

# *The Victoria Bustle*

*International Model A Ford*

*Victoria Association*

*Founded 1986 - Frisco, Texas*

*Model A Ford Club of America - Model A Restorers Club*

April, 2002

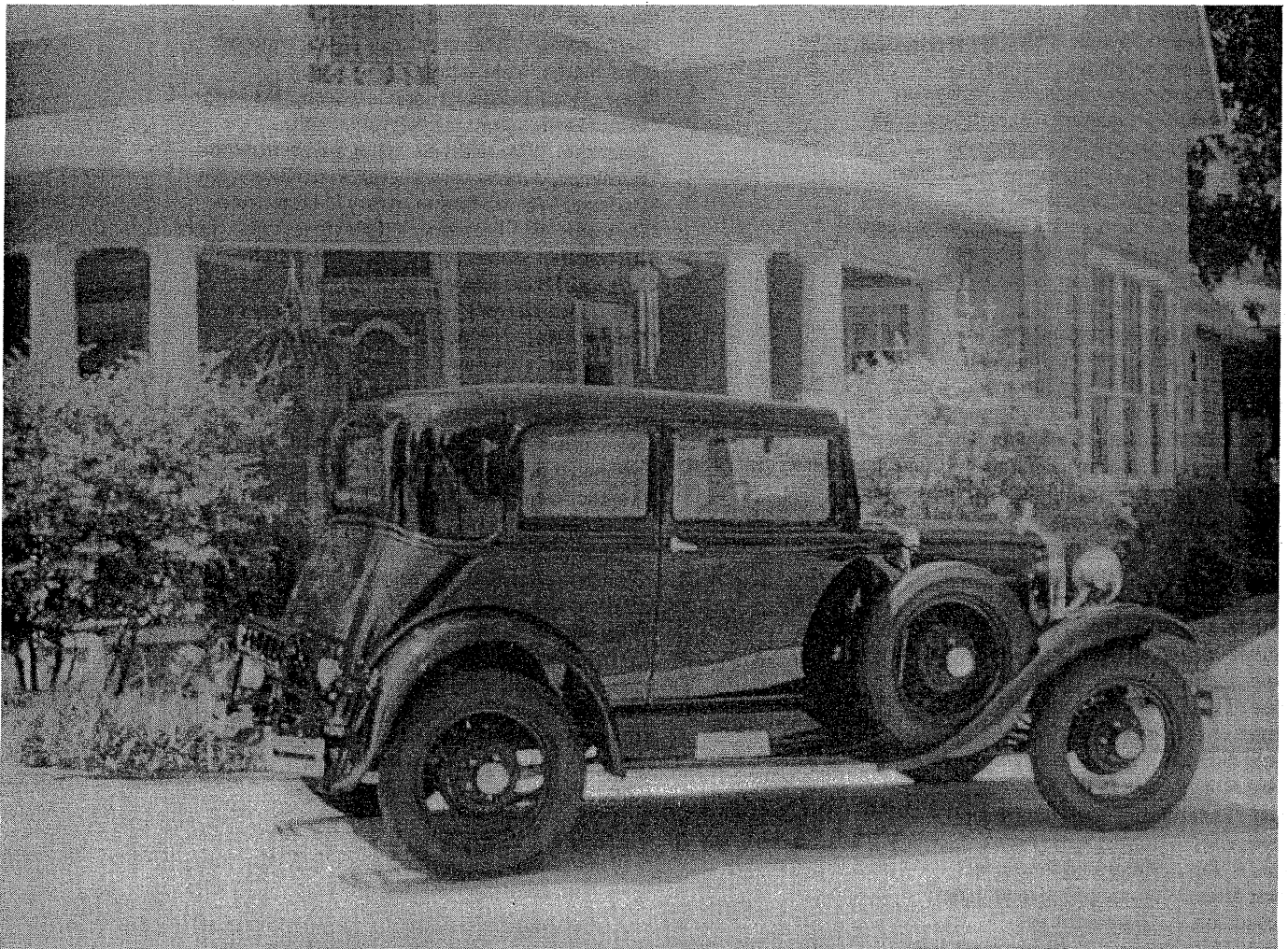
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*I Like Ike*

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Rasmussen, Jack, Gaila	4212 S. Sunrise Pkwy	Greenbank,	WA	98253	360-331-8225
Reed, Kim,	2720 SE 17th St.	Ocala,	FL	34471	352-288-6785
Reinfro, Jimmy,	P.O. Box 344	Flat Lick,	KY	40935	606-542-4542
Repnik, Kerry, Karen	Box 376	Yukon,	PA	15698	412-722-3504
Reynolds, Wm (Col.), Rebecca	2502 Dewberry Court	Melissa,	TX	75454	
Richardson, James, Sandra	RR1 Box 207C	Hollis Center,	ME	04042	207-247-3576
Roberts, Elmer, Betty	313 Hemlock Park Ln.	Aberdeen,	WA	98520	360-532-9300
Robinson, Brian,	3211 Dewoody Ln.	Grants Pass,	OR	97527	541-476-0003
Robinson, Burney, Sally	1013 E. Pabor Ave.	Fruita,	CO	81521	970-858-4430
Rogers, M. Jerry, Emily	2036 Clarksdale	Dallas,	TX	75228	214-321-5698
Ross, Don, Irene	544 East Ave. J-1	Lancaster,	CA	93535	805-942-6924
Russell, Ray, Rudell	11501 FM 1467E	Blanket,	TX	76432	817-842-5591
Ryan, Steven, Sue	4950 Briarwood Dr.	Macungie,	PA	18062	215-398-8423
Sabo, Roger, Joanne	14425 E. Kern Ct.	Fountain Hills,	AZ	85268	
Sapp, Walter, Carol	19840 Coshocton Rd.	Mt. Vernon,	OH	43050	614-397-9791
Schoelen, James, Elizabeth	2014 Beech St.	Fernandina Bch,	FL	32034	904-261-0854
Schultz, Russell,	3661 Amer Way	El Dorado Hills,	CA	95762	916-933-9657
Schwartzter, Thomas, Joyce	1726 Beckley Dr.	New Cumberland,	PA	17070	717-774-4565
Schwebke, Vern,	9330 Kahlua Way	Spring Valley,	CA	91977	619-697-6945
Seay, Speedy, Jill	2413 Millwood Rd.	Virginia Beach,	VA	23454	757-481-6394
Secker, Fred, Betty	6628 Velasco	Dallas,	TX	75214	214-827-2132
Sepulveda, Frank,	329 S. Raymond Ave.	Alhambra,	CA	91803	626-281-5064
Sheldon, Joel, Joni	118 Gardner	Borger,	TX	79007	806-273-7931
Sidebottom, Kay, Al	2860 Riverside Dr.	Trenton,	MI	48183	734-671-8572
Simmons, Jack, Joyce	7321 Nada St.	Downey,	CA	90242	562-928-7422
Slack, Glenn, Shirley	290 Amanda Court	Oregon City,	OR	97045	503-723-7775
Smith, Keith, Joann	14417 Colorado Pl.	Canyon Country,	CA	91387	661-298-0625
Smith, Walter, Juanita	5785 S. County Rd. A	Superior,	WI	54880	715-399-8440
Stebbins, Vaughn,	P.O. Box 77	Sabinsville,	PA	16943	814-628-5021
Steed, Paul, Diane	18081 Halls worth Cir.	Villa Park,	CA	92861	714-289-0931
Stewart, Jackie, Nina	12811 El Dorado Dr.	Universal City,	TX	78148	210-659-0253
Sullins, Garland, Jill	6809 Saddle Tree Trail	Plano,	TX	75023	972-805-9692
Sunstrom, Alan,	1546 Pitney Lane	Upper Lake,	CA	95485	707-275-2298

Sutcliffe, Rob,  
Swacina, D.C., Henrietta  
Szymczak, Jerry,  
Taylor, Gene, Mazelle  
Taylor, Winfred,  
Todt, Bill, Kathy  
Ulmer, Bill, Katie  
Underwood, Bill, Nancy  
Vagasky, Don,  
Valauri, Jill, David  
Viosca, Charlie, Felicia  
Wagner, Dr. William, Anne  
Waite, Max, LuRayne  
Webb, Jeff, Mary  
Wierman, Michael, Diana  
Winston, Kenneth,  
Woods, George, Alice  
Worms, Roland, Barbara  
Young, Frank, Joan  
Zengel, John, Margaret  
Zetterberg, Bob, Carrie  
Ziegler, David,  
Zito, Rocco,

N. 491 Hopkins Rd.  
1109 Henryetta St.  
3225 N. Calhan Hwy  
26561 Martin Branch Rd.  
5204 Simmons Rd.  
3810 Beckwood  
202 Harison Pl.  
3906 Ivory Ave.  
10795 E. Pantano Tr.  
163 Charter Oak Dr.  
11084 Windjammer  
408 W. Goodwin Ave.  
1275 S. 2000 W.  
3853 Myrtle Ave.  
7181 Santee Ave.  
247 Factory Mill Road  
4533 E. Hedgehog Pl.  
104 Elm St.  
962 S. Bundy Dr.  
90 Plymouth Dr. N.  
P.O. Box 3580  
310 Jamboree  
P.O. Box 5048

Arlington,  
Springdale,  
Calhan,  
Madison,  
Lumberton,  
San Antonio,  
Panama City,  
Signal Mountain,  
Tucson,  
New Canaan,  
Frisco,  
Victoria,  
Syracuse,  
Long Beach,  
Westminster,  
Bumpass,  
Cave Creek,  
Morton,  
Los Angeles,  
Glen Head,  
Arnold,  
Manchester,  
San Mateo,

WI	53911	
AR	72762	501-756-3576
CO	80808	719-478-5005
AL	35756	256-232-9000
NC	28358	910-739-7356
TX	78259	210-497-4106
FL	32405	850-785-6215
TN	37377	???-886-4476
AZ	85730	520-731-0976
CT	06840	
TX	75034	972-625-2922
TX	77901	512-572-0924
UT	84076	???-825-0353
CA	90807	562-427-5793
CA	92683	714-894-4040
VA	23024	
AZ	85331	480-473-0946
IL	61550	309-699-4397
CA	90049	213-207-0653
NY	11545	516-674-3663
CA	95223	209-795-39729
MO	63021	314-394-7131
CA	94402	650-341-2205

### Foreign Residents

Bashford, Paul,  
Bicknell, Justin, Brenda  
Chaikoff, Richard, Joan  
Copetti, Luciano, Jacqueline  
Gough, Sid, Audrey  
Koudys, Ted,  
Laird, Bob, Anne  
Morse, Richard,  
Rodriguez-Uriarte, Juan, Beatriz  
Watson, Keith, Margaret  
Thomason, Derek, Judy

7 Andergrove Rd.  
78 Albert St.  
3 Hallfield Rd.  
9 Wilga Rd.  
Box 25  
4681 Lincoln Ave.  
481 Scotchmere Ct.  
C/-27 Prouse St.  
AvDeLos Constyentes 224  
92 Nigel Road  
R.D.I., Richmond

Mackay 4740  
Palmerston North,  
Etobicoke, Ontario  
Nedowie 2318 NSW,  
Irricana, Alberta,  
Beamsville, ON  
Waterloo, Ontario  
Levin,  
8000 Bahia Blanca  
Browns Bay, Auckland 1310  
Nelson,

Queensland, Australia	
New Zealand	06-355-770733
Canada M9B 5W5	416-621-6644
Australia	02-498-28808
Canada TOM-1B0	403-935-4216
Canada LOR-1B3	905-563-4364
Canada N2K 3E5	519-725-8636
New Zealand	
Argentina	54-091-537901
1310, New Zealand	6409-4782899
New Zealand 054	03-544-7826

## MAFCA National Convention

**July 21 - 26, 2002**

**Riverside, California**

**Victoria Association Meeting**

**Friday, July 26**

**3:00 P.M. - 4:30 P.M.**



## **Charlie Says!**

by Charlie Viosca

### **It's in the book:**

The Victoria Association is in the process of publishing a Model A Ford technical book. The first half of the book will feature all of Anders Ramberg's Victoria drawings. The second half of the book will feature all of Howard Barnes technical drawings of exploded views of Model A Ford parts, some of which are, the rear end, transmission, starter, generator, carburetor, and many more. The drawings also identify each part by part number and illustrate the assembly sequence. Howard Barnes' drawings are copyrighted and many have appeared in other publications. Both artists have agreed to donate their work to the book's publication to raise money for the Model A Ford Youth Scholarship Fund.

### **More about the book:**

The book will have approximately 75 pages in a three ring binder. The purpose of the binder is to allow the removal of each drawing for use in your shop. Also, as more drawings are created the new pages can be purchased and added to your book. The pages of the book will be printed on smooth shiny paper of the quality similar to the National Geographic magazine pages. The paper choice will enhance the drawing's sharpness and will reproduce much better than with regular bond paper.

### **The price is right:**

We anticipate pricing the book at \$28. each, plus shipping (\$20. from each book will go to the Scholarship Fund, the balance is the cost to the Victoria Association to produce each book). This information was previously sent out to all the Victoria Association members who have e-mail, and so far more than 50 people have indicated their intention to purchase a book. I am asking the rest of the membership who are interested in purchasing a book to contact me by phone or letter and express your intention. I am trying to determine how many books to initially have printed. Please keep in mind that this is not a Charlie Viosca entrepreneurial effort, it is a Victoria Association book, with the proceeds going to the Model A Ford Youth Scholarship Fund.

### **Chapter interest:**

Several Victoria Association members have expressed an interest to present the book as a fund raiser within their own local chapter to benefit the Model A Ford Youth Scholarship Fund. If there are others who wish to do so as well, please let me know and estimate the quantities.

### **Scholarship Fund update:**

We have raised over \$8,000 to date, enough to award two scholarships at the Riverside MAFCA National in July. The Victoria Association members alone have donated over \$1,550., most of which was a voluntary donation when they sent in their 2002 membership dues. I am very proud of the Victoria Association membership. The Scholarship fund has received 19 requests for scholarship applications. Three completed applications have been received, and I know of three more that will be submitted shortly. The deadline date for application is April 15, 2002.

### **Shades of the Victoria:**

Members who have ordered shades are advised that the shades have been ordered and the lady expects to have them by May. I have deposited your deposit checks in the account of the Victoria Association. Some members have paid in full and that is noted in our records.

### **Win a Model A Ford:**

The Victoria Association is holding a number of raffle tickets for the Model A Ford Coupe that is to be raffled off at the MAFCA National in Riverside in July. We are certain that the winning ticket is among the ones we have not sold yet. The tickets are \$5. each or five for \$20. We have twenty packets of five left to sell. Send a check to Charlie Viosca, made out to the Victoria Association, and Charlie will send you a possible winning ticket. Hey!, it could happen. ☺

## **On The Cover!**

The very nice looking Steelback Victoria featured on the cover is owned by Victoria Association member James Icenhower of Mansfield, Texas. Mr. Icenhower, who is probably known to his friends as Ike, is a paid up member of "The Greatest Generation", having visited Japan on numerous occasions on board a B-29. ☺

# ***VICTORIA (190A) DOOR LOCKING MECHANISM***

*(Also used on 68-C, 160-A, 160-B, 160-C and A-400.)*

*By Charlie Viosca*

Recently, a friend of mine, Garland Sullins and our wives, participated in a Model A function for kids. There were several thousand of them and all wanted to see the Model A's. Eventually we went to lunch and locked our Victoria's and left them parked near us. Soon someone came to get us, as there were kids inside the Victoria's and playing with everything. I knew my driver's door locking spring was broken but didn't know you could unlock it by jiggling the outside handle. That got my interest up as to how the door locking mechanism really works.

The normal locking mechanism in a Victoria and a few similar Model A's works in a unique way. The operation of locking the drivers door simply consists of raising the inside handle; your door is locked (or it should be). That simple movement only did one thing and that was to slide the bar connecting the inside handle cam to the bolt sliding mechanism and into place. The bolt cam on the driver's side has a tab on it that prevents the outside door handle from rotating and therefore it is locked. Your inside handle also rotates a cam with two notches which engages a spring in a notch which holds the handle in the up position. I have included some door lock drawings, beautifully done by our Victoria Association artist Anders Ramberg. When you refer to the drawings, notice the tab shown on the bolt cam and at the same time notice the spring on the inside door handle cam engages in the up locking notch. When in the normal resting position, the spring engages in its notch. To open the door simply move the inside handle forward and the sliding bar pulls the door bolt into the door and releases the door bolt from the catch on the door post allowing the door to open. There is no spring notch on the cam in the open position. The door bolt has a very strong spring holding it in the closed position and that is what pulls the inside door handle back into the normal resting position.

If your Victoria drivers inside handle moves up and you cannot feel the spring engage in the notch, most likely your spring is broken. If this happens, someone can enter your car by jiggling the outside handle rapidly for a few seconds and the inside handle will move down into the open position and the outside handle can be rotated to the open position. A simple

temporary fix for this is to stick a piece of foam rubber under the inside handle while in the locked position.

The passenger door operates in a similar way, however, it can not be locked by placing the handle in the up position or you would lock yourself out of your car with no way of entering. The only way to lock your car is with the ignition key in the outside door handle. If your Victoria has a different key in the outside door handle, it is not original. Remember you can rotate the inside handle into the up position but it will not lock. If it does lock, it is not normal. (Explanation under right hand drive paragraph.)

After writing this article, I overhauled my spare mechanisms. It was at this time I made a discovery on the passenger's mechanism and that is a **tab on the triangular part** that mounts the mechanism to the door. If you look at Anders drawing of the Lock & Remote Control Assembly you will see the tab. This tab prevents the passenger handle from being placed in the up (locked) position. Several of the members have this feature and most do not. I can't tell you when this feature was in service. I make mention of it as you may have it or not.

The passenger door locking mechanism is a mirror of the driver's side with two simple changes made by Ford during manufacturing. First, the inside door handle shaft and cam was made using the same cam on the drivers side and on the passengers side. The difference being the driver's shaft was attached on one side of the cam while the passenger's shaft was attached to the other side of the cam, thus creating a left and right shaft.

Second, the other simple difference is that the locking tab is eliminated on the passenger bolt cam. Please refer to the drawings of the passenger side mechanism. If your Victoria does not operate as described above you should find out what the problem is.

I was talking to one of our Victoria Association members and he said his door locking mechanism didn't work like I said it works. His worked by pulling the handle back to open the door and push forward and down to lock it. There was a simple remedy for that problem; he had the handle on 180 degrees off. Simply push out the pin with a drift and take the handle off and re-place it in the correct position, which is pointing down and to the left (when viewed from the inside), and replace the pin. Because of the hole in the handle shaft, it can only go on two ways, the wrong way and the right

way. Reproduction handles have four holes and can be placed in several positions.

Now, how should the right hand drive Victoria locks work? Using logic it is assumed that Ford thought of this when he sold the right hand drive Model A's. Your locking outside door handle (a different handle) should be on the left (passenger) side of the car. The locking mechanism (the bolt with the locking cam) should be on the right (driver's) side. Note: you cannot swap the two sides, one for the other. They will not fit if swapped. Two simple changes Ford needed to do was to install the non tab bolt cam on the left (passenger) side of the Model A and the bolt cam with the locking tab on the right (driver) side. Everything else remained the same. If your right hand drive Victoria doesn't operate as discussed above, it is not normal.

This is all well and good, however, how come we have different operating mixes on various Victoria's? After the Model A Era went out and the Ford dealers had a lot of Model A parts, they began selling them in lots to get rid of them. Over a long period of time the left hand drive Model A's and right hand drive Model A parts got mixed up. Thus some Victoria's (and other Model A's) got parts from each other mixed up. Some left-hand drive cars used right-hand drive parts and vice versa. That is why some members have a passenger handle that locks in the up position and some driver side doors do not lock in the up position. Thank goodness there are relatively few not correct. Each and every Victoria owner should check to see that he cannot lock himself out.

The one remaining item to tell you is that the outside door handle with the key lock (left or right hand drive) operates independently of the inside locking mechanisms we have discussed. For the outside handle containing the key lock, the lock in the locked position actually works by moving a locking tab(s) into a slot in the door mechanism thereby preventing you from rotating the handle. Rotating the key to the unlocked position simply removes the locking tab(s) and you can now rotate the handle to the open position.

Accompanying this article you will find several of Anders Rambergs drawings one of which is the outside door handles. You can use this drawing of original handles to modify the repro handles with the long shaft as the drawing shows how long the original shaft is and where to cut the slot in the shaft.

If the ignition key does not operate the outside passenger door you can have the handle lock re-keyed by several of the Model A lock experts. To key any key(s) to your locking door handle contact: Bill Slavic at 906 Broadway, Bedford, OH 44146 phone number 440-232-8132. Bill restores pop-out switches and all style outside door handles.

Cal Allan, 329 E. Campell Rd., Chandler, AZ 85225, also repairs door handle locks and has key blanks.

Model "A" key blanks can be obtained by A & L Parts Specialties, Box 301, Canton, CT 06019.

An authority on door and ignition locks as well as keys and service to the above you can contact Buddy Frazier, 1601 Quaker Rd., Quinton, VA 23141-2022, ph – 804-932-3330, e-mail = cfraz32earthlink.net.

For the spring on the inside locking door cam, Bratton's Antique Auto Parts has it as part number A-47115 (Ford part # 64284).

The door bolt spring can be obtained from A. C. and R. Parts, 727 Joaquin Ave., Redding, CA 96002 530-222-0228 and E-mail: [info@partsformodelafords.com](mailto:info@partsformodelafords.com). Part number A 46126, \$4.00.

## **Support the Model A Ford Youth Scholarship Fund**

**Mail your check today to**

**Bob Haddon  
3050 Stilesboro Rd.  
Kennesaw, GA 30152**

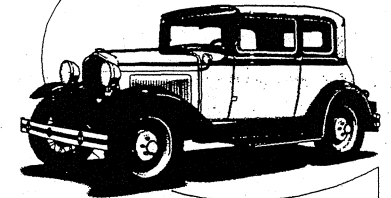
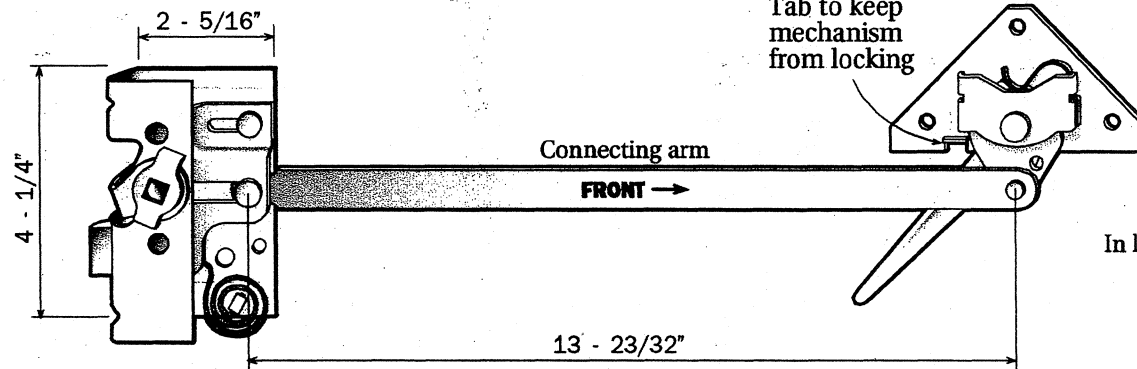
**(Make check payable to)**

**Model A Ford Youth Scholarship Fund**

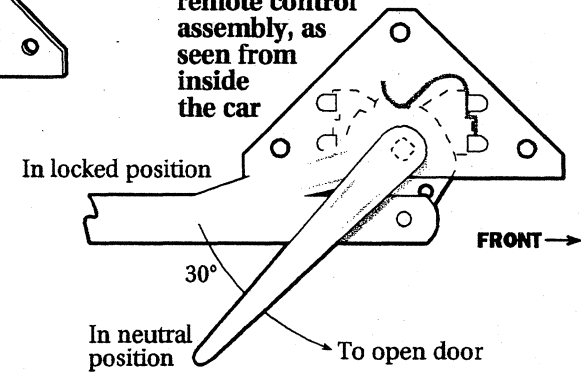
**Your donation is tax deductible**

**A-191100-BR**

Right hand side, Passenger side. As seen from outside the car (Also for: 400-A)

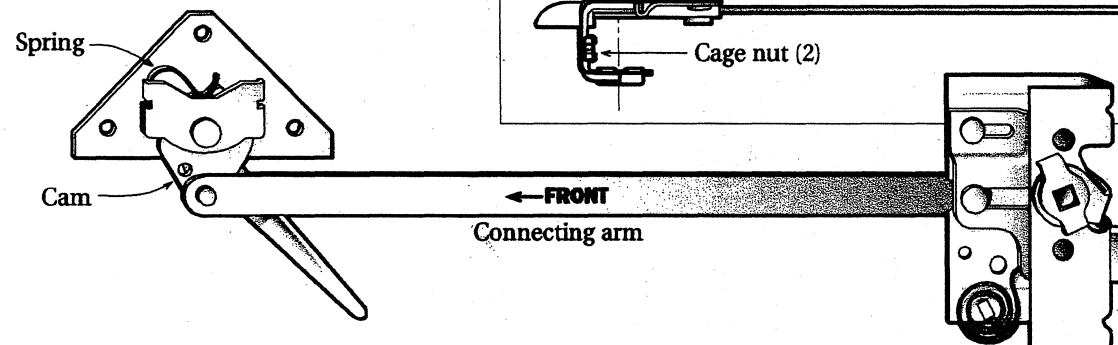


• Driver side remote control assembly, as seen from inside the car

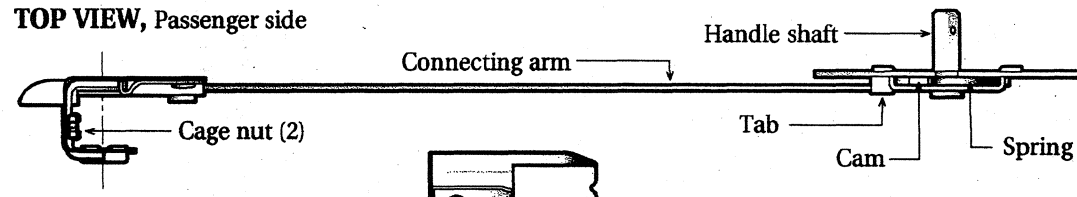


**A-191101-BR**

Left hand side, Driver side. As seen from outside the car (Also for: 400-A)

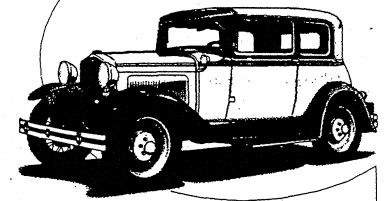


**TOP VIEW, Passenger side**



A-191101-BR

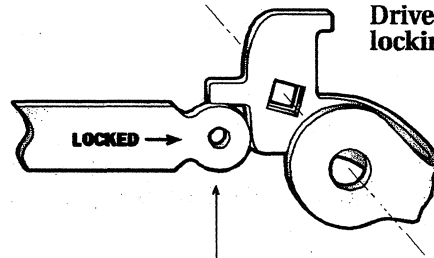
Driver side door lock (left hand side). As seen from outside the car  
(Also for: 400-A)



Passenger side non-locking cam.

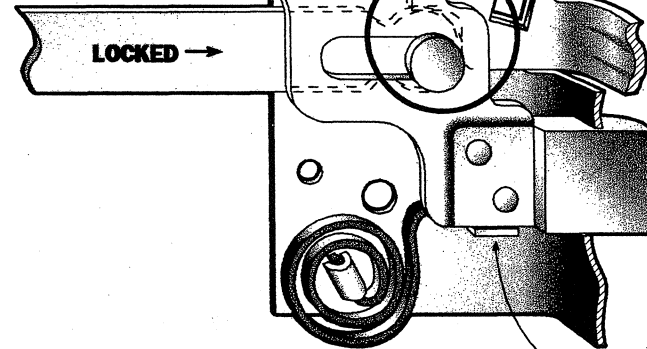
Passenger cam does not have the locking tab like the driver's side, shown in the drawing below

Driver side locking cam



When inside door handle is moved towards the rear of the door it locks the cam

Connecting arm

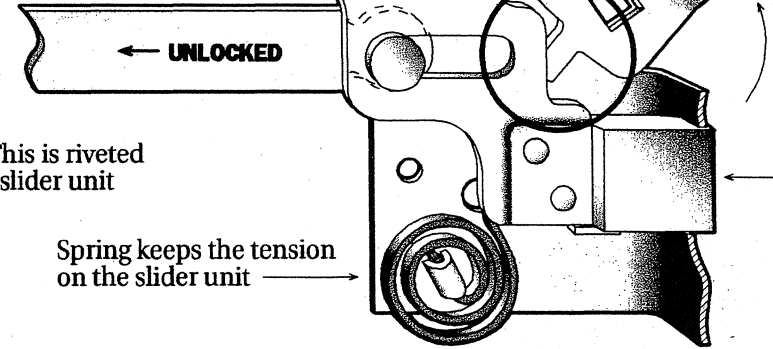


Bolt. This is riveted to the slider unit

Tab that helps the slider bolt keep aligned, punched in housing

When outside handle is turned to open the door, the cam moves the bolt in and the spring gives it the tension.

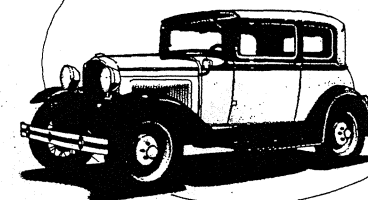
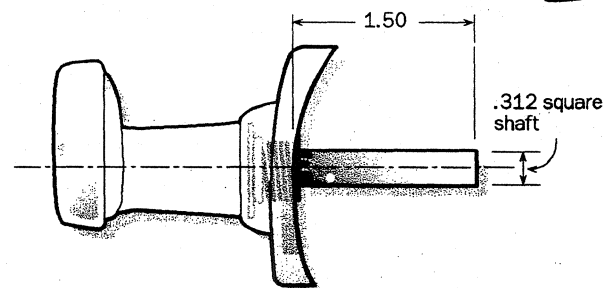
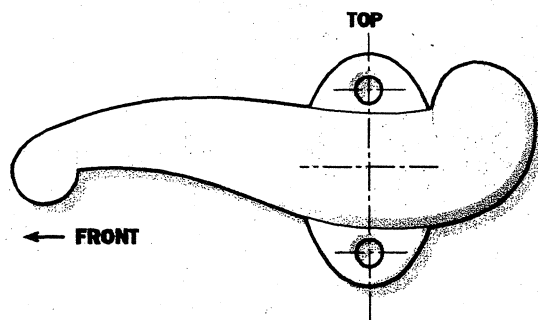
Connecting arm



Spring keeps the tension on the slider unit

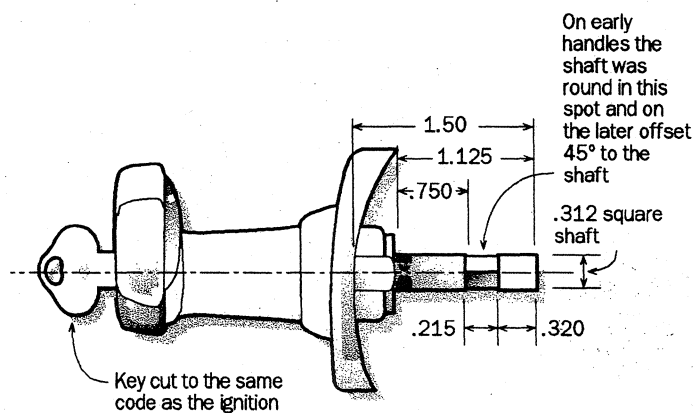
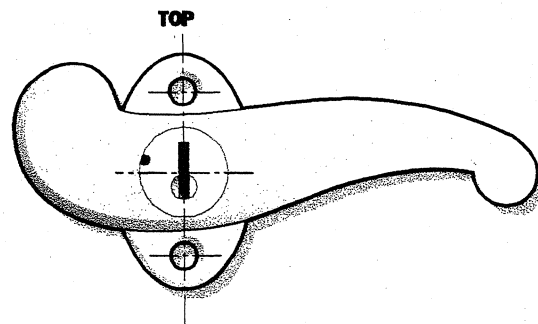
A-161206

**Left driver side outside door handle**  
(also for: 68-C, 160-A, B, C, 295-A, 400-A)



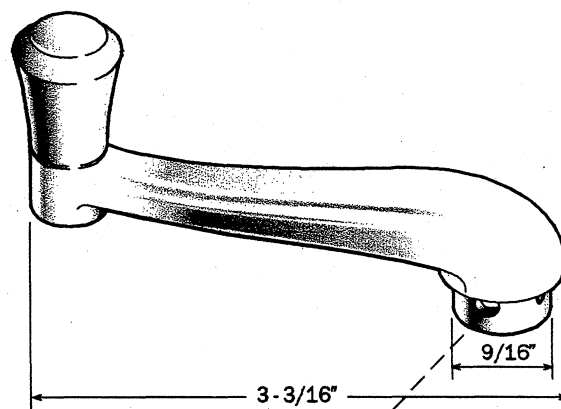
A161205

**Right passenger side outside (locking) door handle**  
(also for: 68-C, 160-A, B, C, 295-A, 400-A)

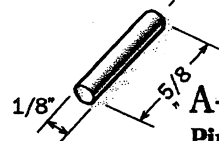
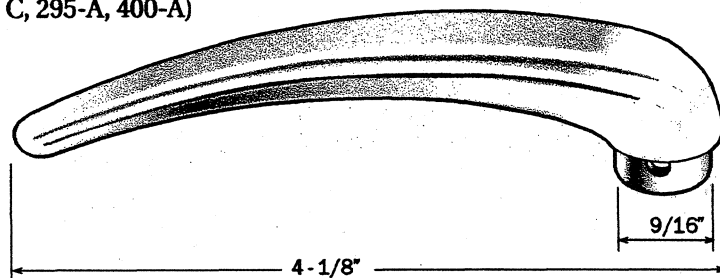


**Finish:** All inside hardware was nickel butler finished except the top part of the emergency break handle which had a bright polished finish.

**A-64280-E**  
**Window regulator handle.**  
4 needed.  
(also for: 68-B, -C, 155-C, -D, 160-B, C, 295-A, 400-A)



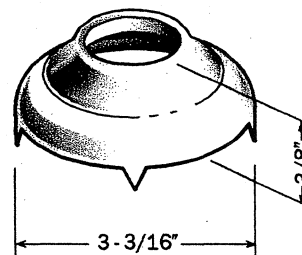
**A-61208-E**  
**Inside door handle, lock remote control.** 2 needed. (also for: 68-B, -C, 160-B, C, 295-A, 400-A)



**A-64248**  
**Pin, door inside handle to shaft.**  
6 needed.

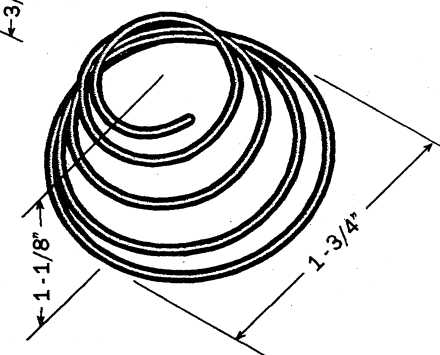
**A-64275-E**

**Escutcheon, door inside handle,** 6 needed. (also for: 68-B, -C, 160-B, C, 295-A. Replacement part number: BB-333160-A).



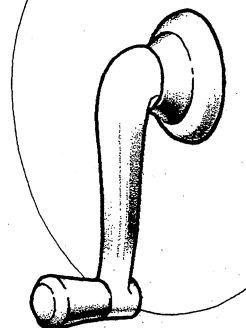
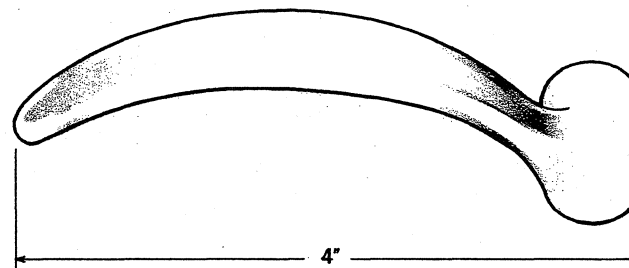
**A-64284**

**Spring, door inside handle.** 6 needed.



**A-163540**

**Seat adjustment handle (mid to late seat)**  
Also for: 55B De Luxe, 68-C, 160-A, B, C, 190-A, 400-A



# A V8 Clutch!

by Tom Endy

## Defying Henry:

Of late I have noticed that a number of my fellow club members have been installing a V8 clutch and pressure plate in their Model A Fords. I'm not sure I know why they are doing this, the clutch Henry put in my Victoria seems to work just fine. Like anything else on a Model A Ford, make a design change, and Henry will get you. This story is about some of the ways he can do that.

## Flywheel rework:

In order to install a V8 clutch disk and pressure plate the Model A flywheel must be removed and taken to a machine shop for rework. The ridge on the clutch side of the flywheel has to be machined off. This ridge is what the Model A pressure plate bolts to. When using a Model A clutch this ridge must be maintained at 1.123" distance from the clutch surface of the flywheel. When having a flywheel re-surfaced for use with a Model A clutch you should tell the machine shop person to machine the ridge as well, and hopefully end up with the 1.123" dimension restored. After the ridge has been removed for the V8 conversion a series of new holes must be drilled in the flywheel to accommodate the bolt pattern of the V8 pressure plate. It is important that after all the machining is done that you check the distance between the clutch surface and the surface where the four bolt holes are located for mounting to the crankshaft flange. You should have at least a 7/16" distance. Anything less and you risk the possibility of the heads of the mounting bolts contacting the series of springs located on the clutch disk.

## Back at the ranch:

After you have re-installed the flywheel and you are laying underneath the car resting and contemplating the next move, there is one other thing to check. Place the new V8 clutch disk on an old transmission pilot shaft and plug it into the pilot bearing in the middle of the flywheel (prudence dictates that you did install a new pilot bearing while you had the flywheel out). Check to see that the friction surface of the disk is fully contacting the clutch surface of the flywheel. Rotate the disk 360 degrees to see that there is no interference (like the springs hitting the flywheel mounting bolt heads). It is essential that while making this check that you have the clutch disk oriented in the right direction.

The disk has a "snout" sticking out from the middle on each side. The long snout goes toward the transmission, the short snout goes toward the flywheel. Here is where Henry is waiting for you. The "short" snout can be anywhere short from a 1/16" protrusion to a 3/8" protrusion. It is possible (and often likely) that the short snout will contact the outer ring of the pilot bearing and not allow the friction portion of the disk to contact the flywheel clutch surface.

## What to do:

If you ignore this condition and go ahead and install the clutch, when you engage the clutch the pressure plate will try to push the clutch disk against the flywheel. However, with the snout up against the pilot bearing it will not allow the center of the clutch disk to move forward. The force of the pressure plate will push the outer circumference of the disk in contact with the flywheel in a sort of a warp fashion. The clutch will appear to work, for a while, and then it will fail due to the constant warping action. The remedy is to grind the short snout down to even shorter. It is cast iron and grinds very easily. Grind it down so that it is below the surface of the friction material on the disk. Check it again and make sure that the friction surface of the disk nicely seats up against the clutch surface of the flywheel.

## Check it on the car:

It is best to do the checking with the flywheel installed in the car and not laying on a bench. The pilot bearing when installed flush in the flywheel, while laying on a bench, may be pushed out some amount when the flywheel is bolted up to the crankshaft flange. It depends on how much of a relief is machined into the flywheel in the area of the back side of the bearing.

## Be nice to Henry:

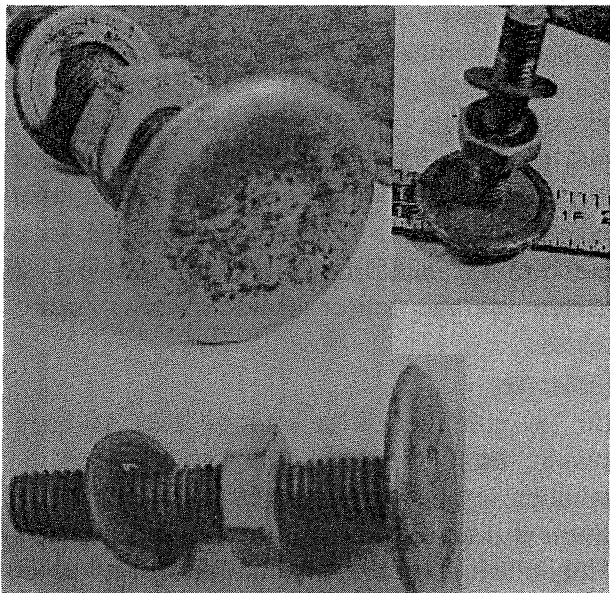
Like anything else when making changes to Henry's design, double check everything. Just because some other guy was easily able to install a V8 clutch in his Model A Ford does not guarantee that yours will automatically fit. ☺

# Bits & Pieces!

## Front seat legs:

A lengthy e-mail discussion took place between Charlie Viosca and a number of members concerning the correctness and location of a supplier of the four seat legs that are attached to the back of the two front seats.

The photo below is of an original front seat leg from Bill Clinker's original Model A Ford Victoria. The legs have never before been removed, except for this photo.



From Bill Clinker's original Victoria

A&L Parts of Canton, CT carries reproduction seat legs listed for Deluxe Phaetons and A-400s as adjustable seat rest buttons-stud-cad plated, \$7.95 each. The reproduction leg is a two piece stud and cap, steel and cad plated. The cap is not as original as it was too expensive to duplicate the original. If you are not showing your car, the legs will work fine, otherwise you will have to scrounge for some originals at swap meets. A&L's phone number is 860-693-0112. ☺

## Editor's Note!

On the later Victoria's (like my Miss Vickie), the drivers seat is on a slide and does not use the legs at the rear of the seat. Only the passenger seat uses the legs, therefore you only need two. ☺

## Front seat slides wanted:

Victoria Association member John Masters, Wichita, KS 316-942-5348, e-mail johnnym@juno.com, is looking for a set of driver seat slides and adjusters for a later Victoria.

**Editor's Note:** The MARC publication, January\February, 2002, page 56 has an ad for one such set. Contact H.L. Kriebel 910-489-1253, e-mail kriebel@erols.com. ☺

## Show condition exhaust manifold:

Victoria Association member David Valauri, 163 Charter Oak Dr., New Canaan, CT 06840, is looking for a show condition exhaust manifold for his Victoria. ☺

## Borg Warner overdrive:

A member of the Dallas Model A Ford Club is looking for a part for his Borg Warner overdrive. It is the plastic gear located inside the overdrive where the speedometer connects. He does not need the plastic gear in the speedo cable, but if you have one, it might be better to obtain both. Please contact Charlie Viosca if you are able to help. ☺

## Shock rebuilders:

There was some e-mail discussion concerning suppliers who rebuild Model A Ford shocks. Listed below are several.

Bill Bond (Victoria Association member) e-mail model1930@aol.com, 1040 Old Squaw Pass, Evergreen, CO 80439, 303-670-3283

Otto Tennant, 165 Locustdale Dr., RD-1, Jeromesville, OH 44840, 419-368-7377

Dick Watts, 5418 Startown Rd., Newton, NC 28658, 704-484-8264.

Bratton's Antique Auto also has a supplier. ☺

## Hitch em up:

Peter McDonald (a new member) e-mail pjmac@attglobal.net, had a trailer hitch company make a hitch for his Model A Victoria. The hitch attaches to the frame and is expertly done. The hitch company can duplicate the installation, as they made a template. If interested, contact Da'lan Hitch, 68 Walker Rd. Shirley, MA 01464, phone 978-425-9585. The price was not quoted. ☺

# *Distributor Techniques!*

by Tom Endy

## **Restoration:**

There are numerous articles around concerning the rebuilding of the Model A Ford distributor. Just about any of them will get you through the rebuilding process. The intent of this article is to provide some tips to help you do the job better.

## **The crack:**

The distributor housing is prone to cracking around the top bushing. This is because the material is very thin in this area. On a fully assembled distributor the crack is usually not visible. You have to remove the large shaft screw and the point cam (p\n A12210) in order to inspect for cracks. Often a crack is induced during the rebuilding process, either when pushing out the old bushing, or when pressing in the new one. If the housing is cracked, I would not use it.

## **Bushing removal:**

A bushing pusher-out'r and pusher-in'r tool can be made on a lathe from some round stock. In order to help prevent cracking of the housing at the top bushing it is my recommendation that the top bushing be pushed out from the top toward the bottom. In this manner both bushings will be pushed out the bottom. If the top bushing is extremely worn there is the possibility that the pusher tool may go down into the bushing past the machined edge of the tool. This is a definite formula for cracking the housing. If such is the case my recommendation is to split the bushing with a hack saw blade and using a pick made from grinding a common nail to a bladed point, pry the pieces of the bushing away from the wall of the housing and pick the bushing out with a pair of long nose pliers. The bottom bushing has more material around it and is not susceptible to cracking. However, if the bushing is extremely worn and there is a chance the tool will go too far into the bushing it is liable to crack the housing, it is recommended that it too be split and removed as was done to the top bushing.

## **Bushing installation:**

Both bushings should be installed from the bottom toward the top. It is important that when the housing is placed upside down on the press a spacer (with a hole in it) be placed under the housing right under the area where the top bushing seats. This will help with the "please don't crack" effort.

Before installing either bushing, chamfer the leading edge of the bushing on a grinding wheel. Lubricate the bushing and the housing with some WD-40 before proceeding. By pressing the top bushing out from the top and in from the bottom, the bushing will move in and out in a straight line as opposed to possibly being pushed at an angle. This will minimize the possibility of cracking. Installing new bushings without cracking the housing is the most difficult aspect of the rebuilding process.

## **The kit:**

Bratton's Antique Auto sells a complete rebuild kit under p\n A12350 ( \$49.95 2001 catalog). I highly recommend the use of this kit for several reasons. The first is that it is a cost saving over ordering the individual parts. The second is that the kit incorporates some nice modification features such as a cross drilled shaft and oil hole for lubricating the top bushing. I have found the kit to be of very good quality. The cam is very well machined and in tolerance. The points and condenser are also very good quality. The kit is complete in every detail for the rebuilding of a bare housing, and it includes all the proper shims, screws, nuts, and washers.

## **Clean up**

Prior to painting, it is a good idea to have the housing bead blasted. If that service is not available, a good wire wheeling will suffice. It is extremely important that the oiler valve on the side of the housing be removed and a drill bit pushed in through the hole in the housing. You might be surprised to find that the hole is completely plugged with 70 years of accumulated crud. A new oiler valve comes with Bratton's kit. The oiler can be removed by pulling the cover back and gripping it with a small pair of channel lock pliers. With a twisting motion the oiler will usually come out, and many times undamaged.

## **Painting:**

Most any kind of black enamel found in a spray can will do the job. I like the new industrial grade Rustoleum. Before painting, it is a good idea to spend some time masking off the housing. I mask off the bottom part that goes down into the engine, including the round surface and the locating pin on the bottom that sits flush against the head. The purpose is to provide a good electrical grounding. I also mask off the grooved area that the top plate rotates in by pushing a length of #16 insulated wire into the groove. This is also an area of electrical

grounding and should not be painted. The groove should be lubricated with a light coat of grease after painting. The threaded boss that the ignition cable screws into should also not be painted for reasons of electrical grounding. A 3/8 pipe thread plug obtained at a local hardware store for about 50¢ fits the threads and will mask it off. I also plug the three screw holes and the oiler hole with small pieces of paper towel so as not to get paint down into the holes.

### **Fitting the shaft:**

The new bushings, once installed, will have to be reamed to fit the new shaft. Bratton's sells the correct bushing reamer under p\n A12132R. Once the bushings have been reamed and you are satisfied that the shaft fits smoothly, it is necessary to install it such that there is little or no thrust clearance, and the shaft is not bound up due to the complete absence of thrust clearance. The assembly calls for the installation of a .015 metal shim (p\n A12180, included in the kit) at the top of the shaft, under the machined edge. A fiber shim (p\n A12194, included in the kit) is installed at the bottom of the shaft. A distributor shaft sleeve and roll pin (p\n A12195) are also included with the kit. After installing the two shims slide the sleeve on the shaft and tap the roll pin in place. You will probably discover that the shaft is bound up. Remove the roll pin and sleeve and grind or file some material off the top end of the sleeve. This will be a trial and error effort until you have removed enough material to give you a nice snug fit without binding up. Occasionally you may find a distributor housing where someone has machined either end of the shaft hole and it may become necessary to shim up the extra space with more of the .015 shims. These shims are available individually from Bratton's under p\n A12180.

### **Assembly:**

The assembly of all the other parts is fairly easy and straight forward. However, the area where most hobbyist have a problem is at the electrical connection of the wire from the lower plate to the stud on the bottom of the point assembly. It is extremely important that the routing of the wire be correct and that there is no short circuit after the assembly is complete. The Bratton's kit supplies a lower plate with the correct fine stranded wire already attached to the lower plate, and with a spade lug already attached to the other end, for connecting to the point stud. I usually add one extra part in

this area that is not provided with the kit. The part is a very thin fiber washer with a #8 hole size to fit over the point stud threads. The outer diameter is about 5/8 of an inch. These washers can be obtained at a local hardware or electronics store. The washer is installed right under the wire lug on the end of the point stud. It may be necessary to cut off a portion of one side of the circumference of the washer once it is installed. The purpose of the washer is to afford another degree of short circuit prevention. After tightening the nut on the point stud, bend the lug so that it is 90° to the plate.

### **Illustrated parts list:**

There is a complete illustrated assembly diagram in Bratton's price catalog that shows the correct order of assembly of each part of the distributor. This is a very helpful reference if you are not familiar with the assembly of a distributor.

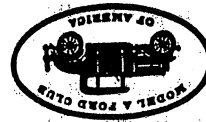
### **Testing:**

Once the distributor is fully assembled and ready for service, a simple test will determine if it is shorted out or not. Place the distributor in a vice and rotate the shaft so that the points are open. Place one probe of an ohm meter on the buss bar just inside the 3/8 pipe thread, where the ignition cable screws in. Place the other ohm meter probe on the unpainted surface of the distributor housing. The meter should read open. If it doesn't, it means there is a short somewhere, probably at the point stud where the wire from the lower plate attaches. Locate and correct the short before proceeding. Next rotate the shaft until the points are closed and check it again. The meter should read continuity. Set the points at .020, put a little cam grease on the cam, and you are in business.

### **100 miles later:**

Check the point gap after about 100 miles of service. You may find that the points have closed up and are no longer set at .020. You will have to reset them back to .020. The reason the points closed up is because on a new set of points the fiber rubbing block has a tendency to wear down some until a glaze is built up on it. After that the wear factor is reduced. For optimum performance you should clean and reset the points at 1000 mile intervals. ☺

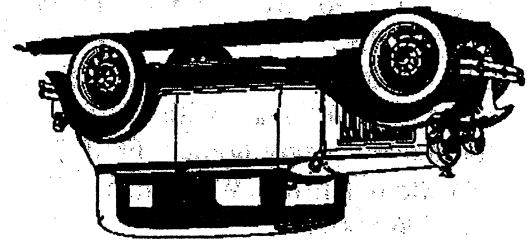
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*International Model A Ford  
Victoria Association*



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.