The Victoria Bustle

International Model A Ford Victoria Association

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Model A Ford Club of America - Model A Restorers Club

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Newsletter

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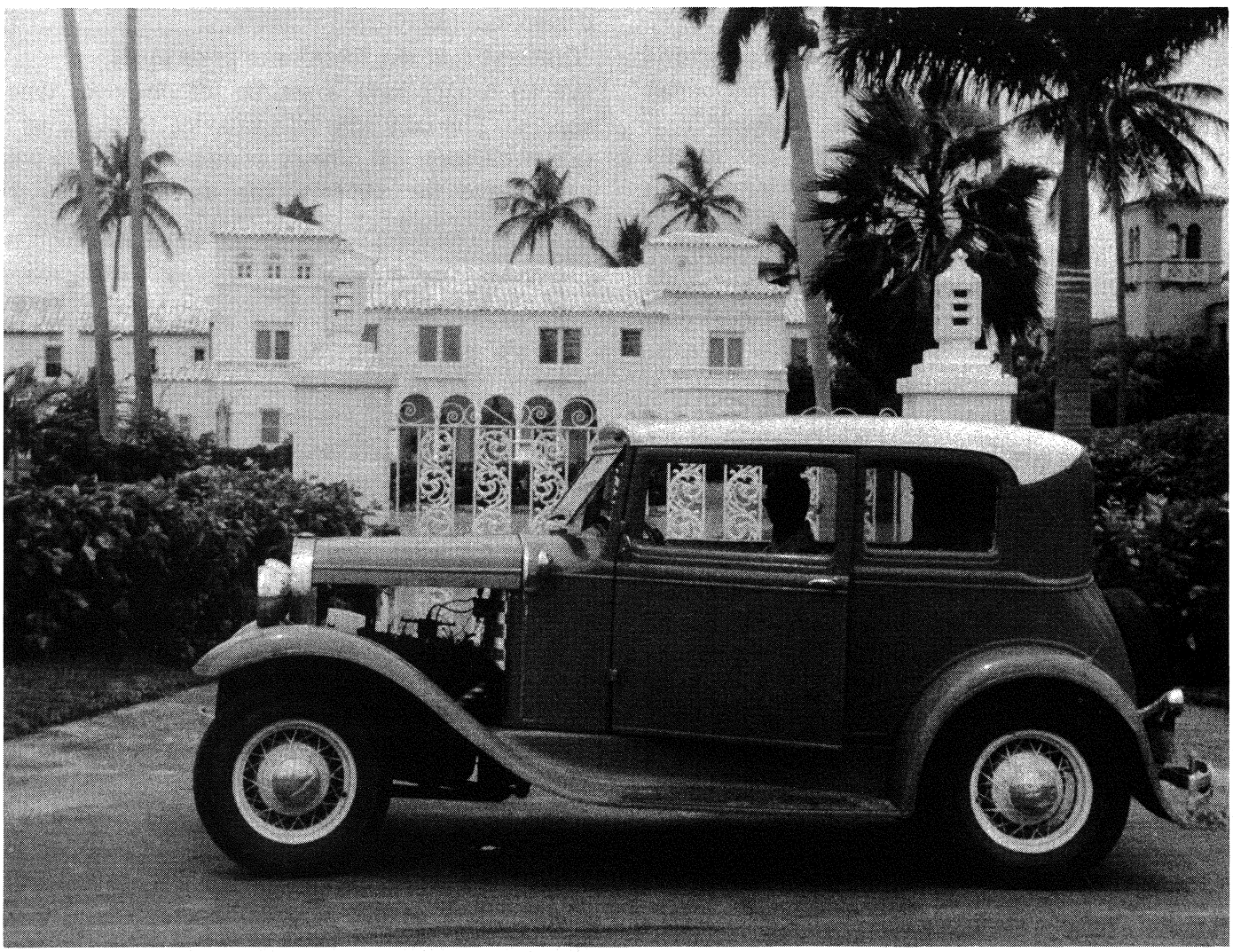


Big Al's Place!

Miami, Florida - 1960

Charlie Says!

by Charlie Viosca

Number Plates!

Let me bring you up to date on the body number plates. I have talked to Gwyn who is with the Cabriolet Club, and am advised that the number stamps have been ordered. As soon as she receives them, she will let me know and I will send her the plates to be stamped. I am sorry it is taking so lone, but they will get done.

ZIP, area codes, and addresses!

There are many of us experiencing ZIP code and telephone area code changes. Please keep us informed of any change in your address or telephone number so that we may keep our roster up to date.

Victoria differences!

Phil Ireardi is doing an article for us on the Victoria differences. He asked for our help in the October 1998 issue (page 9), but no one has responded. If anyone can help him it would be greatly appreciated. An item that would be of tremendous help would be good photographs of a steelback wood installation. If anyone is restoring a steelback Victoria, when you install the wood, shoot some good pictures of it before you install the steel over the wood frame.

Woodgraining!

You may recall that it was reported that Benny Estes was doing great woodgraining work down in Florida. I have been notified that Benny passed away. We are saddened to hear about Benny. We are looking for another woodgraining expert that we can refer our members to. Someone told me there is a company in Kansas called SIMU PROCESS WOODGRAINING. The owner is Gerry Lillian. Does anyone know of this company or anything about Gerry Lillian? A good woodgraining service is difficult to find, so please advise me if anyone knows of one.

Victoria patches!

We are sold out of Victoria patches. We will not be getting any more. Sorry!

Victoria top!

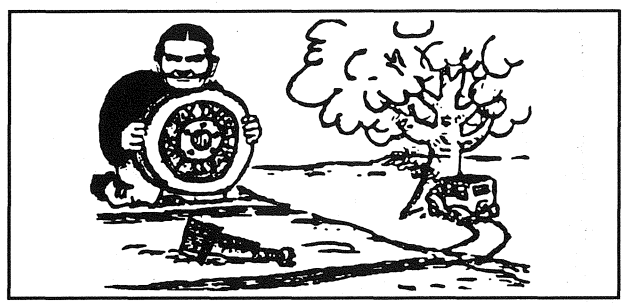
It is sad to report that the fellow who donated the Victoria leatherback top to us, Mike Scott, has passed away. His donation to the club was a nice gesture. O.D. Hudson of Sarasota, FL purchased it from us for $50. We had three people interested. The kit was complete, however, since it had been stored in a box for some time, the top vinyl had developed some creases in it. All the interested parties were informed of this and two declined. O.D. will install it on a car (not for show) and it will be OK for that. A **"caution"** to all of you contemplating purchasing a top kit, as soon as you get it, take it out of the box and store it somewhere where it will not develop any creases. A good place is over the back of a Model A Ford or a nondescript jelly bean looking modern iron.

Curtains! (not the final kind)

I have a set of curtains that were removed from my Victoria so that I could install a set of "original type". They are from LeBaron Bonney. If anyone wants them, I will give them to you if you pay the postage. They are dark brown and only good for a driver, definitely not for show.

Shades! (not the "cool" sun glass kind)

We no longer have a source for "original type" shades. The lady who was weaving them for us is out of business. If anyone knows of a person who can weave the material for us, please let me know. ☺



Yo! Charlie! Did you remember to close the curtains and take off your shades?

On The Cover!

The 1931 Victoria Leatherback seen in this vintage 1960 photo, taken in front of the Miami Beach home of the late gangster Al Capone, was and is owned by Speedy and Jill Seay. Some of the unorthodox modifications of the era are painfully obvious such as the cutaway hood panels to make the checkerboard firewall and candy striped steering column more visible. ☺

See feature article on page 3.

Off To College In A Model A Ford!

by Speedy Seay

The Era!

In the Piedmont section of South Carolina during the summer of 1956, the showroom floors of Pierce Motor and Burwell Chevrolet Companies displayed ultra-modern sedans sporting overdrive and powerglide transmissions. A typical evening for me was the ritual of cruising out to the Beacon Drive-in behind the wheel of my '48 Mercury coupe for a night of socializing with friends from Spartan High. Occasionally I would get to drive a new '56 Bel Aire or similar cream puff that my dad had brought home that night from his new and used car lot. It was on one such evening that a mishap occurred that set up a chain of events that would convert me to a Model A Ford buff. Following a long evening of socializing, I was driving my '48 Merc home when I collided into the rear of a pickup truck that had stalled in the road with no lights or reflectors. Although I was able to make some "pit stop" repairs to get my car home, the damage to the steering and suspension was such to cause me to abandon my plans to drive my Merc to Miami at the end of the summer to begin college. Thus I launched into a search for a "good, cheap" college car.

The Discovery!

A high school friend named Gary Mullins owned a 1931 Ford sedan that we used to conduct the search for my next car. During our travels, we stopped at the Hilltop China Shop outside of Spartanburg where there were several Model A's for sale in various states of disrepair. After inquiring about prices with the owner, I decided that since each of them was over $100, they were beyond my means. However, the owner informed me that he had another Model A in a barn out back that hadn't been run for years. When I went to investigate, we had to use a wrecking bar to pry the hinge from the barn door that had fallen in on the car. I was not well versed in body styles but when I uncovered the Model A, I remember being impressed by it's sporty shape. The owner said "she's a '31 soft top Victoria, I can't let her go for less than $35."

The $35 procurement!

That afternoon I returned with a tire pump, battery, a can of gasoline, and $35 cash. After doing some more salvage work on the barn to extract the car, I pumped up the tires, installed the battery, and dumped the gas in the tank. It started on the first try and except for a noisy stuck valve, she ran smoothly. When I got ready to put it on the road, the transmission was stuck in reverse gear. After I exhausted all efforts to get the car in forward gear, I forked over the $35 and headed out on a 15 mile drive to Spartanburg...***backwards!*** After a rather grueling trip on back roads to avoid traffic (and police) with the engine overheating and darkness approaching, I backed my newly acquired Vicky into the airport hanger where I worked. I had only five weeks left to get her in shape for the trip to Miami.

The Restoration!

As an eighteen-year-old with little auto repair experience, my crude restoration procedures make me shudder today. The original black paint was dull and the mohair interior was drab and had to go. By this time, Gary had also decided to drive his Model A to Miami so we began fix up the two cars as a pair. The seats came and went home for my mother to cover with gray vinyl. I covered the top with white aircraft dope and fabric, cut away the hood side panels to expose my unique engine compartment (blue and white checkerboard firewall with red and white candy-striped steering column), and installed seat belt straps to hold the hood in place. Both Model A's were then painted (with a brush) bright Nantucket Blue with white tops. The only mechanical repairs consisted of lifting the transmission cover that exposed and extra bolt jamming the gearshift mechanism. I couldn't find an empty hole for the bolt, so I simply threw it away and replaced the cover. The transmission worked perfectly thereafter.

The Journey Began!

It was late August 1956 when the two Model A's were poised in the airport hanger, ready for the 700 mile trek to Miami. On the front bumper, I had placed two 2X4 boards that supported my Cushman Eagle motor scooter. It was lashed to the headlight bar with clothesline. To complete the scene, Gary and I purchased brightly colored Hawaiian shirts and narrow-brimmed hats from a local economy store. As we drove to my house to say our farewells, we looked like the beginning of the Barnum & Bailey circus parade. I only regret that nobody had a camera. We left town early in the morning. For some strange reason, we had made no test drives. We simply hit the road on a 700 mile journey. Equally mysterious is the fact that

we made absolutely no plans to stop for rest, even though it should have ben obvious that the trip would take several days. Being in the pre-interstate highway era, the roads were narrow, hilly, and had lots of curves. My first difficulty was with the ignition system breaking down, so we stopped in a small town to replace the points and condenser. My generator would periodically stop charging. Attempts to monitor the generator were complicated because my ammeter had fallen out of it's mounting and was dangling by it's wires into a straw basket full of clothing. Thus every time I wanted to check the generator, I'd have to dig through the laundry basket to locate the ammeter.

A Stop For The Night!

After a long day of starting, stopping, checking and repairing, we were faced with a natural phenomenon we had failed to predict...***sunset!*** We had traveled to the headwaters of the Okefenokee Swamp in Georgia. Dog tired, we pulled over to a clearing next to a cypress bog. From a paper bag in the back seat, I dug out some brownies that my mother had prepared and a couple of warm Champagne Velvet beers (the thought of packing an ice chest had also escaped us). Lacking suitable provisions for sleeping, we pulled the two Model A's side by side with the running boards almost touching. The matching running boards with gently sloping front fenders made a very comfortable platform for sleeping. Having completed our "hotel" arrangements, Gary set his beer on a partially submerged log and walked out of sight of the highway to pay his respects to a nearby pine tree. When he returned, I had hurriedly gathered my bedding and had my Model A's motor running. When he questioned my excitement, I explained that I had just watched the "log" on which he had placed his beer swim away and submerge. He too jumped into his Model A, started the engine and we headed into the night to seek a safer refuge.

The World's Longest Day!

From that time on, the days and nights somewhat blended together with the random periods of driving, repairing, stops at drive-in restaurants and various altercations with the "locals" as we passed through their previously quiet towns. As we drove onto the Florida peninsula, we headed east to get on the coastal highway A1A. Perhaps that was a ploy to get away from the mainstream of civilization, or maybe just a means of getting an occasional glimpse of the Atlantic Ocean to instill a feeling of progress. The highway was built on a very unstable bed of sand that had assumed the physical characteristics of an inchworm. I knew we were both suffering from lack of sleep as I would periodically glance in my rear view mirror and see Gary's narrow-brimmed hat slumped toward the steering wheel. Attempts to stop for rest were complicated by a huge swarm of mosquitos that had collected in our cars during the night. As long as we had forward motion with our windshields pushed forward, the mosquitos would be blown towards the rear of our cars. However, when we stopped to rest, the mosquitos would attack like Kamikazes forcing us back on the road.

The Seeded Lawn!

It was following such a long period of stop-and-go traveling that a bright Sunday morning sun made staying awake even more difficult. I too was beginning to doze off when I popped over a small hill, not aware that there was a 90 degree right turn in the road. While traveling at about 45 mph, I was startled to see a large Florida home directly in my path. In the front yard was a couple manicuring their freshly seeded lawn with a rake and garden hose. Realizing that I couldn't stop in time, I went to work releasing the throttle lever, throwing the gearshift into second gear and applying the parking brake to supplement what little foot breaking that I had available. I successfully avoided the house but made a sweeping right arc through the fresh dirt of the lawn before crossing a shallow ditch and driving back onto the highway with the car now heading west. I stopped my car and was contemplating returning to apologize to the homeowners when I heard the unmistakable sound of a Model A at cruise speed approaching the top of the hill. As Gary's blue and white Ford topped the hill, I saw his hat drooped forward and I knew he was sound asleep. I heard the man shout to his wife, "Oh #*@&, here comes another one!" Like a well rehearsed football player I heard the throttle come off, the engine backfire, the motor rev up as Gary shifted down through the gears and watched the rear tires smoke as he set the parking brake. He too made a sweeping right path through the yard and up onto the road as the couple ran to the safety of their front porch. When Gary came to a stop next to my car, we started to discuss a diplomatic way out of this mess when the mosquitos again roared out from the back of our cars and resumed their attack. We leaped back into our Model A's and continued on.

The Draw Bridge!

Following the lawn plowing incident, we were headed west toward a draw bridge that crossed the inland waterway. The toll-taker had a disbelieving look on his face as the two near-identical Model A's approached. I stopped to pay the 25 cent toll, but dropped my change between the seats. As I was scurrying around for the change, the band of mosquitos roared out of the car and started attacking the toll-taker. He then hurried back to Gary's car but got a similar reception from the mosquitos in his car. As we were unable to produce the required tolls fast enough, the toll-taker yelled, "Forget the money, just get those things out of here!" Thus, we continued our journey after creating our second civil disturbance of that otherwise quiet Sunday morning.

Mechanical Difficulty!

Throughout our trip, Gary and I would take turns leading our two-car parade. We became so tired that we no longer noticed the pointing and laughing that we generated as we passed through a seemingly never-ending series of small tourist towns. Each of these towns were lined with motels, but we had neither the brains nor the money to consider stopping to sleep. As I was leading us down an open stretch of highway approaching Fort Pierce, I thought to myself how good my Model A was running. We had less than 150 miles to go to our destination. Suddenly, my engine lost power and the vacuum windshield wipers began running at full speed. Attempts to adjust the spark control, add throttle and pull the choke were to no avail and I rolled to a stop. I don't recall what kind of trouble-shooting procedures we used but to be sure, it was probably not very scientific. Eventually, I removed the timing gear cover and found that the fiber timing gear had stripped it's teeth. Since no parts stores were open, we elected to lash the two cars together and continue on. This involved removing my Cushman Eagle motor scooter from the front of my car and placing it on the front bumper of Gary's Model A. Then, we obtained a length of chain and lashed the front bumper of my car to the rear of his. Now with both of us in Gary's car and my Vicky in tow, we were on the road again. I very quickly realized the benefit of this arrangement; one of us could drive while the other slept. Too good to be true! Gary had exaggerated the quality of his brakes when he described them as marginal. With the added momentum of my Vicky tied to the rear and my Cushman Eagle up front, stopping his car required the anticipation of the Queen Mary. After a couple of close calls (including one with a county patrolman waiting at a traffic light), we decided to modify our procedures. Since my Vicky had relatively good brakes, I got back into my car. When the need arose to stop, Gary would wave his arms frantically and I would apply a combination of foot and parking brake, depending on the urgency of our situation.

Our Final Public Demonstration!

Needless to say, the number of heads we swung increased as our "train" became more bizarre as we entered the more populated area of South Florida. Darkness was falling on our fourth day on the road. While we were stopped at a red light I jumped out of my Vicky and ran forward to suggest that we stop for a sandwich at a drive-in restaurant up ahead. As we approached the restaurant, many people who were entering saw our caravan arriving and stopped to watch our "show". Gary and I got our brake signals somewhat confused and we slid into the parking lot amongst frantic yells and flying gravel. When we finally stopped, we had overshot and were blocking the driveway exit with the motor stalled. We had long known that Gary's car had some teeth missing from the flywheel. As luck would have it, the motor stalled in a position that would not permit his starter to engage. By this time, several departing customers were becoming upset that we were blocking their exit. In order to save time, we placed Gary's car in gear and began rocking the cars back and forth in order to allow the starter to engage. However, the chains between the two cars had become somewhat loose, and the two cars were crashing together like a demolition derby. As the line of exiting cars grew longer, the entire clientele of the restaurant had emptied into the parking lot to investigate the crashing, yelling, and horn blowing. Finally, the bumper separated from my car and we pushed Gary's car to the street with my front bumper dragging behind. After getting his car started, we again lashed the two cars together, stuck my front bumper through the side window, and headed south for Miami...***still hungry!*** Later that night when we rolled past the city limit sign of Miami, we were too tired to celebrate.

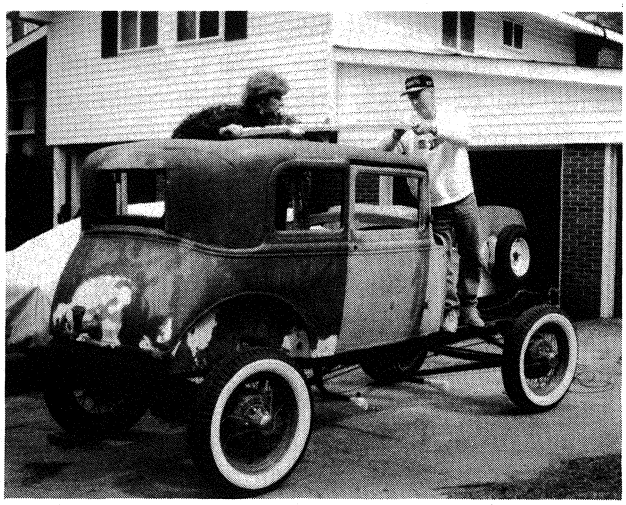
Epilogue!

If the Lord looks after idiots and teenagers, he certainly had his hands full during those four days in the summer of 1956. That was the beginning of a lot of fond memories for me with my Victoria. I later made the same journey with her four more times. I learned to care for that Vicky when she was running nicely; I learned to fix her when she wasn't . In later years, as a young college couple, my wife Jill and I depended on that Vicky as our sole means of transportation. When we later saw our financial status improve, we set aside our faithful Model A for a more socially acceptable vehicle. As a Model A enthusiast, I have heard many tales of people who deeply regretted having parted with their first Model A. We are <u>not</u> among those who harbor such a regret. Today, over forty years later, our Victoria is in the final stages of a complete restoration. Hopefully, she will soon return to Model A Heaven...the highways of America. ☺

Revised and reprinted from the Model A News, Jan-Feb 1987

Editor's Note!

Capt. M.E. "Speedy" Seay, USN (Ret) and his wife Jill live in Virginia Beach, VA



Capt. Speedy and wife Jill as seen today with the same Model A Ford Victoria!

A Note From The Editor!

Where's the roster?

The April newsletter usually has the current year Victoria Association roster included. However, due to the length of the article by Gene Taylor, we decided to make life easy for the postman and defer the roster to the next issue.

Gene Taylor article!

We wish to thank Gene Taylor for submitting the very detailed article describing how to install the window glass and associated hardware in a Model A Ford Victoria. It is the type of article that just may put you to sleep unless you are actually in the process of doing the task of installing windows and regulators. I know I for one had a difficult time proof reading it, and I hope I got it right. My apologies to Gene Taylor if you spot some errors.

John Icenhower!

My thanks to our treasurer John Icenhower for his efforts and perseverance in organizing the text into the word processing program I use and then E-mailing it to me. The wonders of the modern age never cease. Without John's help I could never have had Gene's article ready for the newsletter publication in time.

In Memory of

The Victoria Association would like to acknowledge the passing of Association member Walter Peters on June 22, 1998, and offer condolences to his wife Doris, and his family.

Model A Window Glass & Regulator Installation Procedure

by Gene Taylor

The Ford Motor Company manufactured a truly unique Model A when they made the 1930/31 Victoria 190A. It appears to have been a prototype for Fords 1932 models. I have been working on my first Victoria restoration, for quite a long time. This procedure is the result of a lot of help from many associates in the hobby, considerable research, and a lot of trial and error. Of course this is only 'one small step' in the restoration process, but the whole affair has been a labor of love. I have tried to cover the installation of the windows, glass, regulators, door handles, and locks, and latches peculiar to the Victoria, Body style 190A only, but it may also be readily applicable, with a little ingenuity, to many other Model A body styles. *As one of my fellow club members says after reading a rough draft. "Boy! Is it ever dry reading, unless of course, if you're going to install some window glass."*

GLASS PATTERNS

The window installation in the doors is somewhat complex, but is not beyond the capability of most Model A mechanics, owners/restorers. Many of the Model A parts vendors can provide the laminated safety glasses, with or without the Triple XXX, or other Ford logos, for any body style. If you prefer to obtain your glass locally, you may obtain window glass patterns for the 190A Victoria, from The International Model A Victoria Association.

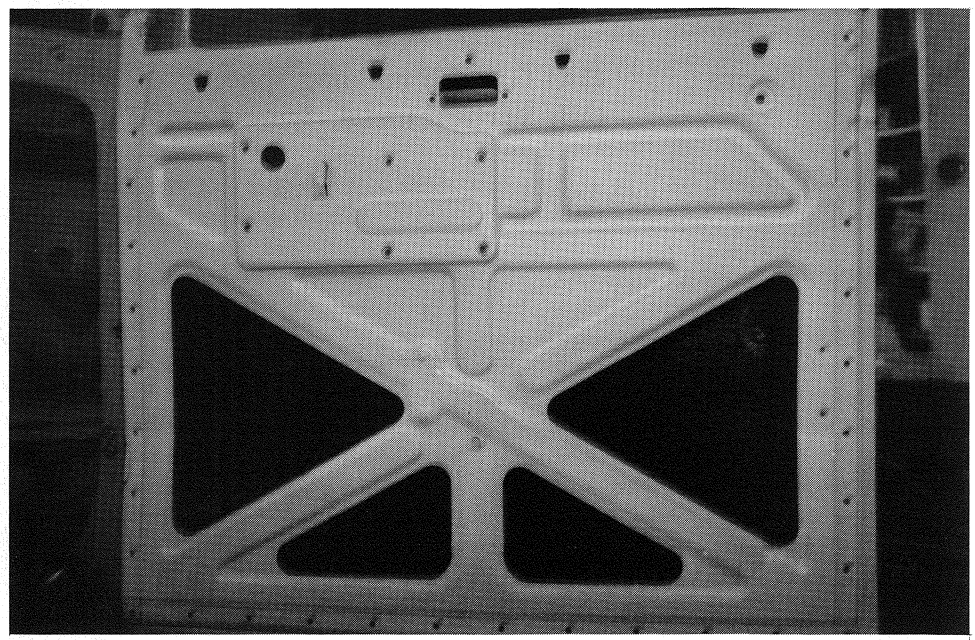


Figure (1.) Passenger door, showing all mechanisms and glass removed, prepared for installation of all new parts in sequence.

PREPARATION FOR WINDOW INSTALLATION

It is not necessary to remove everything from the doors, or the doors from the car, to perform this procedure or to replace a window glass. But, if other repairs such as sandblasting and/or painting are anticipated, remove all detachable parts, e.g., Upholstery, window frame, garnish molding, inside and outside door handles, male dove tail (above the door latch). Remove and save the old glass and metal channel, and all the old felt channels, intact if possible, for future reference. Remove the window regulator, door latch, and the removable rear "down-stop" bumper bracket. Remove the old rubber bumper from the center down-stop bracket, (center bracket is riveted). Remove the wood strip from the top inside edge of the door. Remove the rubber seal in the top of window frame. The metal "U" shaped lower felt channel guides, vary in design. If they are present, they may be attached with screws, or welded in place. They may also be removed for repair. Replacements

are easily fabricated. See Victoria Ass'n newsletter Vol. 4-3 dated July 1989. Additionally, remove the angled spacer from the front inside of the door frame. Details of it are also depicted in the same newsletter. See figure (2).

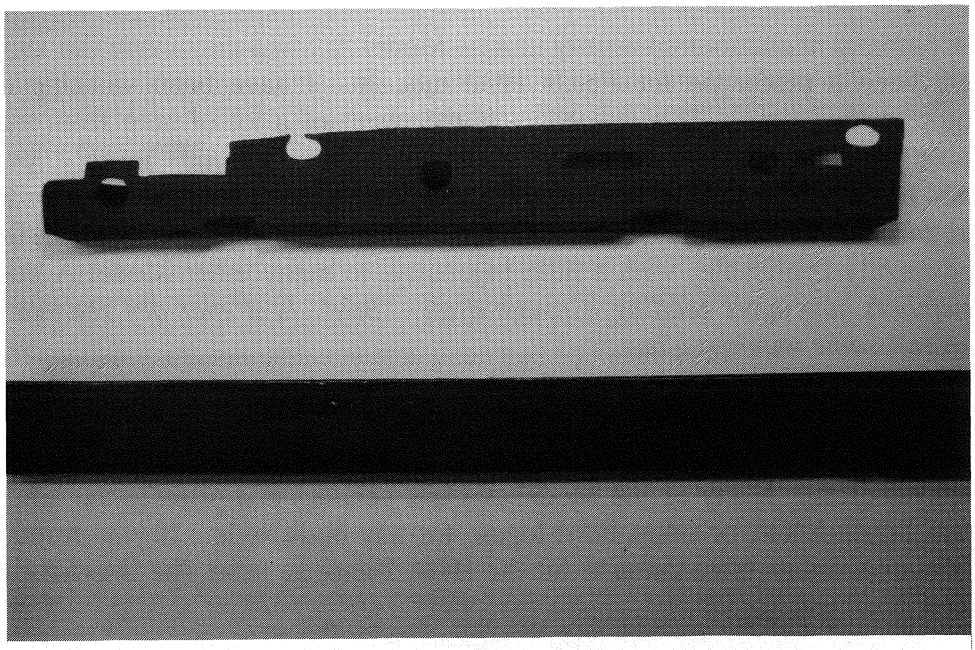


Figure (2A) Garnish molding spacer
(2B) Vertical metal channel guide

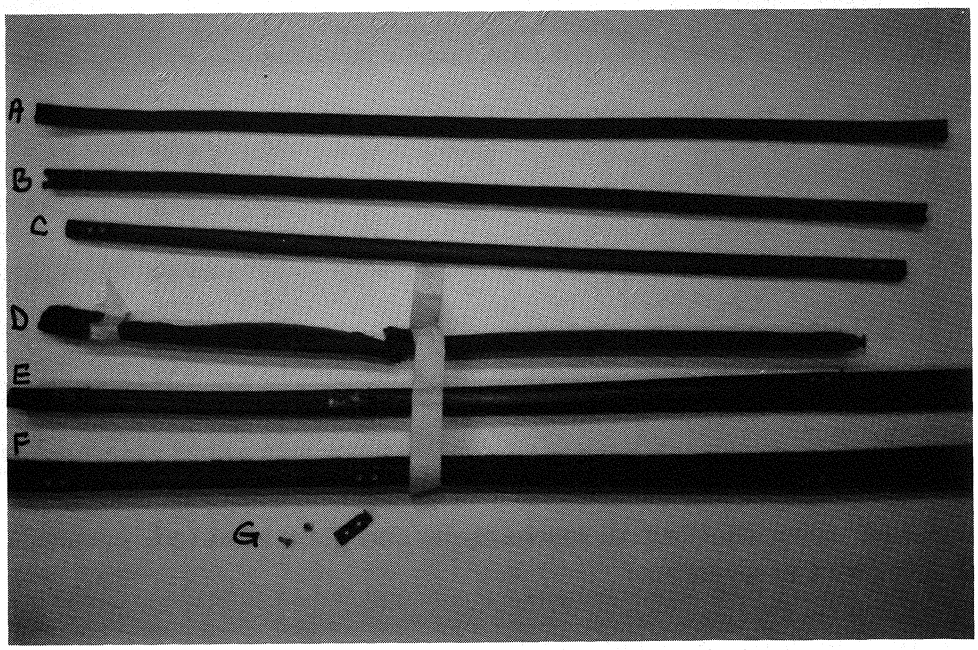


Figure (3A) Foam rubber top window seal, (3B) New door rear felt channel, (3C) New door rear felt channel modified, (3D) Original door front felt channel, (3E) New door front felt channel (Modified), (3F) door front felt channel before modification, (3G) New clip and rivets.

ORDERING PARTS (See parts list)

Fortunately, most of the worn out, or perishable items are still available from the many Model A parts suppliers. Almost all vendors can supply the replacement felt channels kits, extra clips, hooks, and rivets, and some of the rubber items. Some vendors have new springs for the regulators and latches. The peculiar glass

setting rubber with the lip on the outside (as original) is available from Berts, or Brattons and the two little anti-rattle bumpers, outer & inner are also available. However, the two arm window regulators, the two slot metal channels, and the door and remote control assemblies are a different story. They may be very difficult to locate, and when found, may remind you of a stick-em-up. All these items are uniquely Right hand door, or Left Hand door, as well as the latch mechanism and the door glass channels. However, the quarter window glass channels are not the same for 190-A and 400-A. The 400-A will work in the 190-A, but the 190-A will not work in the 400-A. The regulators are common with 1931 Cabriolet 68C, the 1931 Fordor Sedan 160-A, the 1931 Town Sedan 160-B, the 1931 Fordor Sedan Deluxe 160-C, and the 1931 Town Car Delivery 295-A. Refer to the Automotive Hardware and Trimming Supplies publication for further details concerning interchangeability with other body styles.

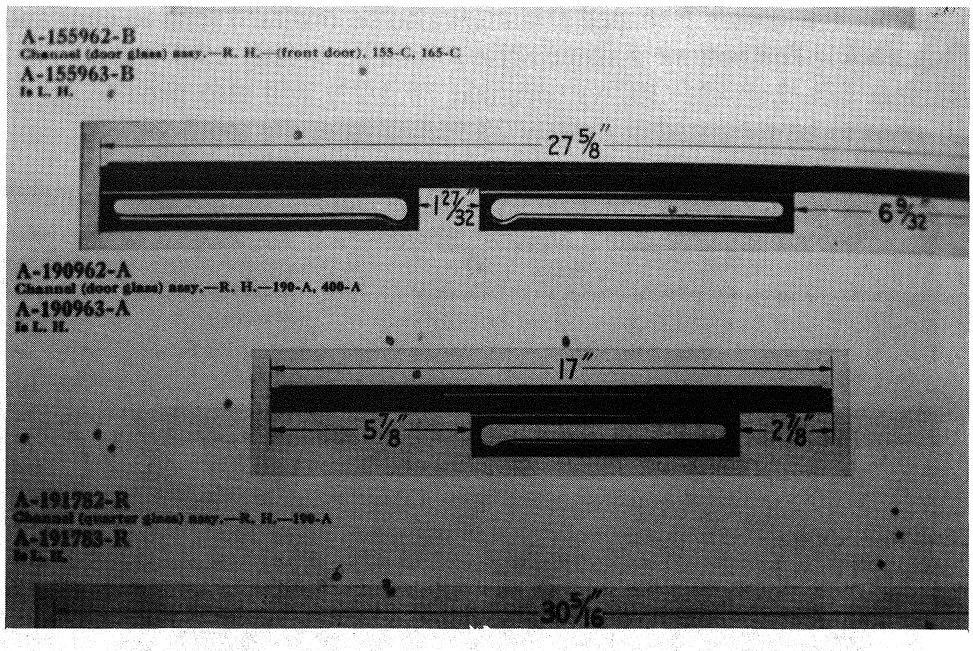


Figure (4) Door Glass channels

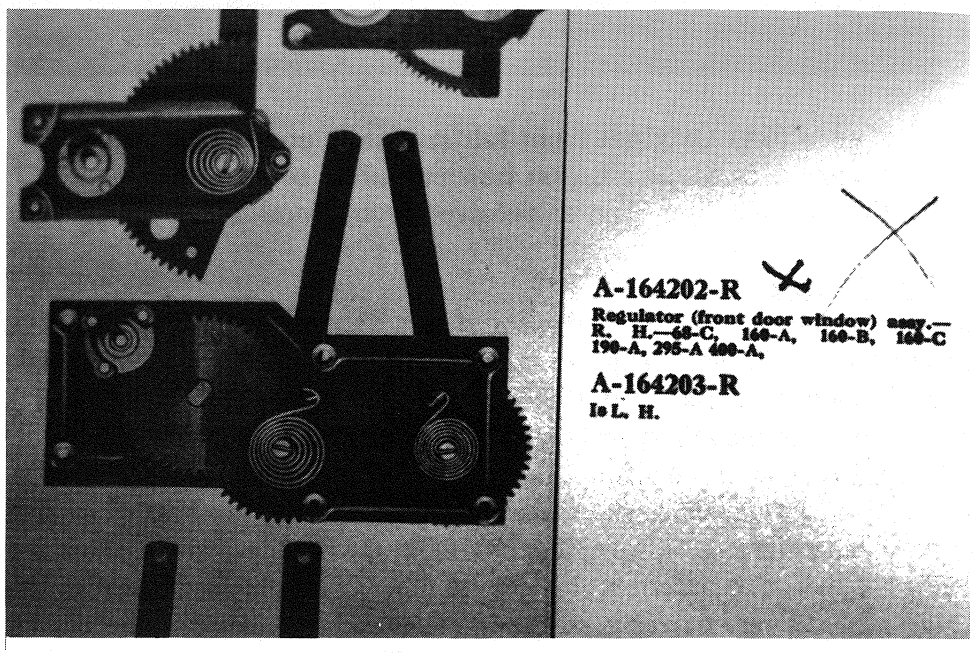


Figure (5). Window regulator passenger door (Viewed from inside)

MODIFICATION OF FELT CHANNELS (Henry called them "Runs".)

You will probably find that the felt channels need some modification. The clips and hooks on replacement channels must be relocated to match the mounting holes in the door frame. The T clip and hook locations for the 190A are shown in Figure (6). The replacement *front* felt channels are longer (33 1/2") than the original channels (27 3/4"). However, the extra length is of little consequence, since only about 1/4 inch will need to be clipped off the angle at the top. When the felt is installed it will extend down inside the door below the level of the window "*down-stops*". The redundant felt may be trimmed off after installation.

RELOCATION OF CLIPS AND HOOKS

The top hook on the *front* felt run must be relocated 1 inch from the top of the rubber backing on the felt with the hook pointed down. The center T shaped clip must also be reversed (end to end) and relocated exactly 11 inches below the top hook. The bottom T shaped clip should be exactly 15 3/4 inches below the center T clip. The *rear* replacement felt channels (30" vs. original 29 1/2") will also need to be modified, but only the bottom T clip will need to be relocated at exactly 28 inches from the top hook.

Figure (6A) Original front felt run as removed from door.
Figure (6B) Show clips on new run after relocation
Figure (6C) New Run as received from Vendor

TRIAL FIT OF FRONT FELT

(I believe this is the way Henry did it. Simple and fast was the essence of his production line) A little installation rehearsal now will be very helpful when the final performance is attempted. After the hooks and clips have been repositioned do a trial fit in the door as follows; See Figure (7A & B). Slide the *front* felt channel down into the door far enough to enable the felt center clip to be inserted into the top of the elongated, vertical slot, in the front center of the door frame. Slide the felt channel down until the center T clip is bottomed in slot (A). This should place the lower felt T clip below the bottom of the lower metal channel guide. Press the felt channel into the lower guide and hold the T clip firmly against the channel guide. Pull up gently on the felt channel, and ascertain that the bottom T clip enters the slot in the bottom of the metal guide, notice that the center T clip moves up slightly, but remains engaged in the slot (A). The top hook can now be inserted into the hole at the top of the door frame. This may require a little effort to stretch and tighten the felt channel, it may also be necessary to bend the top hook open slightly in order to hook it into the top hole. Then hold the top hook in place and press and/or pull down gently on the felt channel enough to engage

the top hook. All the clips and hooks should remain engaged in the door frame. No adhesive is required to hold the felt channel in place. After you have mastered this procedure remove the *front* felt from the door. See figure (7A), & (7B).

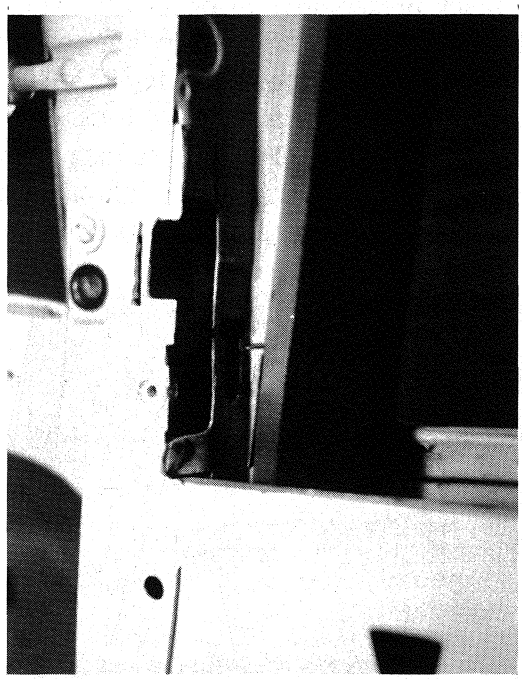


Figure (7A) Front door holes for installing felt run.
Figure (7B) Positioning felt run clip into elongated slot in front door frame.

TRIAL FIT REAR FELT CHANNEL

The *rear* felt channel can now get a trial fit too. Simply slide the *rear* felt channel down into the metal guide at the bottom rear of the door until the T clip is below the lower end of the guide. Press the felt channel into the metal guide, and hold firmly in place. Ensure that the T clip engages in the slot in the bottom of the metal guide. The top hook should now be even with the top of the inside door frame. Slide the hook onto the top of the frame. No adhesive is required to hold the felt channel in place. Reverse this procedure to remove the *rear* felt channels from the door.

SOUND DEADENING

Now is the time to apply some sort of sound deadening and/or insulating material inside the empty door. There are some new materials on the market with adhesive backing that can be installed in panels or bats. An aerosol spray type rubberized undercoating material that goes on easily, dries fast, deadens sound, and prevents rust. Anyway you do it, now is the time.

INSTALLATION OF down-stop RUBBER

Install a new rubber bumper in the center *down-stop* bracket. Four rubber bumper pieces are included in the window felt kits. Four additional bumpers will be required for the rear windows, each must be trimmed about 1/4 inch in length to fit into the *down-stop* brackets. Simply slide the bumper into the bracket until it seats between the two little retainer tabs. *Refer to the Automotive Hardware and Trimming Supplies publication Pages 16 & 17 for picture of the various rubber bumpers.*

FABRICATION & INSTALLATION OF WOOD TACK STRIP

The wooden tack strip can be fabricated from any hard wood (Ash, Oak, etc.) The strip is 29" long, 1" wide, by 7/16" thick. A notch 2 3/8" long by 3/8" deep is cut out of the center, (measure and mark 14 1/2" from each end). The tack strip should be painted with a flat black preservative prior to installation. See figure (8). Position the wood tack strip in the top of the inside door panel, with the notch down and centered above the door latch handle mounting location. The strip must slide into a small opening provided in the front of the door frame. Hold the strip in place, while using a screwdriver, bend the four metal tabs in the door panel, up inside and over the tack strip. To prevent interference with the glass or metal channel, use long nose pliers or similar tool, to clamp the tabs flat against the wood. Using the window frame as a template mark and drill the four 1/8 inch pilot holes for the eventual installation of the garnish molding and window frame mounting screws.

Figure (8) Wooden tack strip to be installed in inner top edge of door

LOCATION OF THE METAL CHANNEL

Measuring for the location to install the metal channel on the window glass can be accomplished easily by simply using the felt and metal channels as a guide. The window glass must be cut to the specifications as defined by the glass patterns. Carefully slide the metal channel onto the bottom edge of the glass. Slip the front felt on the glass and slide it down to meet the metal channel. Slide the rear felt on the back edge and down to the metal channel. An original metal channel should be equally spaced to fit between the front and rear felts. If original channels are used simply mark the glass at both ends of the channel. This is the reference points to set the glass. If no original channel is available for use as a pattern, and the channel is too long, mark the new metal channel, and the glass. Allow a minimum of 1/8 inch clearance between the channel and felt at both ends. *(Cut the channel only on the end opposite the slotted track section.)* See figure (9).

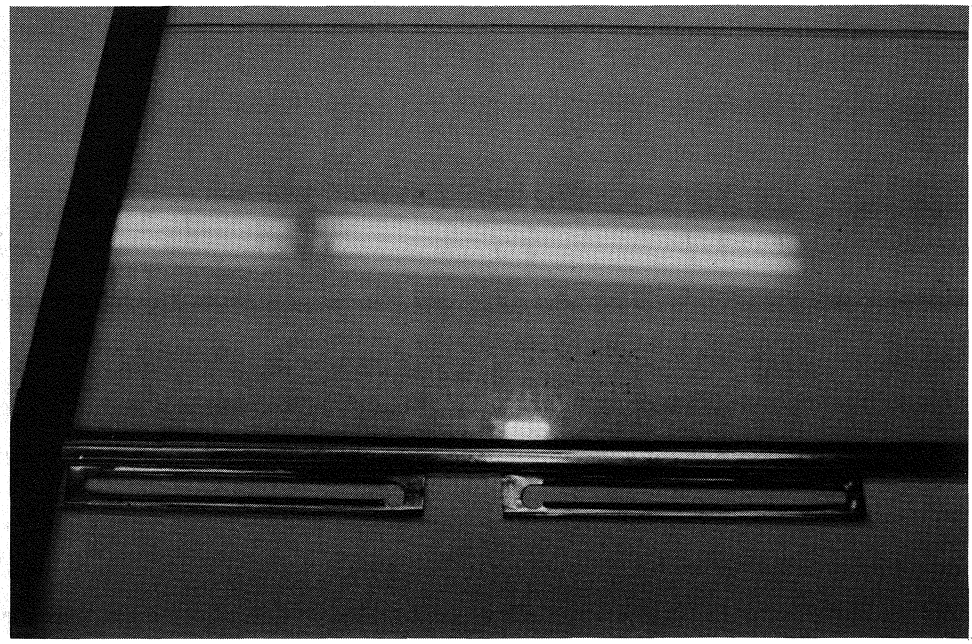


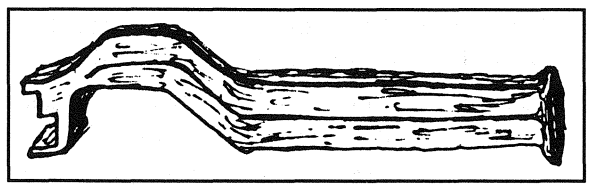
Figure (9) Front and rear felt runs used to measure length of new metal channel

CAUTION
Do not hammer or beat on the thinner slotted slide portion of the metal channel during installation. The thin metal slotted part of the channel bends easily and can possibly break off at the spot welds.

PREPARATION FOR SETTING GLASS

The glass setting rubber has square edges that have a tendency to roll and refuse to enter the metal channel. Using a single edge razor blade, carefully trim a small strip off the square edges. Cut at about a 45 degree angle along both edges. This will create a somewhat rounded edge. The rounded edge and the use a glass cleaner such as GlassWax as a lubricant will make the glass setting in the metal channels much easier. Spray the glass cleaner liberally on both the metal glass channel and the glass setting rubber.

CAUTION:
Installation of the window glass in the Model A can be accomplished by one person, but it is much easier, and safer to work with an assistant, to prevent damage to the paint, glass breakage, etc.
A Professional Glazier and his special tools are recommended here. But, if you want to (do-it yourself), use a large rubber mallet and metal bar to set the glass in the metal channels as follows; Position the glass vertically, upside down on a level, padded surface. Install the glass setting rubber on the glass with the lip on the outside. Position the metal channel on top of the rubber, at the predetermined location, marked on the glass. See figure (10). Using the metal bar and tapping with the rubber mallet, hitting only on the straight part of the metal channel. Start at one end with the metal channel on the glass, and work along the channel. This may require some fairly hard blows because it is a forced fit. After the metal channel is firmly seated, wipe off the glass cleaner, and trim the ends of the glass setting rubber even with the ends of the metal channel.



Glazier's glass setting tool

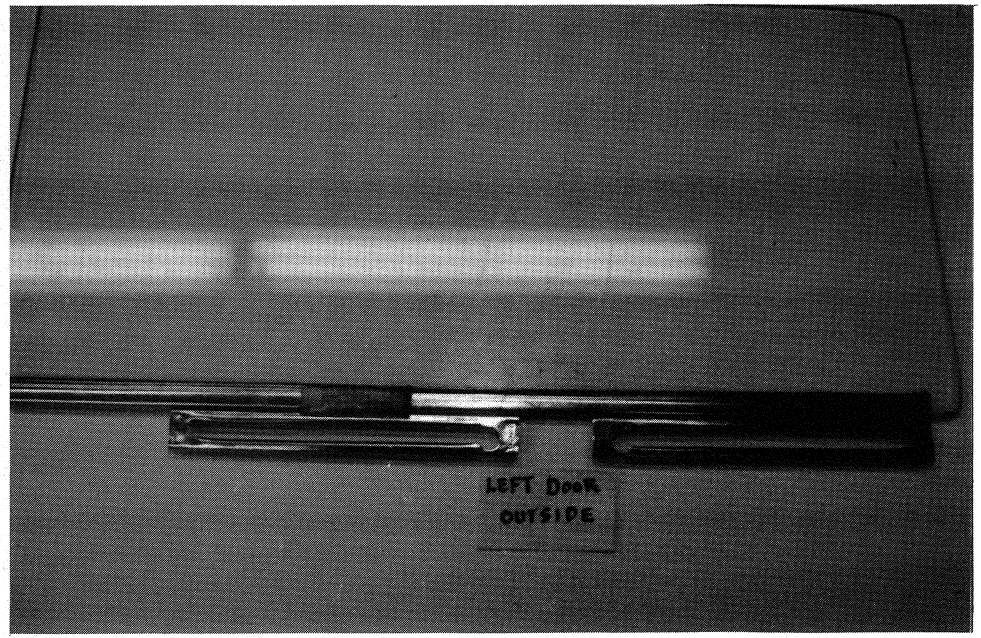


Figure (10) Metal channel and glass positioned for installation

INSTALLATION OF DOOR LATCH

The inside door handle (Remote control) Rotates a cam which is attached to a linkage that actuates the door latch and lock mechanism. The cam has two detents or pawls that engage with a spring which is designed to hold the inside door handle in either the *Locked* (horizontal), or *Normal* (4 O'clock) position. When the inside handle is operated to open the door the spring rides up and out of the cam detente along the rounded side of the cam. When the inside handle is released the springs in the latch mechanism return the handle to the normal position. The detente spring acts to prevent rattles while holding the handle in position. When the inside handle is raised to the lock (horizontal) position the spring rides up and over the small lobe on the cam and seats into the smaller detente to hold the handle and the driver side door mechanism in the locked position. The passenger door remote control has a locked position on the cam. However, the door latch mechanism on the passenger side of the car is not designed to be locked from inside the car. It can be locked only from the outside, and only with a key.

CAUTION

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

INSTALLATION OF SPRING IN REMOTE CONTROL

It would very difficult install a new inside door handle detente spring without the lock and remote control mechanism being removed from the door. Removing the entire lock and remote controls requires that the window glass, and the rear felt channel run be removed. The tabs on the cam shaft retaining bracket are accessible if the three bolts are removed from triangular remote control plate, and the plate is allowed to swing down into the opening in the frame of the inside door panel. However, removing the cam shaft retaining bracket and installing the detente spring is nearly impossible, unless you happen to be a contortionist. The pivot pin or rivet though is accessible, and can be drilled out to free the remote from the linkage. The pivot pin must be replaced after the spring is installed. What ever method is used to gain access to the remote mechanism, the installation of the spring is the same. The cam shaft bracket is held in place by four tabs which have been inserted into slots and bent over to secure the bracket in place. I'm not sure what might have happened to the original springs, but in my case they appear to have just faded away. There is no indication that they ever existed in their assigned position. The cam, shaft, spring, handle, and triangular piece all become parts of a puzzle to reassemble if all four tabs are straightened, and the thing falls apart. Although,

you must bend at least two of the tabs back out straight, very carefully, and using a screwdriver pry the retainer plate away until the two tabs come out of their slots. Due to the contorted shape of the spring it is difficult to install, but it must be manipulated into the small gap in the side of the cam shaft retaining bracket as shown in figure (11). The spring must be held in place while the tabs are reinserted in their respective slots and bent back to their original positions. Because the metal is very brittle. I found that heating the tabs to red hot with a small torch allowed them to be bent easily without breaking. Do not heat the spring.

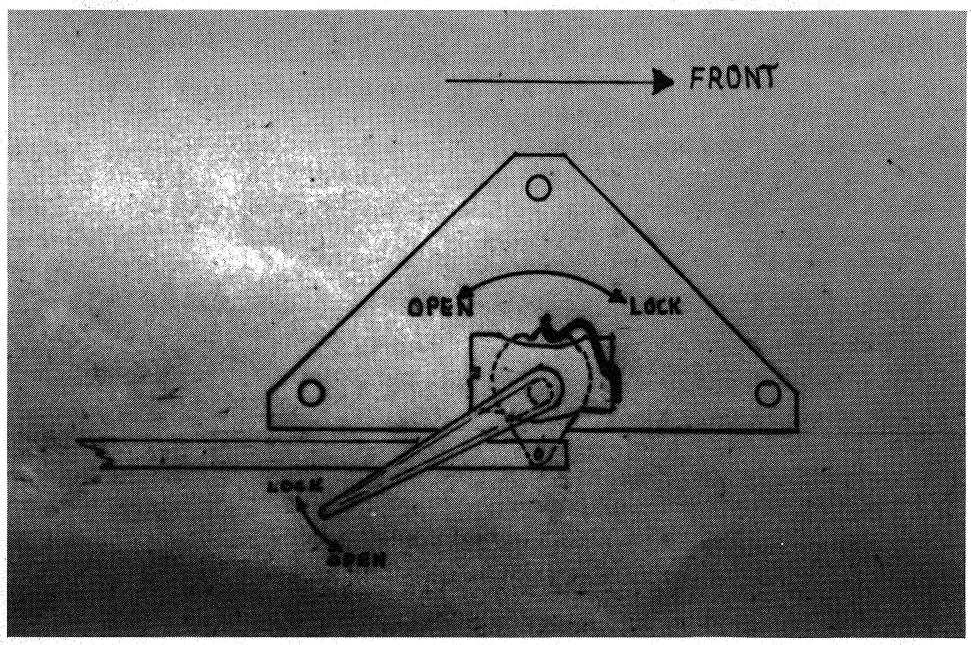


Figure (11) Left side Lock and Remote Control Detente or anti-rattle spring installation.

LOCKS AND REMOTE CONTROLS

The door latch assembly must be installed and secured in place before the rear felt run is installed. The rear felt run passes vertically through the latch assembly. Ensure that the latch linkage (the log bar) connecting the remote control to the latch assembly is very straight, to prevent interference with the window riser arms. Lubricate and install the latch and remote control assembly, using two, oval head, chrome plated, screws 12 X 24 X 9 /16, and one oval head 10 X 32 X 1/2 machine screw and flat washer. The remote control is installed using three 1/4 X 20 X 1/2 screws with three square nuts, and lock washers. See Figure(12).

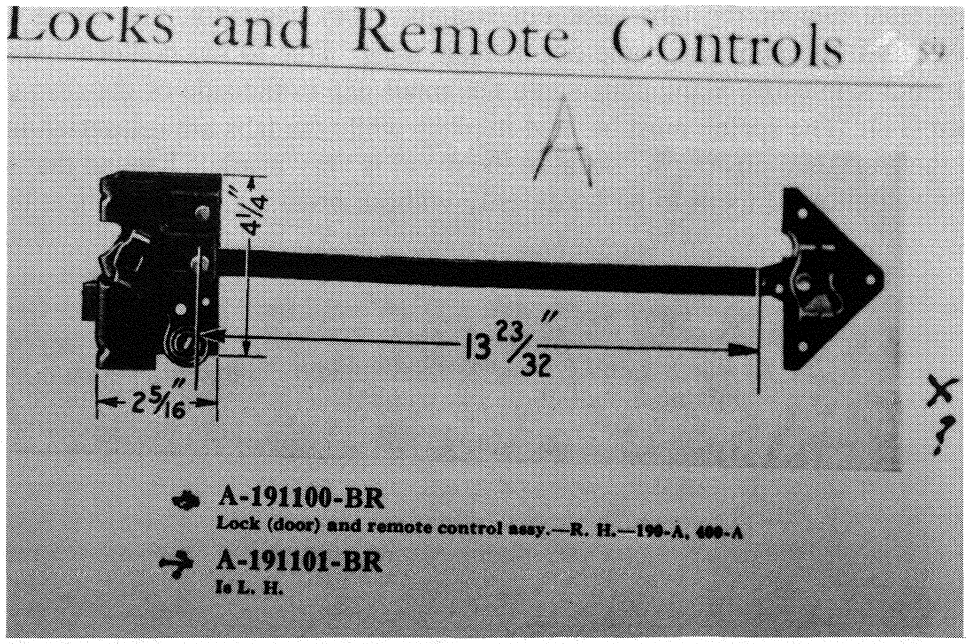


Figure (12) Ford drawing of Locks and Remote Control with dimensions as depicted in The Automotive Hardware and Trimming Supplies Manual 1928-1938

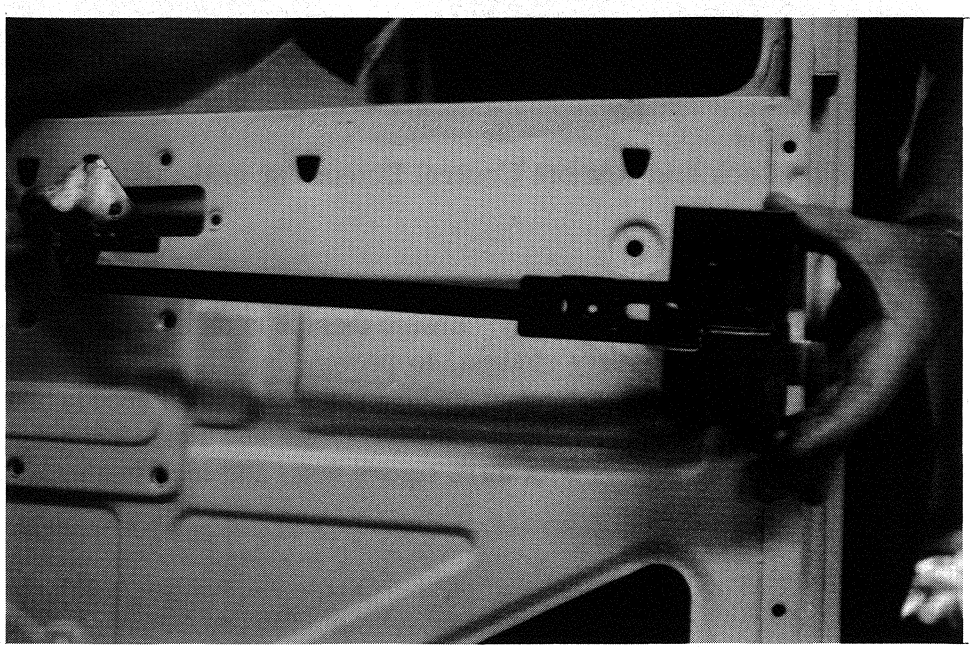


Figure (13) Locks and remote controls positioned as it will be installed

OUTSIDE DOOR HANDLE MODIFICATION/CONFIGURATION

The outside door handle on the passenger side is the key locking type. The drivers side door handle is a non-key type. The drivers door can be locked only from the inside, by lifting up on the inside twist type handle. The passenger door can not be locked by lifting the inside door handle, it can only be locked from the outside with a key. If you are installing new outside door handles having the long square shaft, as supplied by most vendors, you must cut the shaft to the proper length. The shaft length is very critical, *too long* and there will be interference with the glass or the metal glass channel, *too short* and it will not operate the latch mechanism. You may turn the shaft on a lathe, *(No simple task)* or file a round, or square notch near the end of the shaft. *Refer to the Automotive Hardware and Trimming Supplies publication.*

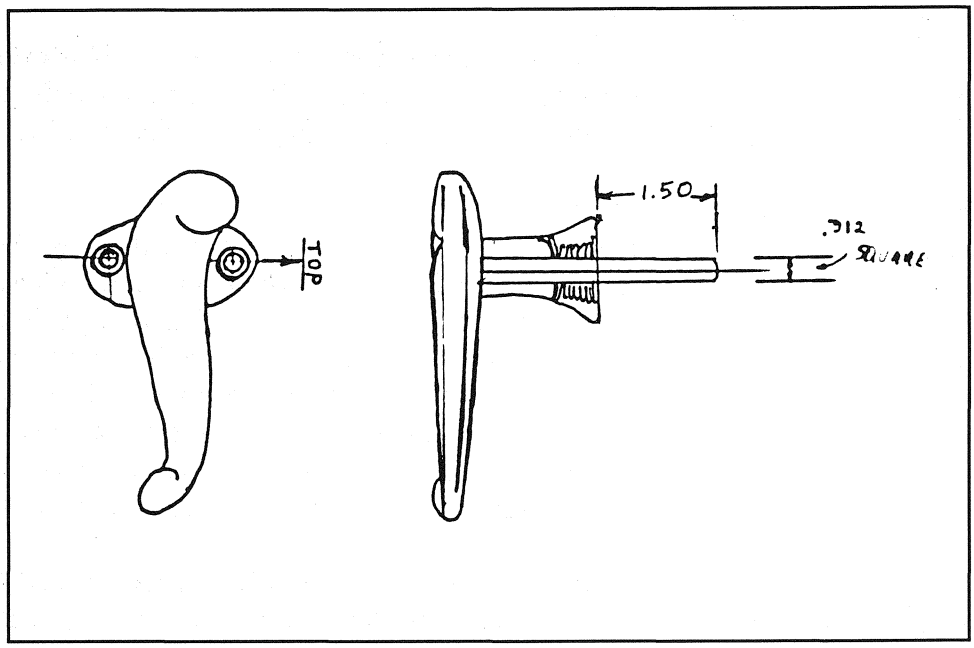


Figure (14) Left outside door handle.

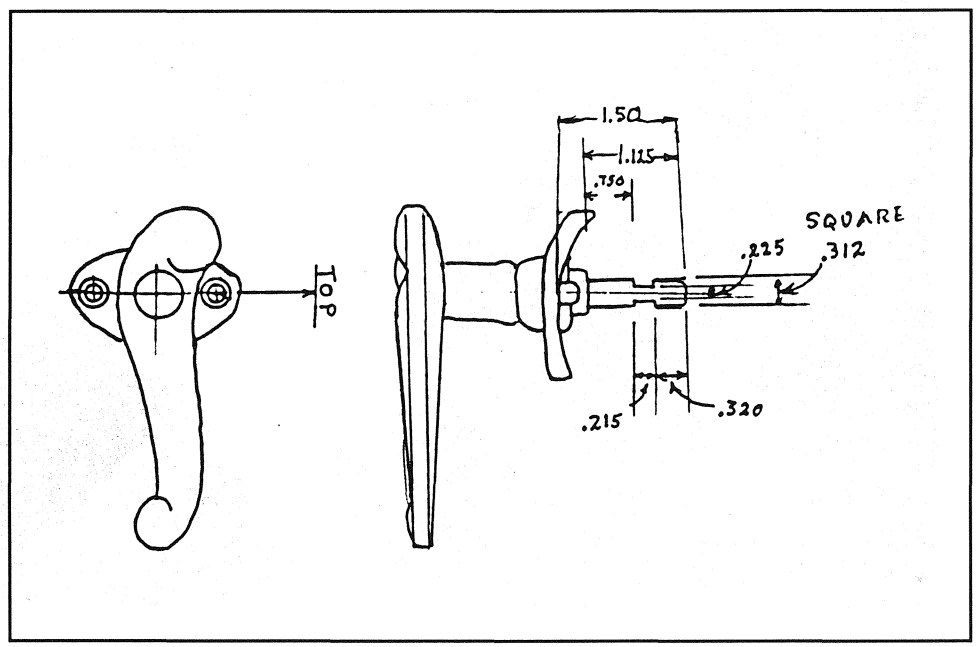


Figure (15) right Outside (locking) door handle

OUTSIDE DOOR HANDLE INSTALLATION

Carefully insert the shaft of the outside handle into the door. No gaskets are used under the outside handles on the 190A. Align the end of the shaft with the square hole in the latch mechanism. It may be necessary to manipulate both the inside and outside door handles to help ease the handle into position. Install two chrome plated, oval head screws.

NOTE:

A non-hardening, high temperature grease, similar to brake grease, such as White Lithium or White Lubriplate is recommended for all working mechanisms inside the doors.

WINDOW REGULATOR (LUBRICATION)

You should lubricate the window regulator gear mechanism prior to installation. However, the regulator arms and metal channels are easily accessible inside the door after installation, and they should not be lubricated until after installation, to avoid having slippery hands, and possibly dropping a window glass.

INSTALLATION OF WINDOW REGULATOR

Assuming you have either found an NOS window regulator, or you have repaired, painted, polished, plated, buffed, and greased your original, you can now proceed with the installation in the door. Temporarily slip a regulator handle on shaft, and crank the regulator arms up to a vertical/parallel position. See figure (16). Remove the regulator handle. Maneuver the regulator into the door through the lower, forward opening in the inside door panel. Carefully direct the regulator arms up through the door until the end slide buttons are between the inner panel and outer window sill. Position the regulator control shaft into the hole in the inner panel. Align the mounting holes and install the six mounting screws with star washers. Replace the handle on the regulator shaft. Install one of the small anti-rattle bumpers in the inside center of the sill.

NOTE: When the regulator arms are in position to install the glass, there is practically no clearance between the door sill and the buttons. There is enough flexibility in the inner panel and the wood tack strip to permit it to be bowed in slightly to obtain enough clearance.

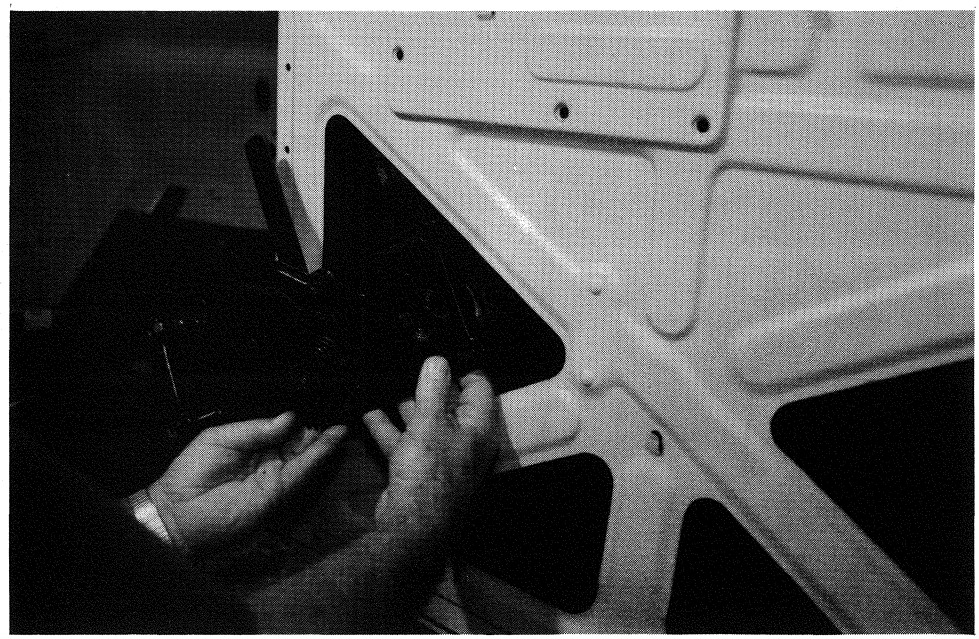


Figure (16) Installation of window regulator through lower forward door opening with riser arms pre-positioned vertically.

INSTALLATION OF WINDOW GLASS

Stabilize the door, and from the interior side, position the window glass, with the rubber lip to the outside. Pull in on the inner panel enough to allow the metal channel to be connected to the regulator arm buttons. Carefully manipulate the metal channel, in conjunction the operation of the regulator crank handle, until the regulator buttons can be aligned, and engaged in the holes at the inner ends of the channel slots. See figures (17) & (18). Equalize the channel on the regulator arms, and while stabilizing the glass, crank the window down until the metal channel rests on the center *down-stop* bracket.

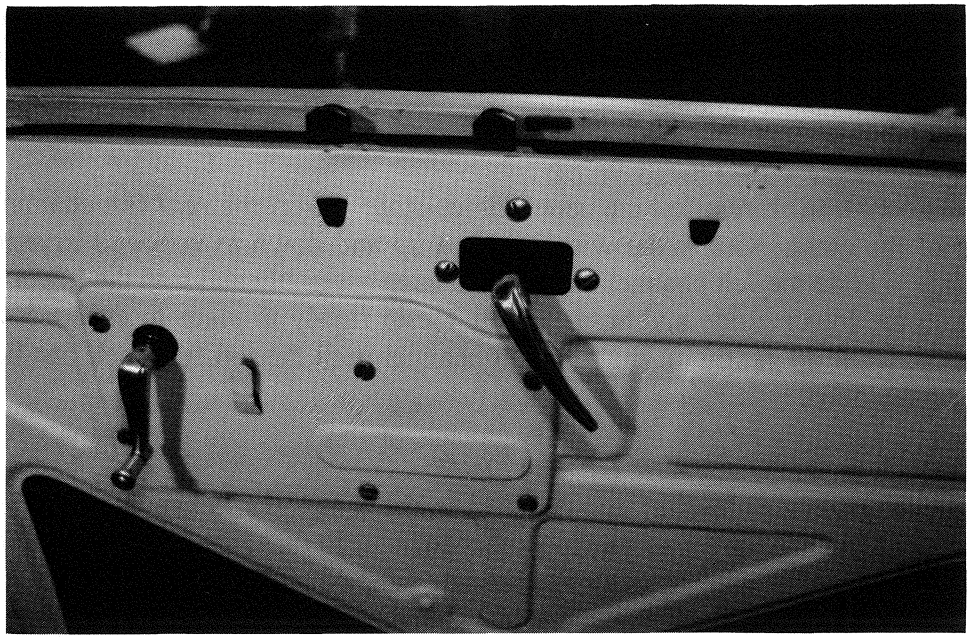


Figure (17) Window regulator installed with arm and buttons positioned for engagement with metal window channel

Figure (18) Window channel engaged with regulator

INSTALLATION OF FRONT FELT CHANNEL

With the glass resting on the center *down-stop*, slide the *front* felt down over the front edge of the glass. Crank the window up and down while carefully feeding the felt down until the center T clip is even with the top of the elongated center slot in the door frame. *See figures (7A& 7B) It may be necessary to use a screwdriver to assist in inserting the center T clip in the slot.* Engage the T clip in the slot and move the felt down until the T clip is bottomed in the slot. Ensure that the felt is seated and lower T clip on the felt is aligned with the notch in the bottom of in the lower channel guide. Crank the window up while gently pulling up on the felt until the bottom T clip is seated. Check that the center T clip is still engaged in the center elongated hole. The top hook on the felt can now be hooked in the top hole provided in the door frame. *The hook may need*

to be opened slightly, and it may be necessary to use a screwdriver, to assist in inserting the hook in the hole. Crank the window down while pressing down on the felt to seat the top hook on the frame. No adhesive is required to hold the felt channel in place.

INSTALLATION OF REAR FELT CHANNEL

Crank the window down until it rests on the center *down-stop*. Insert the *rear* felt channel down into the door on the back edge of the glass. Crank the window glass up and down as required to assist in sliding the felt channel into position. Guide the felt channel through the latch assembly and into the lower channel guide. Press the felt channel into the lower guide and hold the felt T clip firmly in place to ensure it engages in the notch in the channel guide. Pull up gently on the *rear* felt channel until the top felt hook can be slid onto the frame at the inside top of the door.

WINDOW EXERCISE & REGULATOR OPERATION

Lubricate the regulator slide arm buttons and the slots in the metal glass channels. Cycle the window up and down several times. If the regulator handle seems too difficult to turn, apply some powdered graphite in both the front and rear felt channels. The window regulators on the Model A are not the quiet type, and some thin sheet metal gear noise can be expected in spite of an abundance of the very best grease.

INSTALL REAR DOWN-STOP BRACKET

Insert a new rubber bumper (cushion) in the rear *down-stop* bracket and install the bracket in the door. See figure (20).

Figure (20) Rear *down-stop* bracket installation

INSTALLATION OF TOP WINDOW SEAL

Position a strip of the soft *sponge rubber seal* material, across the inside top of the window opening, and cut to length. Apply a generous coat of the rubber adhesive, provided with the felt channel kit, on the mating surface of both the door and the *sponge rubber seal.* Install the *seal* in the top of the door frame. Roll the window up to hold the seal in place until the glue has set. see figure (21)

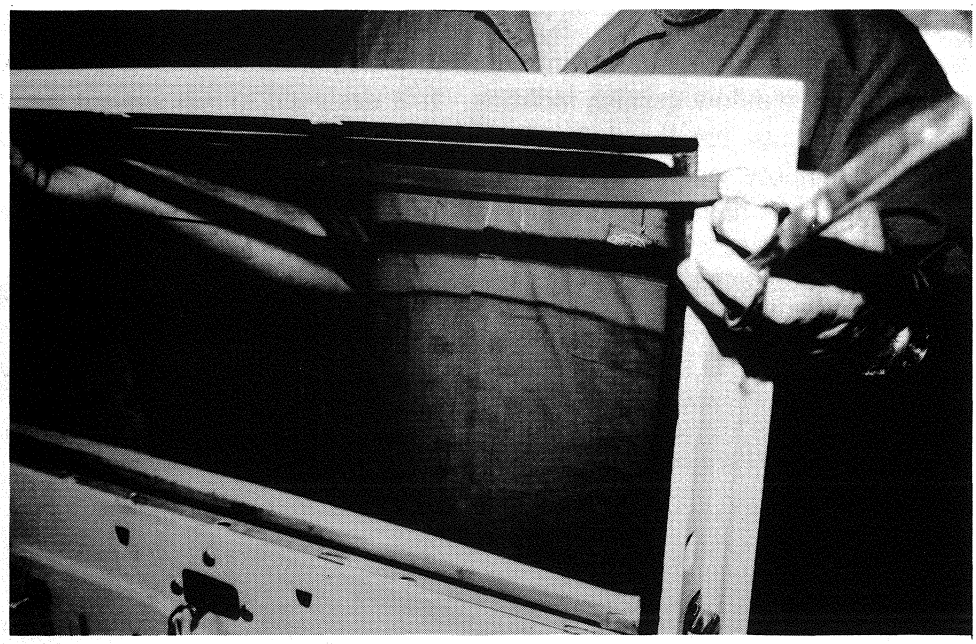


Figure (21) Top door seal installation

INSTALLATION OF THE SPACER/FELT RETAINER

Black friction tape is used between the spacer and the door frame as replacement anti-squeak material. Install the spacer/felt retainer at the front of the door frame. See figure (22). Refer to Victoria Ass'n Newsletter Vol. 4-3 July 12, 1989 for patterns and fabrication instructions concerning the spacer/felt retainer.

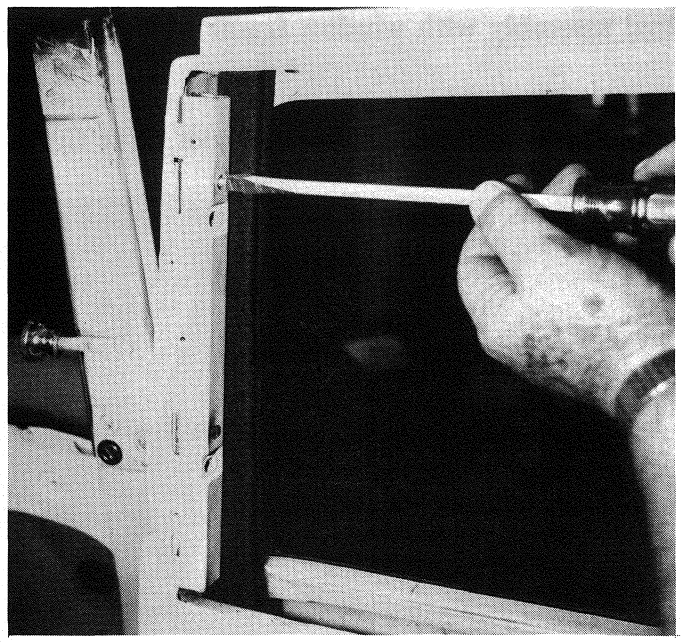


Figure (22) Spacer/felt retainer installation in front of door frame.

NOTE: If the regulator seems to be too difficult to roll the window up or down use Dry Powdered Graphite Lubricant in the felt channels from top to bottom. Do not use any type of oil, or silicone lubricant, it will only collect dust, and cause the windows to bind, and become more difficult to operate.

INSTALLATION OF WINDOW SEAL

An after-market window seal consisting of an aluminum strip with a rubber seal is available. It can be installed under the window frame and window garnish molding. It is designed to rest against the inside of the window glass. To install them you must use the door garnish molding as a template to mark and drill holes in the aluminum portion of the window seal, to permit installation of the garnish, and window frame on top of the seal. Use a few small flat head nails to attach the seal to the wood strip in the top of the inside door panel.

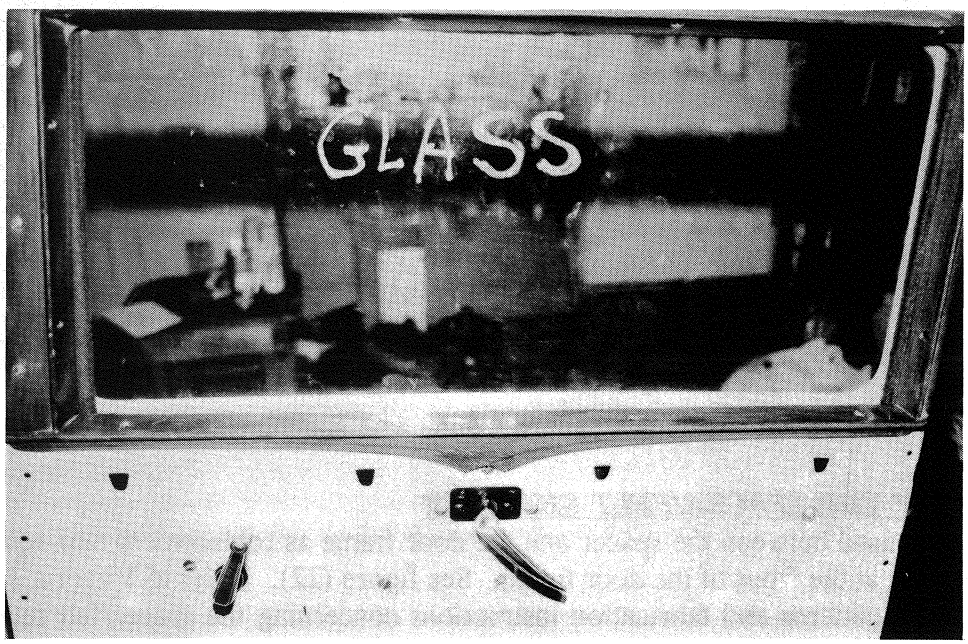


Figure (23) Final assembly with window frame and garnish molding installed.

INSTALLATION OF DOOR CHECK ARM

Installation of the metal type door check arm and rubber bumper. See figure (24).

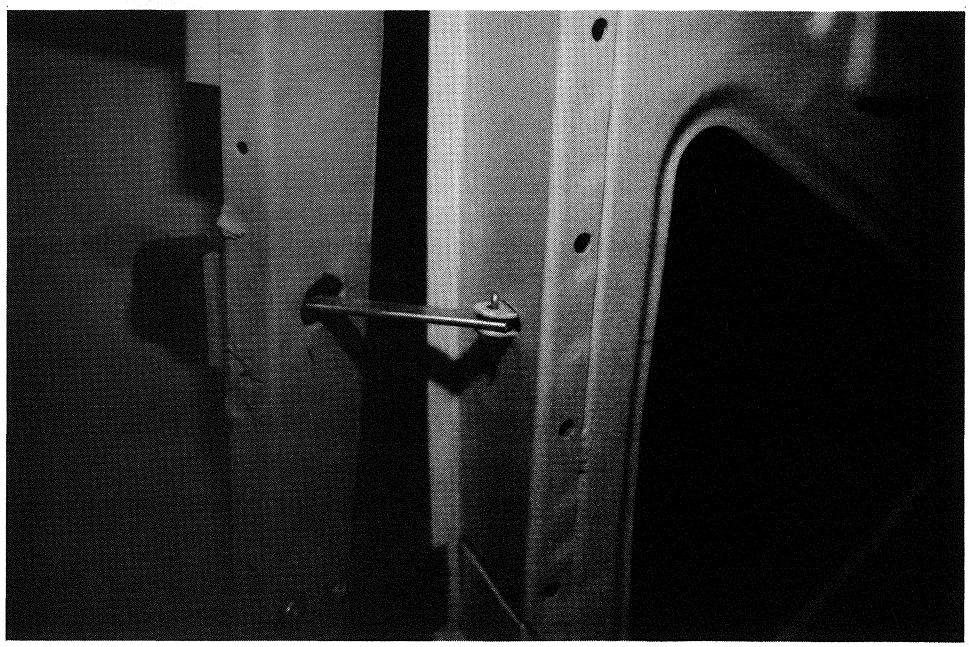
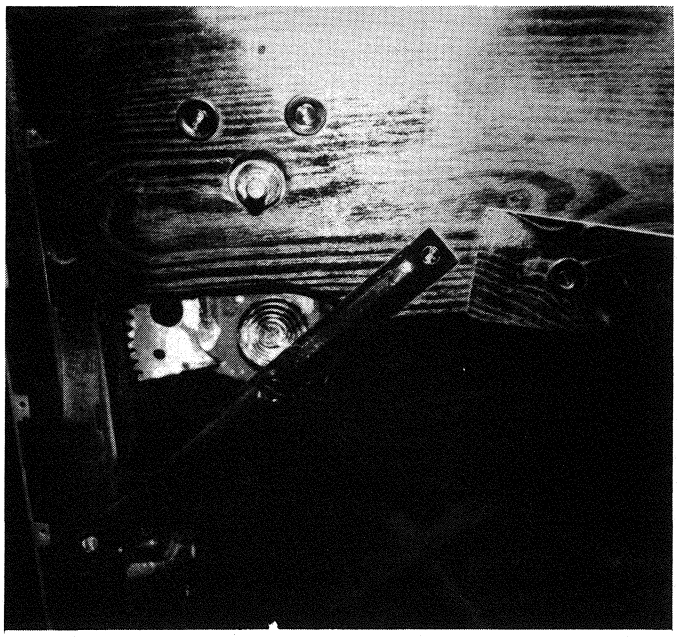


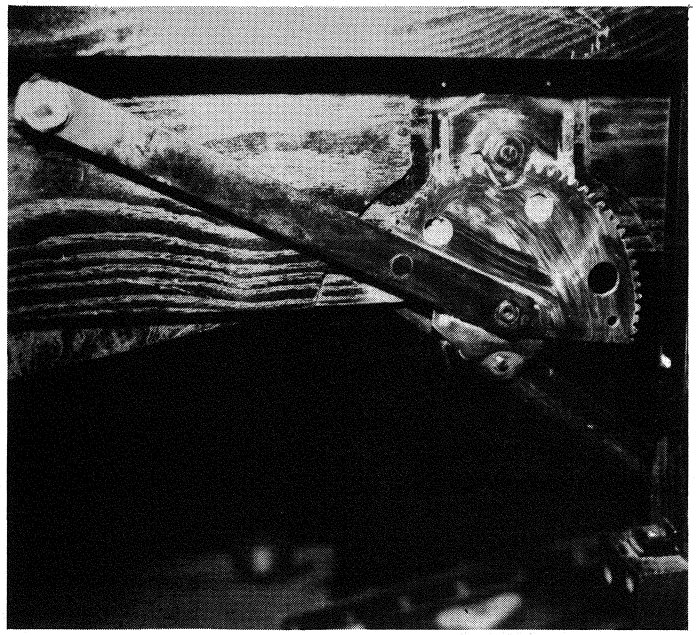
Figure (24) Door check arm (A rivet is installed instead of the cotter key at final assembly, a slotted washer is used at the back of the rubber bumper to adjust the degree of the door opening)

QUARTER WINDOW INSTALLATION

Victoria quarter window glass installation is similar to the door glass procedure, except for the method of retaining the channels in place. Center and set the metal glass channel on the glass. Install the regulator as shown in figure (25) & (26). Install the down stop cushions, one on the wooden block on the rear side of the door post, and one on the metal bracket on top of the rear fender well. Install the quarter glass on the single arm regulator, align the window with the metal channels and crank the regulator down a few inches. Slide the felt run down into the metal guides using the up and down action to assist moving the felt, until the felt touches the down stop cushion. Cut the felt off at the top to fit and install a 1/2 inch number 4 flat head wood screw in the center of the felt as close as possible to the top and bottom of both the front and rear felts.



Quarter Window regulator installed



Quarter Window regulator installed viewed from *inside* viewed from *outside*

REFERENCES

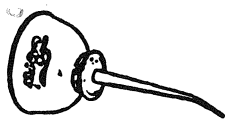
Publications referenced:
Publication; Model A Ford Club Of America. Judging Standards Manual.
Publication; List of Automotive Hardware and Trimming Supplies, Published by Ford Motor Co. Dearborn, Michigan. Copyright 1938 All rights reserved Form 7675 May 1938
Magazine; Model A. Ford Club Of America, How to Restore Your Model A Volumes 1 thru 5
Newsletters; International Victoria Association, 11084 Windjammer, Frisco, TX 75034 (972) 625-2922
Catalog; Bratton?s Antique Auto Parts, 9410 Watkins Rd. Gaithersburg, MD. 20882 (301) 253-1929
Catalog; Bert's Model A Ford Center, 3560 Chestnut Place, Denver, CO 80216, Phone. (303) 293-3673

ACKNOWLEDGMENT

I want to thank Charlie Viosca, President of International Victoria Association, Lyle Meek, MAFCA Technical Advisor, Bill Bond, Bonds Specialty Auto Parts, and the Heart Of Dixie 'A' club members, and others who helped me put this procedure together. ☺

Editor's Note! Gene Taylor lives in Madison, AL

	Ford 1930/31 Victoria Body Style 190A			
		Door & window parts list		
Ford No.	**Use No.**	**Item description**	**Brattons No.**	**Berts No.**
A-46356-A		Arm (front door check)		
A-46354	B-46354	Bracket (door check arm)		
A-156642-A	B-191442-A	Bumper(door) short		
A-156642-B	B-191442-B	Bumper(door) long		
A-156642-C	B-1911442-C	Bumper(door) medium		
A-156592-A	B-46590-A	Bumper (door check)		
A-190830	B-45830	Bumper (door glass) outer		
A-191044	B-46044	Bumper (door glass) inner		
A-190962-AR	A-190962-A	Channel (door glass) ass'y R.H.		
A-190963-AR	A-190963-A	Channel (door glass) ass'y L.H.		
A-190962-B		Channel (door glass)ass'y use with single arm regulator		
A-60970	B-191842	Cushion (door window)3/4"long		
A-46570-B	B-46570	Cushion (door window) 1' long use A-56570-B		
A-46123-E		Cylinder (lock)with blank tumblers		
A-161419-B	B-46421-B	Dovetail (door) male-offset *use if doors do not line up properly		
A-161419-C		Dovetail (door) male-offset		
A-191412	A-191412-R	use if doors do not line up properly		
A-64275-E		Dovetail (door) ass'y-female		
A-190958-B	BB-333160-A	Escutcheon(door inside handle)Butler finish		
A-190960-B		Glass (door) laminated		
A-190961-B		Glass (door) and channel ass'y- R.H. laminated		
A-161205		Handle(front door locking)ass'y-outside		
A-161206		Handle(front door) outside-L.H.		
*A-61208-ER		Handle(door lock remote control)-inside used with new style remote control (Butler finish)		
A-161300-A		Hinge (door) ass'y-upper-R.H.		
A-161301-A		Hinge (door) ass'y-upper-L.H.		
A-161302-A		Hinge (door) ass'y-lower-R.H.		
A-161303-A		Hinge (door) ass'y-lower-L.H.		
A-191100-BR		Lock (door)and remote control ass'y R.H.		
A-191101-BR		Lock (door)and remote control ass'y L.H.		
A-191052-A		Panel (door garnish trim) R,H,		
A-161318	B-35615	Pin (door hinge)		
A-64248	B-48248	Pin (door inside handle to shaft)		
A-191480		Plate (door scuff) R.H.		
A-191481		Plate (door scuff) L.H.		
A-156135		Plate (door lock striker)		
A-156594	B-46594	Retainer(door check strap stop washer)		
A-190895-R		Rubber (door header)		
A-160983-A	B-45982-A	Run (front door glass) hinge side-thin		
A-161983-B	B-45982-B	Run (front door glass) hinge side-thick		
A-160984-B	B-45984-B	Run (front door glass)ass'y-lock side-		
A-191040	B-46040	Spacer (door window finish strip)-		



Properly Oiled!

by Ben Hadd

Dialing it in!

The rebuilding of the Model A Ford differential has been documented in a number of "How To" books. Much has been written about how to set and check the pre-load on the carrier bearings as well as the pinion gear bearings. The pre-load of the pinion gear bearings is set by adjustment of the two large pinion gear nuts and can be checked by using an inch-pound dial indicator torque wrench. A one and a sixteenth inch 6 point socket is placed over the end of the drive shaft spline. With the torque wrench attached and smoothly turned like a propeller, the torque value can be read and the nuts adjusted to the required 20 in. lbs.

The carrier bearings!

Measuring the pre-load setting on the carrier bearings has been mostly a case of feel. The ring gear is turned with a finger reached through the opening in the banjo for the pinion gear assembly. By turning the ring gear with a finger, it is the experience of the re-builder that determines when the proper pre-load has been achieved. The actual pre-load adjustment is established by the total thickness of banjo gaskets used in the assembly.

A more precise method!

An article written by Dr. Jack Richard in the January\February 1995 publication of the Restorer offered a method of measuring the carrier bearing pre-load by using a pull string and a fish scale. Dr. Richard mathematically calculated the desired torque value of 20 in. lbs. into a weight value read out on the fish scale. The task is to wrap a number of turns of string around the carrier and pass it out through the banjo opening for the pinion gear assembly. A fish scale is attached to the end of the string. As the string is smoothly pulled the value is read out on the fish scale.

The Reno National!

At the 1998 MAFCA National at Reno, a demonstration was set up on a Model A Ford differential assembly. I had the opportunity to test this method and to turn the ring gear with my finger and compare it with my own acquired sense of feel. Using the string and fish scale method does require some amount of string pulling skill to be able to get an even reading on the fish scale.

There must be a better way!

It occurred to me that there must be some way to check the carrier bearing pre-load by using the dial indicator torque wrench in the same manner as the pinion gear bearing pre-load is checked. The solution was so simple I'm surprised no one ever thought of it before. Thus was born the idea for a new tool.

The tool!

A Model A Ford differential spider yoke, part number A4211 was located and I had a friend bore a hole through the center with it mounted on a lathe. I felt it was important to have the hole perfectly perpendicular to the three gear shafts on the spider. The hole was then tapped for a 3/8-16 thread. A three foot length of threaded stock was obtained from the local hardware store. I rolled the one I selected on a flat surface to make certain it was perfectly straight. I also purchased three hex nuts. While my friend was standing in front of his lathe I had him make me an insert plug with a flange on it that would fit snugly into the opening of the axle housing where the axle protrudes out. A hole was drilled in the center of the plug to allow the threaded stock to slide through smoothly. The threaded stock was cut to a length of 31". One end was chamfered and a hex nut was run on about one inch and tack welded in place.

How to use the tool!

When bolting the two differential carrier halves together without the axles and spider gears installed, insert the modified yoke between the two halves. Proceed in the normal manner to determine by feel the number of banjo gaskets needed to get the bearing pre-load somewhere in the ball park. Insert the chamfered end of the threaded stock down through either axle housing. Screw the stock into the threaded hole in the yoke until it bottoms. Slide the insert plug down over the protruding end of the stock and slip it into the end of the axle housing opening. The purpose of the plug is to align the stock in the center of the housing in line with the hole in the yoke. Screw two hex nuts onto the end of the stock and lock them together. Now it is an easy task to place the socket of the dial indicator torque wrench over the nuts and twirl it in the same manner as is done with the pinion gear bearing pre-load check. Add or subtract banjo gaskets until you reach the desired reading of 20 in. lbs. The first time I tried out the tool it worked perfectly. ☺

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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.