Bushing (2 Req'd)
46	22177	Brush Holder Insulator Washer - Not Used On Ground Brush Holder (4 Req'd)
47	A-10069-C	Generator Main Brush - Chamfered Edge Towards Brush Holder (2 Req'd)
48	A-10070-C	Generator Third Brush (1 Req'd)
49	A-22056	Brush Lockwasher - No. 8 (3/64x3/16) (3 Req'd)
50	A-20121-S8	Brush Screw - No. 8 - 32x <sup>1</sup> / <sub>2</sub> Fillister (3 Req'd)
51	A-10076	Brush Holder Stud Clip (3 Req'd)
52	A-22074	Washer - No. 8 (1/32x3/8) Plain (3 Req'd)
53	A-10151-C	Generator Support
54	A-20622	Screw - 1/4 - 28x7/16 Fillister (2 Req'd)
55	A-22164	Lockwasher - 1/4 (1/32x17/64) (2 Req'd)
56	A-21241	Bolt - 1/2 - 20x 2 3/4 Hex
57	A-22330	Lockwasher - 1/2 (1/8x7/8)
58	A-21845	Nut - 1/2 - 20 (7/16x3/4) Hex
59		Screw and Nut - For Grounding Field Coil ① Wire Inside Case - Other Generators Are Grounded at Terminal Bushing.
60	A-10100-D	Generator Terminal and Lead Assembly
61	A-20201-C	Terminal Bolt - No. 10-32x3 1/32
62	A-10106	Fiber Washer (with square hole)
63	A-10104-D	Generator Terminal Bushing (3 Req'd)
64	A-22135-B	Fiber Washer 3/16 Hard
65	A-22450	Lockwasher - No. 10 (1/32x17/32)
66	A-21570	Nut - No. 10-32 (2 Req'd)
(Not Shown)	A-10142	Cover Band
(Not Shown)	A-20310	Screw - No. 10-32x1 1/4 Round Head
(Not Shown)	A-21572	Nut - No. 10-32 (1/8x3/8) Square

#### Legend

#### Hook-up Description

- ① Field Coil Wire Attaches to Ground Screw (Index No. 59) or Under Terminal Bolt (Index No. 61).
- ② Field Coil Wire Attaches Under the Third Brush Screw (Index No. 50).
- ③ Terminal and Lead Assembly Wire Attaches Under Insulated Main Brush Screw (Index No. 47).
- ④ Brush to Ground Lead Assembly (Index No. 32) Attaches to Generator Main Brush (Index No. 47) and to Third Brush Plate Retainer Spring Screw (Index No. 42), Opposite Side.

How to mount your antique license plates without damaging them. This drawing is for the rear license plate. The front plate is mounted on the front license brackets in the same manner except you have to drill out the washers and cups to 1/4 hole to use the existing bolts.



INTERNATIONAL MODEL A  
FORD VICTORIA ASSOCIATION  
68 WINDJAMMER  
FRIISCO, TEXAS 75034

Have you ever tried to tap a hole and didn't know what size drill to use. The chart below, will stop you from that guess work. I have included the hole size in case you just want the proper size for the bolt to go through.

#### TAP SIZES

2/56 3/48 4/36 4/40 5/40 6/32 6/40 8/32 10/24 10/32

#### TAP DRILL

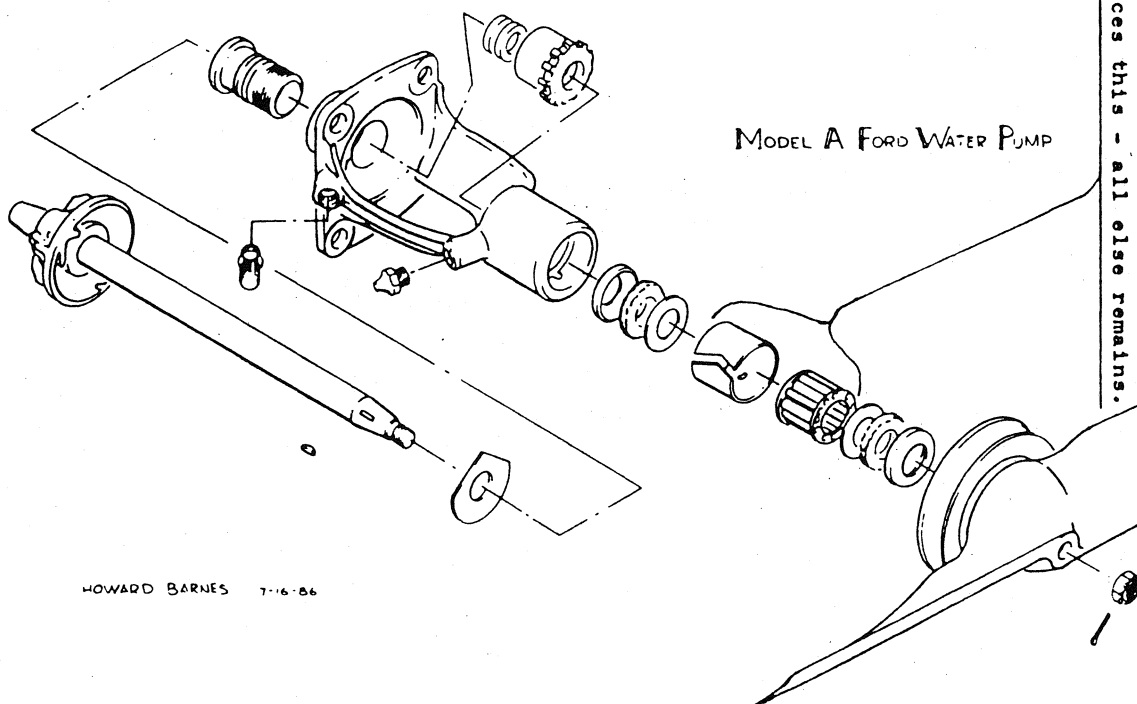
50 47 44 43 38 36 33 29 25 21

#### BODY DRILL

44 39 33 33 30 28 28 19 11 11

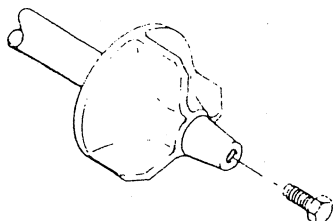
If you want to improve your pump, you can purchase a Torrington bearing for the front of your pump as well as a leakless nut. Several leakless nuts are being advertised. The Qualls Roost in Albuquerque, N.M. has them. Torrington bearing numbers are: IR-101416 JH-1416-OH (this OH) is important as the race has a hole to let the grease pass through. I hope this helps, Charlie Vlosca

The above replaces this - all else remains.



MODEL A FORD WATER PUMP

HOWARD BARNES 7-16-86

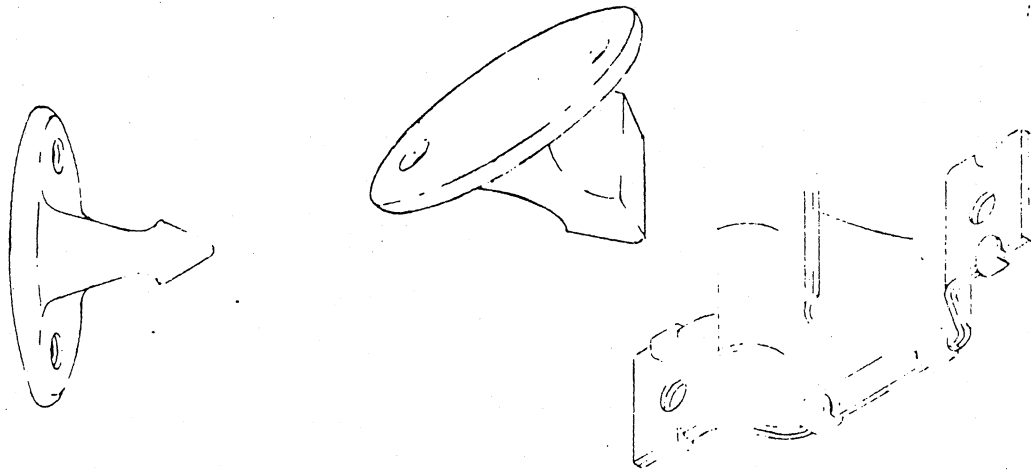


## MODEL A FORD WATERPUMP AND FAN (P/N A-8501)

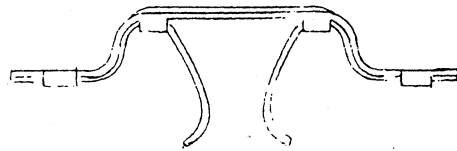
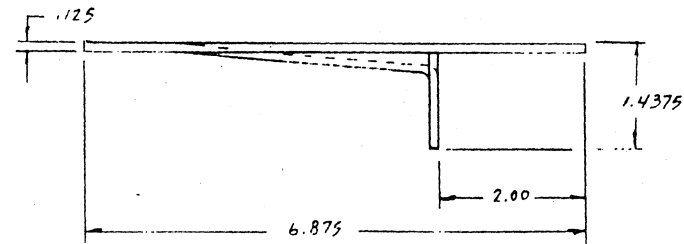
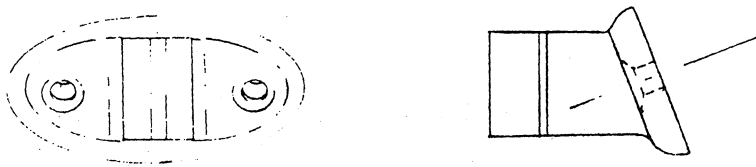
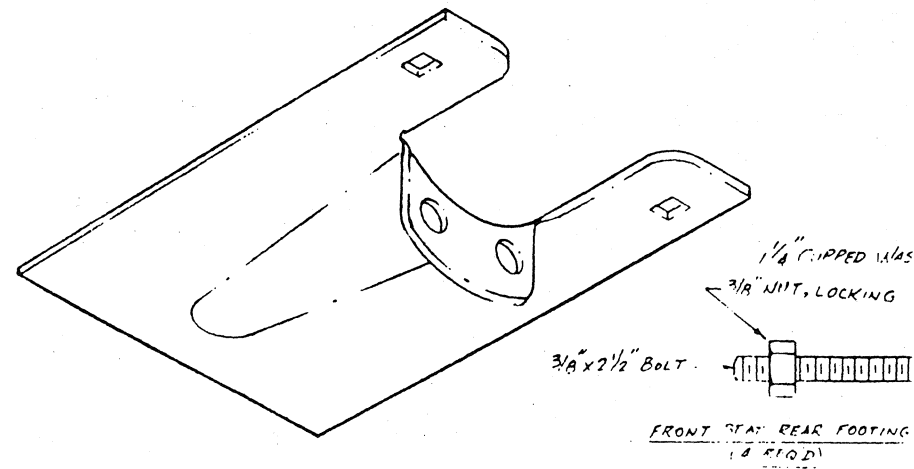
You may need to extend the water pump shaft and you can do so by drilling a hole and tapping for a  $\frac{1}{4}$  X 20 machine screw. You can use either brass or stainless steel screw. Then file the head down to obtain about ten thousandths clearance.

INDEX NO.	PART NO.	NOMENCLATURE
1	A-8505	Body (Cover) Assembly
2	A-8510	Shaft Assembly
3	A-8513-A	Washer (Impeller)
4	A-8520-A	Bushing, Rear
5	A-8523-A	Nut, Bushing
6	A-8524-A	Packing (An Alternate Modern Seal Can Replace Packing - P/N Z6-343105, NATIONAL OIL SEALS - 2 Req'd)
7	A-8530-A	Bearing, Shaft Roller (An Alternate Modern Needle Bearing/Race Can Replace Old Bearing - P/N BH-1416, TORRINGTON, and IR-101416 (Race), TORRINGTON)
8	A-8535	Sleeve, Roller Bearing
9	A-8540-A	Retainer, Bearing Felt (2 Req'd)
10	351501-S	Washer, Bearing Felt Retainer - $21/32$ ( $1/32$ x $1\ 5/32$ ) Plain-(2 Req'd)
11	A-8542	Felt, Bearing (2 Req'd)
12	353028-S	Lubricator Filling - Front
13	353027	Lubricator Filling - Rear
14	A-8600	Fan Assembly
15	74172-S	Key
16	A-21791-S3	Nut
17	72016-S	Coller Pin

Model A Ford Victoria front seat, inner rear foot resting bracket

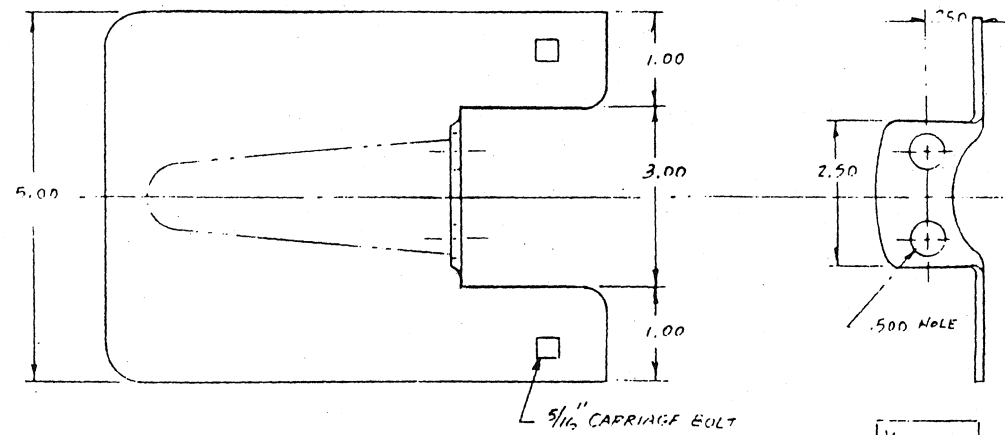
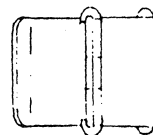
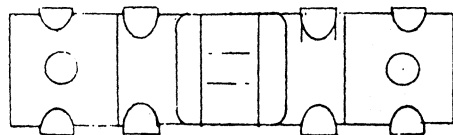


Victoria Rear Seat Catch Fittings



SCALE 1/2" = 1"

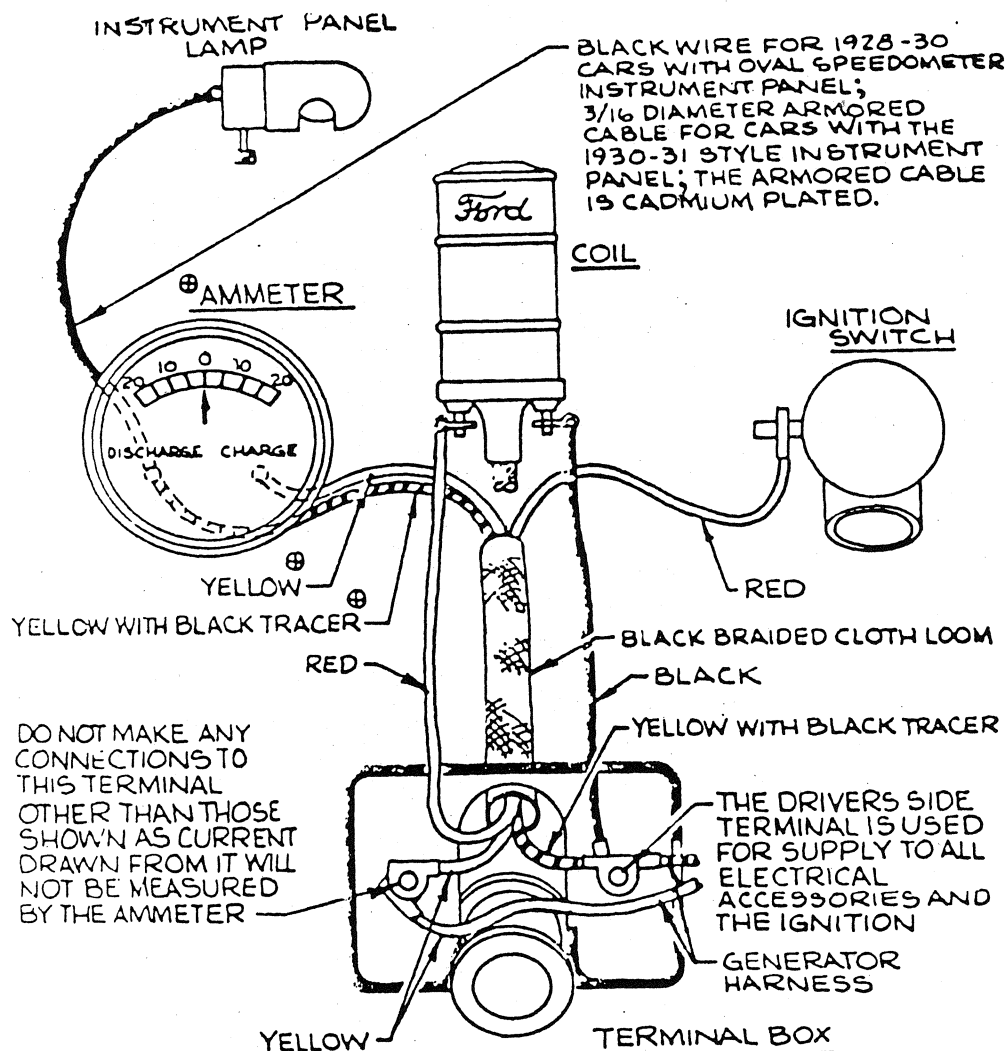
Illustrated by: Howard Barnes



Drawing by: Howard Barnes

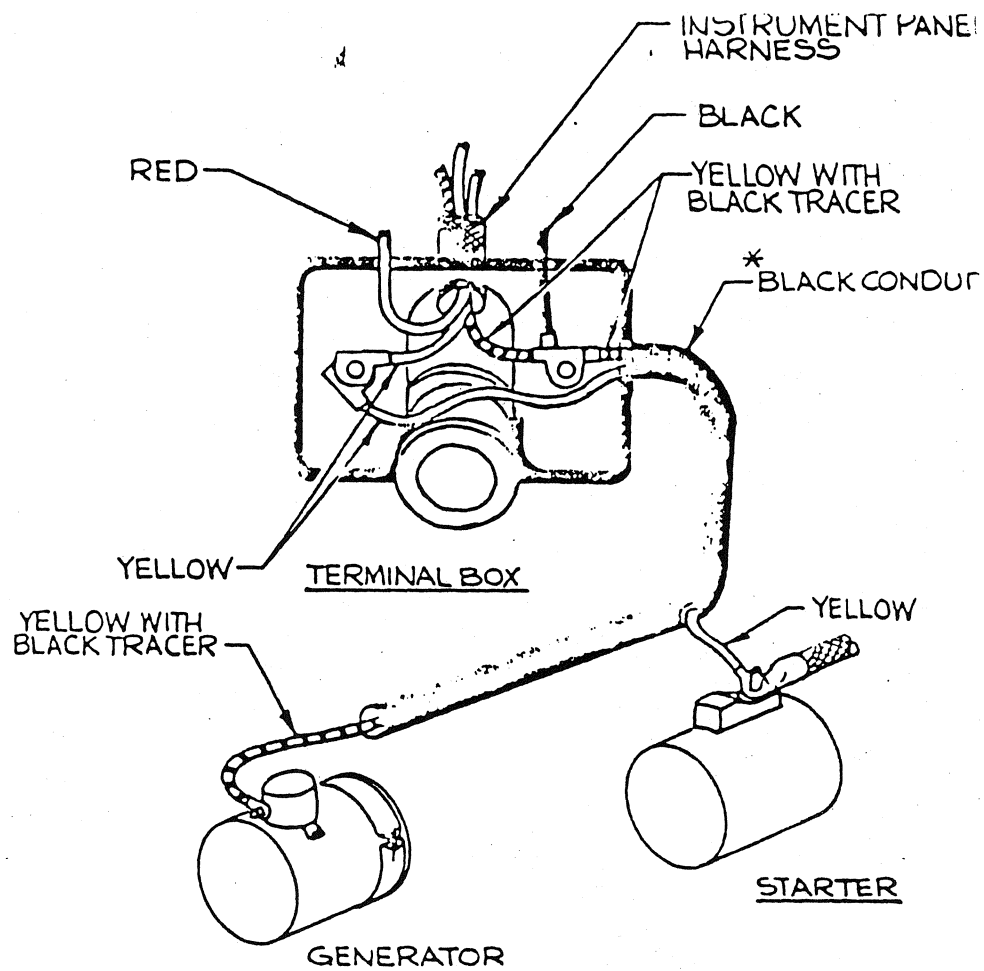
1/2" SCALE





⊕ IF THE AMMETER INDICATES "CHARGE" WITH THE ENGINE OFF AND THE HEADLAMPS ON, REVERSE THE AMMETER CONNECTIONS; IT SHOULD INDICATE "DISCHARGE."

1928-31 MODEL "A" FORD  
INSTRUMENT PANEL HARNESS INSTALLATION



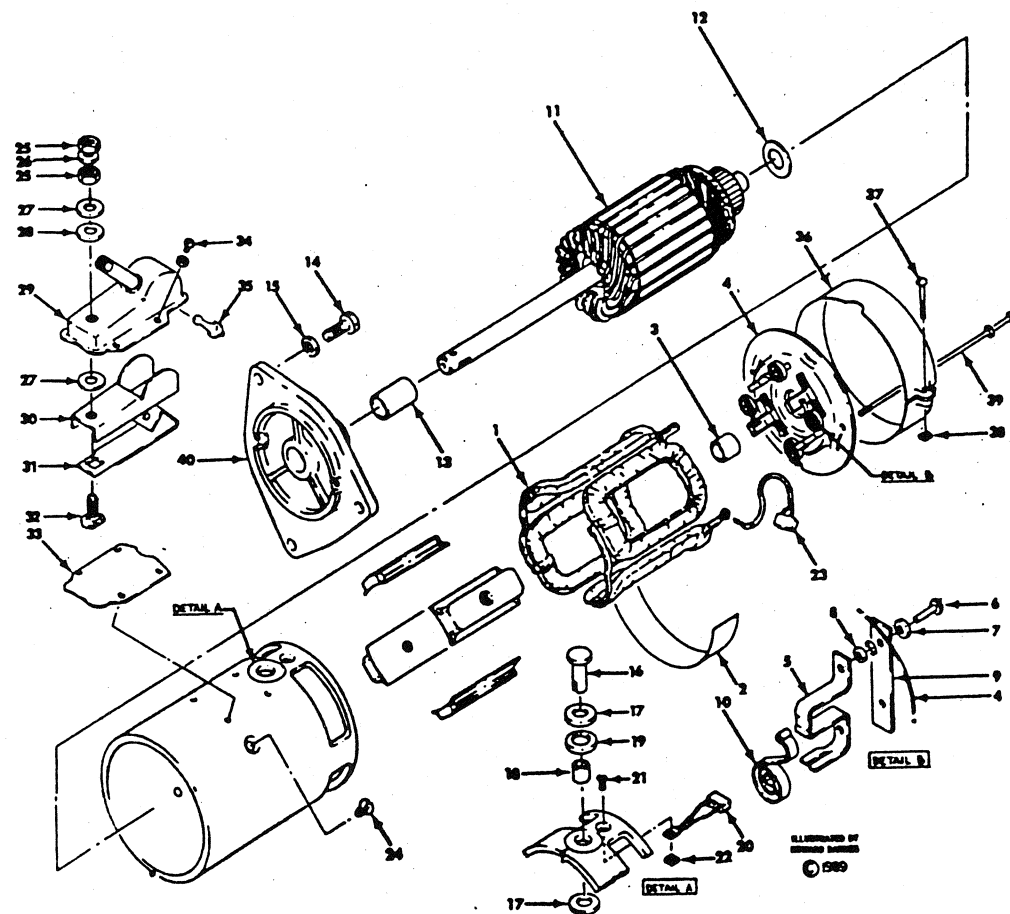
\*. PRIOR TO FEBRUARY OF 1930 THE WIRE CONDUIT WAS A METAL TUBE. IN FEBRUARY OF 1930 THE CONDUIT WAS CHANGED TO A BLACK LACQUERED WOVEN CLOTH LOOM WHICH WAS USED THROUGHOUT THE REMAINDER OF MODEL "A" PRODUCTION. THE METAL CONDUIT FATIGUE CRACKED BECAUSE IT WAS CONNECTED TO BOTH THE ENGINE AND THE BODY.

1928-31 MODEL "A" FORD  
GENERATOR HARNESS INSTALLATION

These excellent drawings are taken from the newsletter of the Cabriolet Club, The CABRIOLETTER.

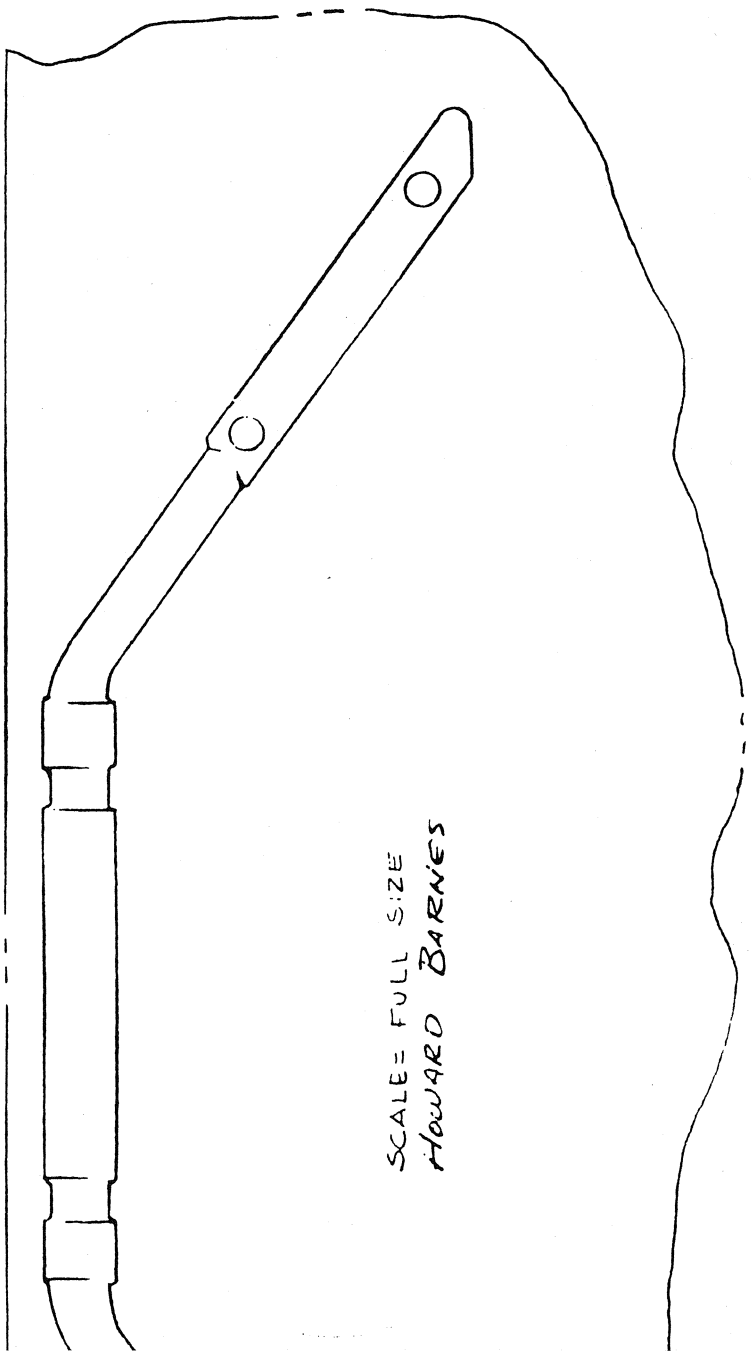
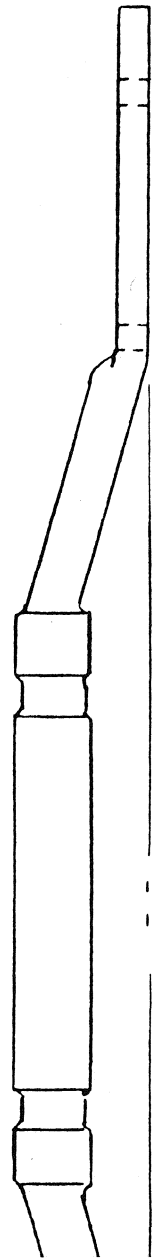
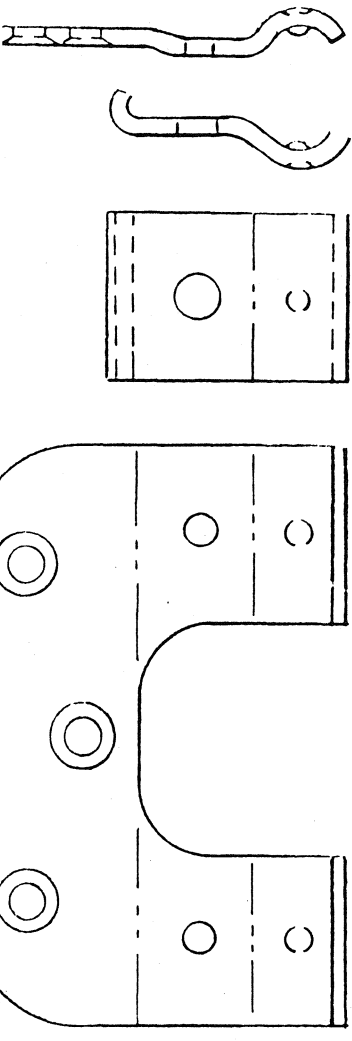
MODEL A FORD STARTER MOTOR  
(P/N A-11002-C)

INDEX NO.	P/N	NOMENCLATURE	REQ
1	A-11002-C	STARTER ASSY	1
11	A-11080	FIELD COIL ASSY	1
2	A-11087-B	FIELD COIL END INSULATOR	1
3	A-11052	BRUSH END BRONZE BUSHING	1
4	A-11049	BRUSH END PLATE	1
5	A-11081-C	BRUSH HOLDER	4
6	A-22809-S8	TUBULAR RIVET (.118 X 9/32 OVALHEAD) -LONG	4
7	A-22040	PLAIN BAKELITE WASHER	4
8	A-22041	PLAIN FIBER WASHER 1/8 (1/16 X 15/64)	4
8	A-22889	TUBULAR RIVET (1/8X3/16 OVALHEAD) -SHORT	4
9	A-11062-C	BRUSH HOLDER INSULATOR	4
10	A-11058	BRUSH SPRING	4
11	A-11005-D	ARMATURE ASSY	1
12	A-22372	ARMATURE THRUST FIB. WASHER (5/8 X 1/32 X 1 1/4)	1
13	A-11135	OILITE BUSHING -REAR	1
14	A-11001X	STARTER MOUNTING BOLT 3/8 - 16 X 1 HEX	3
15	A-22245	LOCKWASHER 3/8 (3/32 X 21/32)	3
16	A-11102-C	CONTACT BUTTON, COPPER	1
17	A-22258	FIBER WASHER 3/8 (1/16 X 7/8)	1
18	A-11107-B	CONTACT BUSHING, FIBER	1
19	A-22334	FIBER WASHER 1/2 (1/8 X 15/16)	1
20	A-11056-B	BRUSH ASSY (GROUND)	2
21	A-20224	FLATHEAD MACHINE SCREW (#10-32 X 1/2)	2
22	A-21570	NUT (#10-32 SQUARE)	2
23	A-11054	BRUSH ASSY (INSULATED)	2
24	A-10176	FIELD COIL SCREW	4
25	A-11450-N	COPPER TERMINAL NUT 3/8 -18	2
26	A22451	TERMINAL LOCKWASHER 3/8	1
27	A-22258-S7	TERMINAL STEEL FLAT WASHER 3/8 (1/16 X 3/4)	1
28	A-22286	TERMINAL INSUL FIBER WASHER 13/32 (1/16 X 3/4)	2
29	A-11450	STARTER SWITCH	1
30	A-11458-C	STARTER SWITCH CASE INSULATOR	1
31	A-11458-C	STARTER SWITCH CONTACTOR	1
32	A-11463-C	COPPER TERMINAL -SPECIAL	1
33	A-11452	STARTER SWITCH INSULATOR	1
34	A-11450-C	MTG SCREW & L/W (10-32 X 5/16 RD. HEAD, MACH-CAD)	4
34	A-11450-R	MTG SCREW & L/W (10-32 X 5/16 RD. HEAD, MACH-RAV)	4
35	A-11469-B	PLUNGER BUTTON - NON-METALLIC	1
36	A-11125-B	COVER BAND	1
37	A-20310	BOLT (#10-32 X 1 1/4 ROUNDHEAD)	1
38	A-21578	NUT (#10-32 1/8 X 3/8 SQUARE)	1
39	A-11091	END TO END BOLT & LOCKWASHER (UNDER HEAD)	2
40	A-11130-D	REAR END PLATE	1

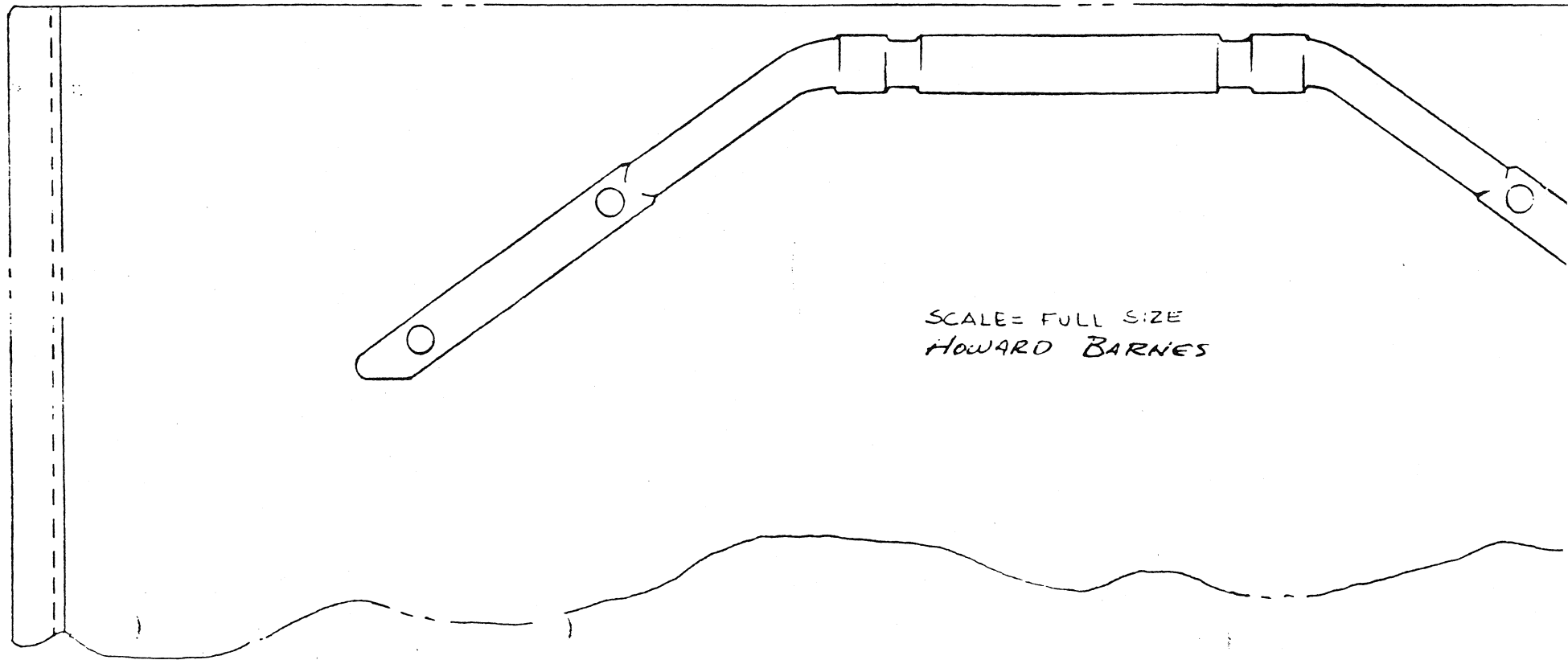
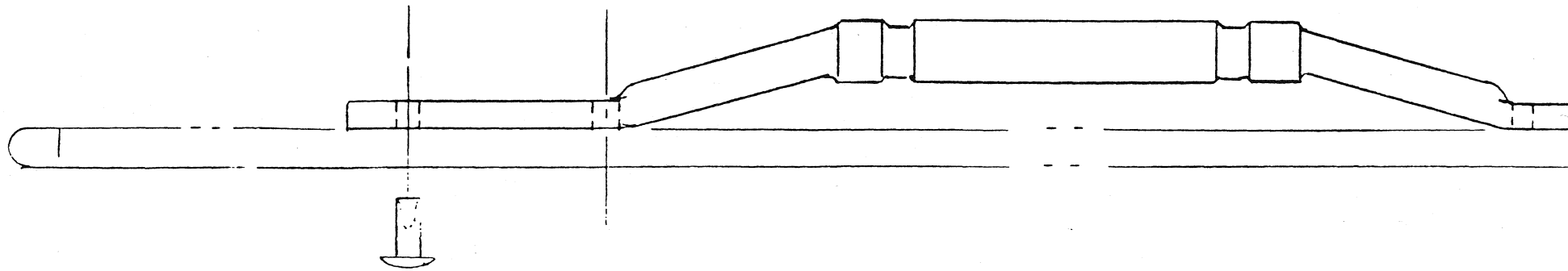
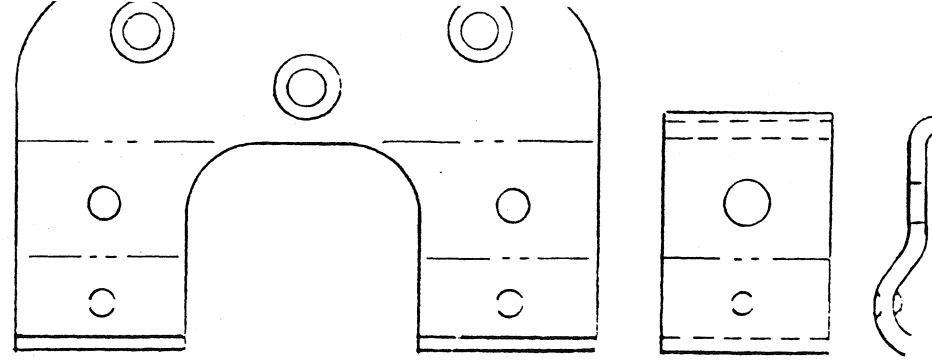


INTERNATIONAL MODEL A  
FORD VICTORIA ASSOCIATION  
68 WINDJAMMER  
FAIRBANKS, TEXAS 75034

VICKIE RESTORING



SCALE = FULL SIZE  
HOWARD BARNES



SCALE= FULL SIZE  
HOWARD BARNES