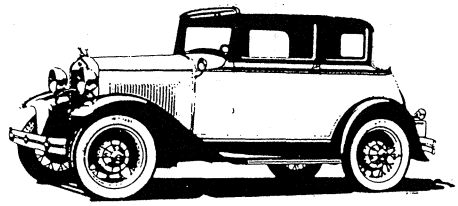
Victoria Association



Vol. 7 No. 1 **NEWSLETTER** January 1992

DUES ITEM

I must apologize for not including the amount of the dues in the last newsletter. It is $12 and I hope to keep it at that for as long as possible. So far, prices have not gone up and as long as they remain the same, $12 does the newsletter and postage.

PART 2 OIL ARTICLE

Enclosed in this newsletter is part two of the **OIL ARTICLE** by Bob Rentz of Albuquerque, NM. I hope you enjoyed part one and what the article has to tell you. I know part two has more good information in it.

'92 NATIONAL CONVENTION RAFFLE

The '92 MAFCA National Convention has a complete engine they are raffling off. This engine is back to standard, modern valves, and is complete with accessories and transmission. It is running and all you will have to do is install it and drive away. It will be delivered to the lucky winner, anywhere in the lower 48 States. Tickets are $1.00 each or 6 for $5.00.

Besides the engine, we are raffling a Queen size Quilt, a 18" X 24" Model A water color painting and a hand knitted wool cardigan sweater. Tickets for these items are also $1.00 each or 6 for $5.00. When ordering, please state which item you want tickets for.

You may order these from Charlie Viosca, 68 Windjammer, Frisco, Texas 75034.

John Brutcher wrote to ask what was the proper way to install the rear window glass in a Leatherback. Since I do not have a Leatherback, I asked several members to answer him and copy to me so I could pass it on to you.

Archie Jackson was one that answered and here is what he has to say.

I quote Archie, "I installed my rear window by using a very thin window rubber channel (as was my original) which my records show was bought from Antique Auto Parts, 13 East Garvey Ave., Rosemead, California 91770 (213) 288-3193 or 3131".

So, there you have it. Install your rear window glass with a thin rubber window channel.

Thanks Archie.

ORIGINAL LEATHERBACK TOP MATERIAL

Several members have written to say that they remember that the original material was black. I find that most people that say this are quoting from memory of what they remember seeing many years ago.

All I can say about this is that there is no indication that this information is correct. I have several good samples of original Leatherback material and all of it is the same. None is black with the exception of old rotted material that has aged to a black color. However, where it was protected, it is not black.

I would like to say, again, that none of the material on the market today, is anything like the original.

You are on your own to get material that you like. You should look for a good dark tan material. Brown is too dark and beige is too light. Something in-between would come closer.

A neighbor of mine is in the material business and I spoke with him about the material used on inside items versus material used on cars, outside, and he tells me that it is definitely different material, both the backing material as well as the Vinal itself. He feels though, that since the Model A's are stored inside, the inside Vinal will probably be fine. He suggests that you try Automotive trim shops for a top material that you like.

ANTIQUE AUTO MUSEUM

If ever you are near Galena, ILlinois, you should stop and see Archie Jackson's Grant Hills Antique Auto Museum. If you want to spend the night, you can stay at his Grant Hills Motel. If you want to write for directions of information write to Archie Jackson, Rt. 20 East, Galena, IL. 61036 (815) 777-2115 or 777-2117 or the Motel at 777-2116. Archie is a Victoria Association member.

MAFCA OVERDRIVE RAFFLE

MAFCA is raffling an overdrive that has been donated to them by Dan Ryan. This is a new overdrive with all mechanical control. It has been run in the Great Race with no problems reported. The Victoria Association has received 100 of these tickets from MAFCA for us to sell. The Victoria Association gets to keep $25 for it's treasury if we sell all 100 tickets. So, if any of you want to buy some of these tickets, please let me know. Price per ticket is $1.00 and you can buy as many as you wish.

Order from Charlie Viosca, 68 Windjammer, Frisco, Texas 75034.

"T" SHIRTS

I have received several requests for "T" shirts I mentioned in the last newsletter. I am in the process of getting prices. I should have more definite information by the next newsletter.

WINDSHIELD WIPER MOTOR

Bruce Midlane wrote to tell me how he fixed his right hand park to a left hand park windshield wiper motor.

From Bruce: "My Victoria came with a wiper that parked on the right and was upside down & backwards. Another wiper I had was configured with the hose and control on the right and by swapping the base and inverting it, corrected things. So it is possible to mix and match until the right combo is found. The paddle and shaft were retained".

Thanks for the information Bruce.

Refer to the April '91 newsletter page 8 for a picture of the correct Victoria windshield wiper motor and mounting.

Bruce was the person that sent me a photo of his car with the center stop light on it. This is where I got the idea from. It is a great idea Bruce and I sure recommend it to those of you that drive your car whether it be in the day or night. A Model A stop light is hard to see and follow one at night and see how hard the car is to see especially when there is only one left side light.

NAME ON MATERIAL

I have previously asked that members sending in articles, photos and drawings, to please print your name on all of these items. I receive the items and place them in my file to be used in the newsletters. By the time I get to assembling the newsletters, the material gets separated and I do not know who sent it in. So once again, please put your name on things you send in, not just on the accompanying letter.

WOOD GRAINING THE VICTORIA

I had a question about what is wood grained finish in the Victoria. Here is a list:

Door window frames, quarter window frames, rear window frame, door and quarter window garnish molding, header upholstery molding, dash rail and the two windshield pillars.

VICTORIA PAINT QUESTIONS

Here are threee questions asked by members, pertaining to Victoria paint.

Are the Reveals painted on the Victoria? Can they be painted or not?

Is the rear skirt, between the rear fenders, painted black or lower body color?

Is the lower body molding (sill moulding) striped or not?

The answers are in the new MAFCA Paint book. I have just received my copy and here is what the paint book says about the three questions.

The rear skirt on the Victoria is painted **BLACK**

The Reveals and lower sill moulding is a little complicated as it is not consistent with all colors so let me quote for each color.

PAINT COLORS

Lower body and Reveals:

Brewster Green
Ford Maroon
Kewanee Green
Chicle Drab (2)
Black

Upper Body, Belt Moulding & Sill Moulding for the above are:

Brewster Green - Black
Ford Maroon - Black - (1)
Kewanee Green-Elkpoint Green
Chicle Drab - Copra Drab (2)
Black - Black

(1) - Sill moulding is lower body color.

(2) - Reveals are upper body color.

Pin Stripe:

FOR	USE
Brewster Green	- Apple Green
Ford Maroon	- Vermillion
Kewanee Green	- Apple Green
Chicle Drab	- Straw (3)
Black	- Black

(3) Tacoma Cream Pinstripe beginning July 1931.

So it seems that now the Reveals are painted lower body color with the exception of Chicle Drab.

The lower sill moulding is upper body color with the exception of Ford Maroon (it stays Ford Maroon).

As you can see, the pin striping for Chicle Drab is Straw until July 1931 at which time it changed to Tacoma Cream.

About the rear wheel wells: The rear wheel wells were painted body color in 1928. At the beginning of June 1928, Ford specifired that this area be painted with chassis Black pyroxylin (lacquer), whickh was a satin Black finish. This was the final step following the body being trimmed. On rare occasions this step was omitted, as follows. On vehicles with a dark painted sill moulding over the rear fenders, the well area would be left the same color. On vehicles with no sill moulding and a dark body color the well area would be body color.

Regarding **PINSTRIPING** the Victoria, it is as previously written about in past newsletters. However, now we have the width of the stripe as 1/16". The measurement from the windshield post front is 3/8" and carries this measurement all around.

FLOOR PANS in the Victoria can be painted either Black enamel or body color.

I would recommend that all of you that plan to paint your Victoria, get a copy of this new and valuable book. Besides having the correct paint color chips, there is much valuable information on painting etc. For those of you that do not care to spend $18.00 plus $3.00 postage.

MAFCA, 215 S. Cypress, La Habra, CA. 90631.

SEAT PATTERNS

For those of you that want to make your early front seat bottom wood, I would like to repeat that I have patterns for this wood. I want to impress on you not to use cheap outside plywood for this purpose. Use only full 3/4 **OAK plywood. If not, I promise you**

will have to make them over as they will break as soon as you lean back. This has been mentioned in past newsletters. I think it is worth repeating for the new members.

Also, I have the rear seat back drawing including dimensions. If you need this, let me know and I'll lend it to you.

COW TOWN A ARTICLE ON WINTER ELECTRICAL TROUBLES

This newsletter has an article copied from the Forth Worth Cow Town A newsletter. This was taken from the Model A Ford Service Bulletins.

It contains very good information and I hope you enjoy the contents.

LEATHERBACK VICTORIA

Last may, I received a letter from Mr. Don Ross and I am printing it in this newsletter. Please read it as it contains valuable Leatherback information.

We have information on 112 Leatherback Victoria's and 91 Steelback Victoria's.

Of this number of Leatherback's, I find that 8 have listed indented firewall's on their Victoria's. Of these 8, 1 is a Canadian car, and 7 U.S. made cars. 1 is Jan. 31, 2 Feb. 31, 3 are Oct. 30 with 1 no date.

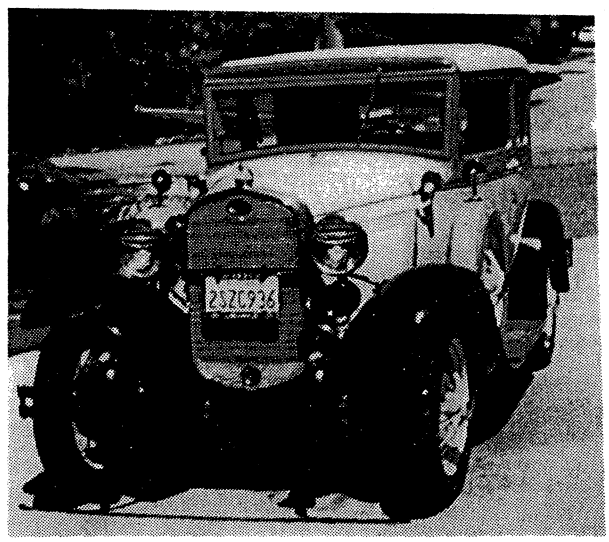
There has to be something wrong as the indented firewall didn't come out this early. We have no way of knowing unless we knew for certain that the engine numbers are correct or else we have the frame numbers.

About five of the Leatherback Victoria's list sliding seats for the drivers side.

After reading Don Ross' letter, you can draw your conclusions about the above mentioned Victoria's.

Besides the letter, I am enclosing a drawing of the early seat frame.

THESE TWO PHOTOS ARE THE BEFORE AND AFTER SHOTS OF JUD PALMER'S VICTORIA. OBVIOUSLY, IT WAS A BIG JOB FROM A BASKET CASE BUT AS YOU CAN SEE, HE DID A GREAT JOB OF RESTORING IT.



MEMBER'S ADVERTISEMENTS

FOR SALE * * FOR SALE

1931 Ford Victoria older restoration but very nice. All original straight body parts used. $16,000.
David Amole, Reading, PA. 215-372-0111.

FOR SALE * * FOR SALE

Victoria rear seat catch FEMALE. This is an original. $20.00, Charlie Viosca, 68 Windjammer, Frisco, Texas 75034. (214) 625-2922.

WANTED * WANTED**

For Victoria rear seat MALE seat catch, Backing Strips and Rain Gutters, and Pop-out switch. Winfred Taylor, 5204 Simmons Dr., Lumberton, NC. 28358 (919) 739-7350.

WANTED * WANTED**

Metal Spare Tire Cover Part NO. A1395E or C. Richard Punchard, 8600 Queen Ave. South, Bloomington, MN. 55431 (612) 888-1079.

WANTED * * WANTED

1 - Both front seats, including hardware.

2 - Inside door handles and cranks.

3 - Cowl lights.

4 - Complete Interior.

5 - Dash rail.

6 - ¼ Window molding, R.H.

7 - Door latch mechanism.

Walter Peters, 9995 Sunnyview N.E., Salem, OR. 97301, (503) 399-7931.

FOR SALE * FOR SALE

1931 Victoria Steelback completely restored close to standard but the color is Washington Blue upper and Riviera Blue lower with Tacoma Cream wheels and stripe. Le Baron Bonney interior. Engine overhauled and balanced by Richard Fallucca, Skokie, IL. 36 clutch and pressure plate. Has been driven to Indy and one overniter since restoration. H.S. gear 11:36 3:27 - 1. With the high speed gear and balanced engine she is a good road car. $18,000. Carlton E. Bauman, 1337 Cavanagh St., Kentwood, MI. 49508 (616) 455-9326.

WANTED * * WANTED

Windshield header to top bow rail. I need the left and right brackets. Somehow these got lost. Can you help? I also need the male rear seat catch.
Contact: Charles McKeown, Rt. 1, Box BB 105, Oakley, CA. 94561. (510) 754-1555.

Wanted right and left rear fenders for my Victoria Greg O'Leary 3040 Alliance Rd. Arcata, CA 95521

Dear Charlie.

I am one of the members of the Victoria Association and I look forward to the newsletter. Keep up the good work. I appreciate the time and effort that you put into the newsletter and I know other Vicky owners who feel the same way.

I recently installed the top to my '31 Murray "leatherback" (OK-so its really pyroxylin) and hope to have the car completed for my son's Senior Prom because I promised that he could use it for the Prom when he was 10! After seeing the Ford Service Bulletin instructions in the Oct. 1990 newsletter, I decided to write you a letter about my experiences and perhaps help some other "leatherback" owner who is facing a new top installation.

Originally, this summer, I started to install an old, but unused (1977) LeBaron Bonney (LBB) kit which had a naugahyde material. I attempted to follow the Ford Service Bulletin instructions because LBB doesn't have their own, but through inexperience and mistakes mainly, but also because of the confusing instructions, I ruined the top.

After some debate with friends and an astronomical quote from a local upholstery shop, I decided to try again. I called LBB and ordered another top kit(which was in stock!) and received it after two days. I then called Doug Belinsky at LBB who installs the Vicky tops for LBB and asked for his advice. He was very helpful and encouraging, and was willing to give me as much time as I needed on the telephone. LBB and Doug Belinsky have my thanks.

According to Doug, The Ford Service Bulletin instructions should not be followed exactly. He thinks that Ford may have subcontracted this job to an outside upholsteror who did a poor job. I agree.

Some areas of difference and disagreement are:

1. The Ford Bulletin recommends that the top be cut at the corner of the back curtain as the fourth step of installation. As many of us know, that cut is critical. LBB recommended that the rear curtain be pin-tacked down, and that the entire top be fitted as wrinkle-free as possible, and then pin-tacked before any cutting or slitting. I followed the Ford instructions the first time and discovered that the slit in the top material allowed the top to move so far that the tack groove was not covered by the top material.

On my second attempt, I followed the LBB instructions and pulled the top into shape, removing most of the wrinkles before I cut the slit. While the top was not perfectly wrinkle-free before I cut the slit, it was close enough so the top did not shift to expose the tack groove.

Incidentally, I performed this on a hot day with several friends to help pull and hold the top. LBB warned me not to

pull too tightly as the top material will permanently stretch and then never fit right. My friends held the top front while I pushed the material and wrinkles to the front, sides, and bottom with my hands.

2. The Ford Bulletin shows the men pin-tacking the front corners of the top after all the wrinkles are pulled out. Perhaps with a new Victoria in 1931, with sheet metal that hasn't been distorted and rusted like mine, these directions make sense. LBB suggested that the entire back curtain area be pin-tacked before I started pulling out wrinkles to the front. I also used C-clamps with wood blocks at the top front to hold the material to avoid putting holes in the top fabric and also to avoid ripping the fabric around the tack hole while pulling out wrinkles at the rear.

3. The Ford Bulletin shows in Fig. 1050 that the cotton padding should only cover the chicken-wire and the rear window sheet metal panels. LBB said to cover everything except the tacking grooves. I followed LBB and the padding seemed to compensate for irregularities and bumps in the sheet metal, including welded rips and tears of the metal above the door posts. I used three layers of padding over the chicken wire and two layers over everything else.

4. Ford suggested pre-positioning tacks for the binding to avoid striking the heads of tacks holding the top material. I believe Ford (really Murray) originally used hardened tacks which would perforate the sheet metal. My Victoria has many tack holes which "missed" the openings along the tacking grooves. My tacks aren't hardened(and I m not sure they are still available) so I marked with chalk almost all of the tack openings around the car for the top and the bindings, especially in corners where the tacks must be closely positioned. This saved my temper and the paint. Also LBB strongly recommended plated or stainless tacks to avoid rust and staining of the top from bleed-through.

5. Fig. 1068 indicates that the bindings must be crowded at the lower window for a smooth application. The LBB-supplied binding was so flexible that following the Ford directions actually caused the binding to wrinkle. Not crowding the binding worked for a smooth appearance. I suggest you experiment before crowding the binding to see what will actually happen.

6. The Bulletin suggests filing and sanding the front molding(Fig. 1074). LBB suggested filling the mold seam with liquid aluminium or equivalent, sanding and painting the entire molding. I followed LBB advice and it looks better and may be more weather resistant.

7. The Bulletin recommends a "sealing fluid" to weather proof the front and rear upper bindings. Beware of the 3M product supplied with the LBB kit as it drys to a shiny and sticky line. I Believe many restorers don't bother with this step because of the unsightly appearance, but I used the 3M sealant and a clear silicone caulk because the

ravages of rust were obvious from the old sheet metal. The "leatherback" had literally dozens of tack holes to leak water into the cotton padding in the first rainstorm.

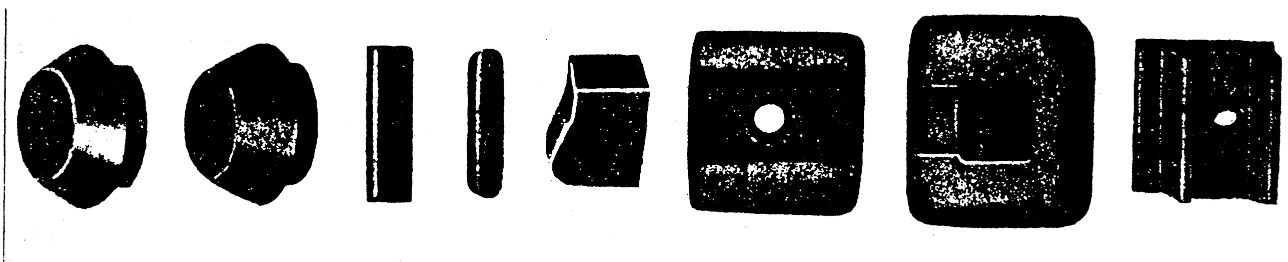
LBB warns customers that the top material is not a duplicate of the original. LBB and other restorers told me to use a hair dryer as the last step to remove small wrinkles. The top material will contract somewhat after being heated, but I'm looking forward to a clear winter day to have the sun heat the top and then see if it pulls tighter when night comes.

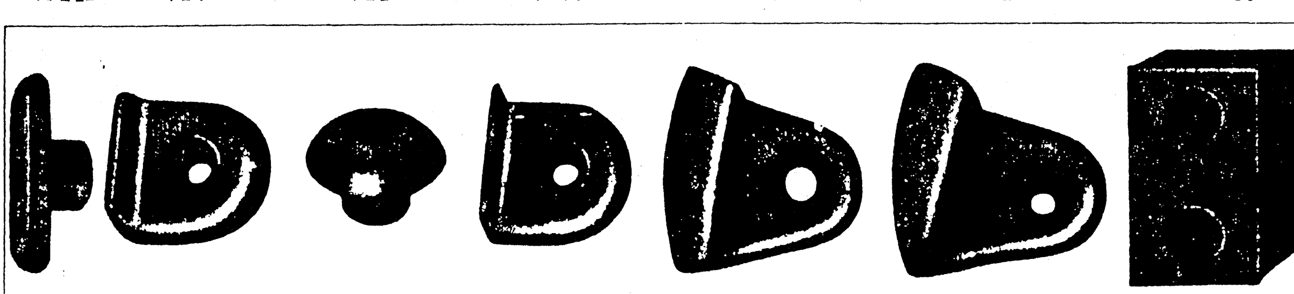
Sorry that this took so long, but my top is now installed and while not a "professional" job, it looks nice for a Victoria which I intend to drive. I hope these points can help someone else faced with the chore of a new top installation.

Charlie, feel free to edit, chop, change or delete any or all of this letter. Perhaps we'll meet at some car meet. Until then, thanks for your hard work on behalf of the hobby.

Sincerely, — George

16 FORD RUBBER DOOR BUMPERS





B-16379
Bumper (door) on front hinge pillar—35-A, B, 40-A, B, 76-A, B, 180-A (B410 rear door)

A-35587-R
Bumper (door) lower—35-A, 40-A, 76-A

A-35589-BR
Bumper (door) upper—on hinge pillar—35-A, B, 40-A, B, 76-A, B, 180-A

A-35591
Bumper (door) lower—35-A, B, 40-A, B, 76-A, B (130-A rear door)

A-35595
Bumper (front door) upper—R. H. on lock pillar 35-B, 40-B, 76-B (L. H. is A35596)

A-36364-R •
Bumper (rear door) R. H.—on lock pillar 35-B (L. H. is A36365-R)

B-41484
Bumper (deck door) lower—40-A, B, 45-A, B, 49-A, 50-A, B, 68-A, B, C, B-40, B-45, B-50, B-68, all with rumble seat

B-41518-A •
Bumper (deck door) short—40-A, B, 45-A, B, 49-A, 50-A, B, 54-A, 68-A, B, C, B-40, B-45, B-50, B-68, B-520, 40-710, 720, 740, 760, 770

B-41518-B
Bumper (deck door) long—40-A, B, 45-A, B, 49-A, 50-A, B, 54-A, 68-A, B, C, B-40, B-45, B-50, B-68, B-520, 40-710, 720, 740, 760, 770

B-45830
Bumper (door glass) 190-A, 270-A, 275-A, 280-A, 300-A, 400-A, B-45, B-50, B-55, B-160, B-190, B-400, B-410, B-520, 40-700, 720, 730, 740, 770, 46-810, 820, 850, BB-85, BB-210, 48-700, 720, 730, 770, 780, 50-810, 51-920, 67 810, 68-720, 770

B-46044
Bumper (door glass) Inner—190-A, 400-A, B-45, B-50, B-55, B-160, B-190, B-400, B-520

A-46425-B
Rubber (door dovetail) 45-B, 50-B, 55-B, 82-B, 130-B

A-46455-B
Bumper (door) lower—long—45-A, B, 49-A, 50-A, B, 54-A, 55-A, B, 82-B, 130-A, B, 135-A

A-46459-A
Bumper (door) upper—45-A, B, 49-A, 50-A, B, 54-A, 82-B, 130-A, B, 135-A

B-46570
Cushion (window glass) (1" x 1⅛") 45-A, B, 49-A, 50-A, B, 54-A, 55-A, B, 68-C, 79-A, B, 82-A, B, 85-A, B, 130-A, B, 135-A, 210-A, 225-A, 300-A, 400-A, 160-A, B, C, 190-A, 400-A, B-45, B-50, B-55, B-68, B-82, 155-A, B, C, D, B-160, 165-A, B, C, D, 170-B, B-190, B-400, B-520, BB-210, BB-300, 46-810, 68-780

Information from Bill Bond.

1) - Lets talk about seats:

I've been talking with Don Ross about early seats. He has graciously given me good information on the two front seats. Please see the accompanying drawing in this newsletter.

Unfortunately, I did not get original seats with my Victoria. I did get the correct measurements for my early seats from Don Ross. I have been looking for the correct seats for years with no luck. With Don's help, I made my own proper seats from a pair of tudor seat frames I easily found. I had to remove the lower cross brace and replace with a brace/tack strip as shown in the drawing. The backs were not tall enough so I cut the side and put in the proper length 1 1/8 inch iron strap. They were not wide enough so I did the same with the top middle of the upper frame. The legs need to have a threaded nut welded into the inside of the middle hole to accommodate the rear post rests. It is a good idea to fit the springs to the frames as you go. I bought excellent springs from Snyders. Le Baron Bonney has them also. The frames are to be painted, but I'm not sure what color. (Paint them Black - editor). If someone has an original, it would be good to know. Mr. Ross was good enough to supply me with templates for cutting out the seat base boards (for the early seats). Editors note: I have these patterns, let me know if you need them).

2) - Lets talk about the leatherback top:

This is for you leatherback members out there who are going to put a top on your car. I used the material from Bill Sturm. Charlie says this is the closest to the original in grain and color. Editors note, (It is not a good comparison to the original but it is the best we know of to date). I have heard that it cannot be put on a Victoria as it has no stretch. Well, I put it on mine and it looks great. This material stretches width wise not length wise. Keep that in mind. Also keep in mind this is upholstery material and not top material, so if it is going to be outside a lot it may not last as long, but I think it will if you take proper care of it with wax and all. OK now here's how I did mine. I found out that the only place there is cotton padding is in the opening in the top, and sometimes around the back window. With that in mind, I sanded and straightened the top above the belt rail just like I would the body because the contours show through the material. I painted the top above the rail white to reflect the heat and protect the material. Next, I put in the chicken wire as tight as possible. You will need a friend to help get it tight. Next, I went to a fabric store and bought canvas and put it in the opening. Next, I sprayed the canvas with glue and pressed aluminum foil in the opening area

shiny side up to reflect more sun. More spray glue and spread cotton over the aluminum and then shape the cotton to the contour leaving it an inch high at the edges. I had an upholsterer sew the top. He followed the step by step instructions of the service bulletin in the newsletter Volume 5, number 4, October 1990. Do this installation in the sun. It is better than a heat gun for stretch. Lightly dampen the inside of the top for stretch and shrink in the right places. I tacked the top around the edges and let it set a week then pulled some of the tacks and pulled a little tighter and then put on bead, rain gutter and front bead. Don't put tacks all the way down at first. I also clear siliconed the inside seams before putting on and siliconed other places water might get in.

3) - Lets talk about rain gutters: (Drip rail).

If you have the old one, that's great. Remove the original by removing two wood screws at both ends. Start at the front and carefully, gently work the bottom loose with a screw driver and then a putty knife, working to the rear at the bottom until the rail comes off. Next, I used a large Dremel type grinder to grind the heads off the nails holding the inner strip. DO NOT BEND THIS STRIP. After the strip and top is off you can pull the nails with a wire cutter. Install it again using the service bulletin (Vol. 5, #4, Oct. 1990). I did not get gutters on mine so I bought some originals off a tudor Model A Sedan. You have to add two inches to the rear curve to match the Victoria gutter. You can cut a curved piece from another gutter and weld it on. Reassemble using the instructions in the same service bulletin previously mentioned. I used a 2 X 10 board to cut the proper curved groove with my router as a template for welding. It comes out perfect, so when you're at a show the judge can put his magnet on it and he will never know.

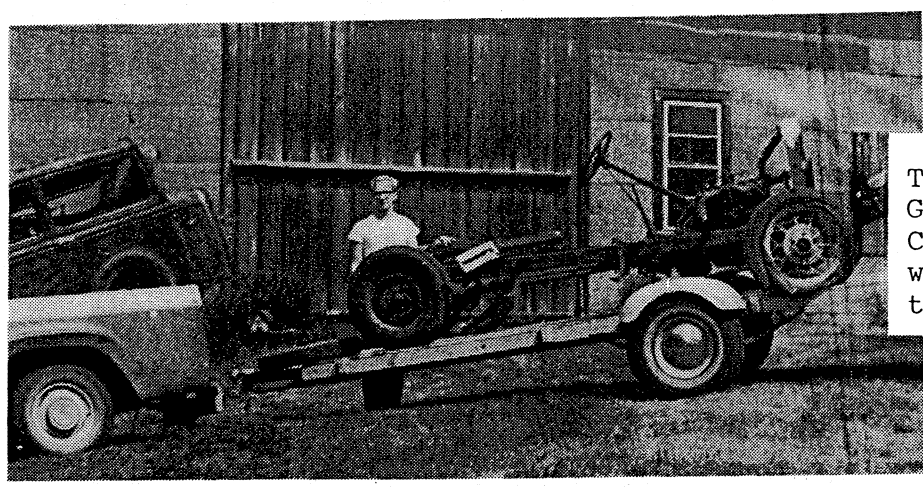
(Editors note: Jud Palmer of Orange, CA. has the forms for the rain gutters. Anyone that needs them, contact him).

4) - Lets talk about the back glass:

I cannot or should say I have not found out if the back window on a leatherback is in a rubber channel or not, so here's what I did. (Editors note, see Archie Jackson's note which mentions this, also in this newsletter). I went to my local windshield installer and got scraps of their sealer they use. It is black and sticky. It comes in a roll with paper separating it. It is about $\frac{1}{4}$ inch in diameter and can be molded. I pressed it in the rear window wood frame and set the glass in it. Press it in until you can see a seal all the way around. Put the rear (metal) frame in to hold it and go outside and carefully trim off the excess. Leave the frame in until you put in the upholstery. It will stick by then and it will be waterproof.

Well Charlie does this help? Sincerely, Bill Bond

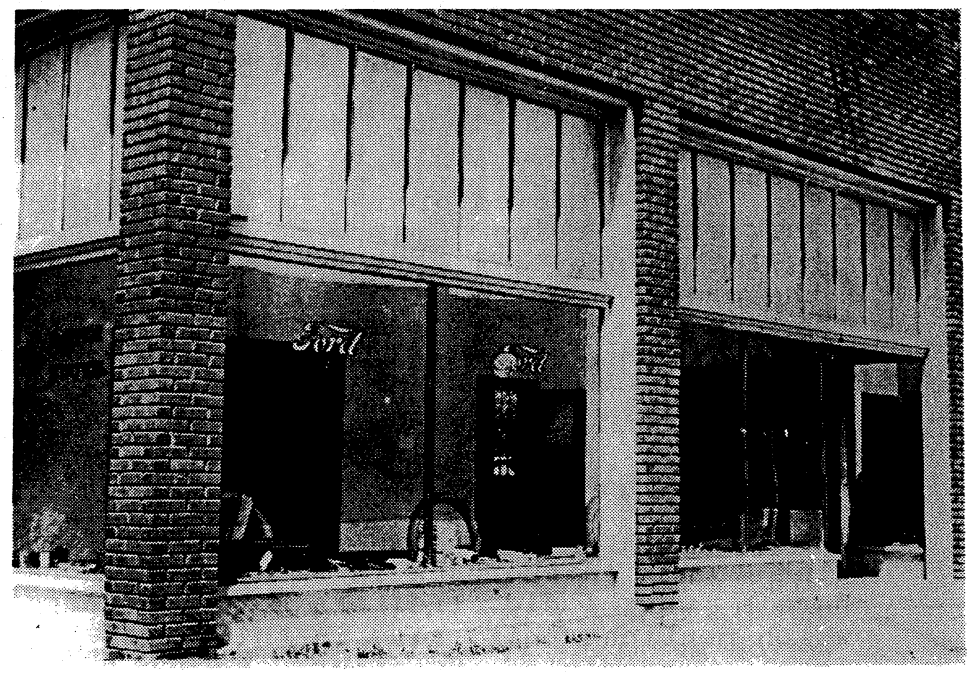
You bet, Bill,this is a big help. Thanks for taking the time to write this information for the other Victoria Leatherback members. I'm sure it will help some of them in the future.

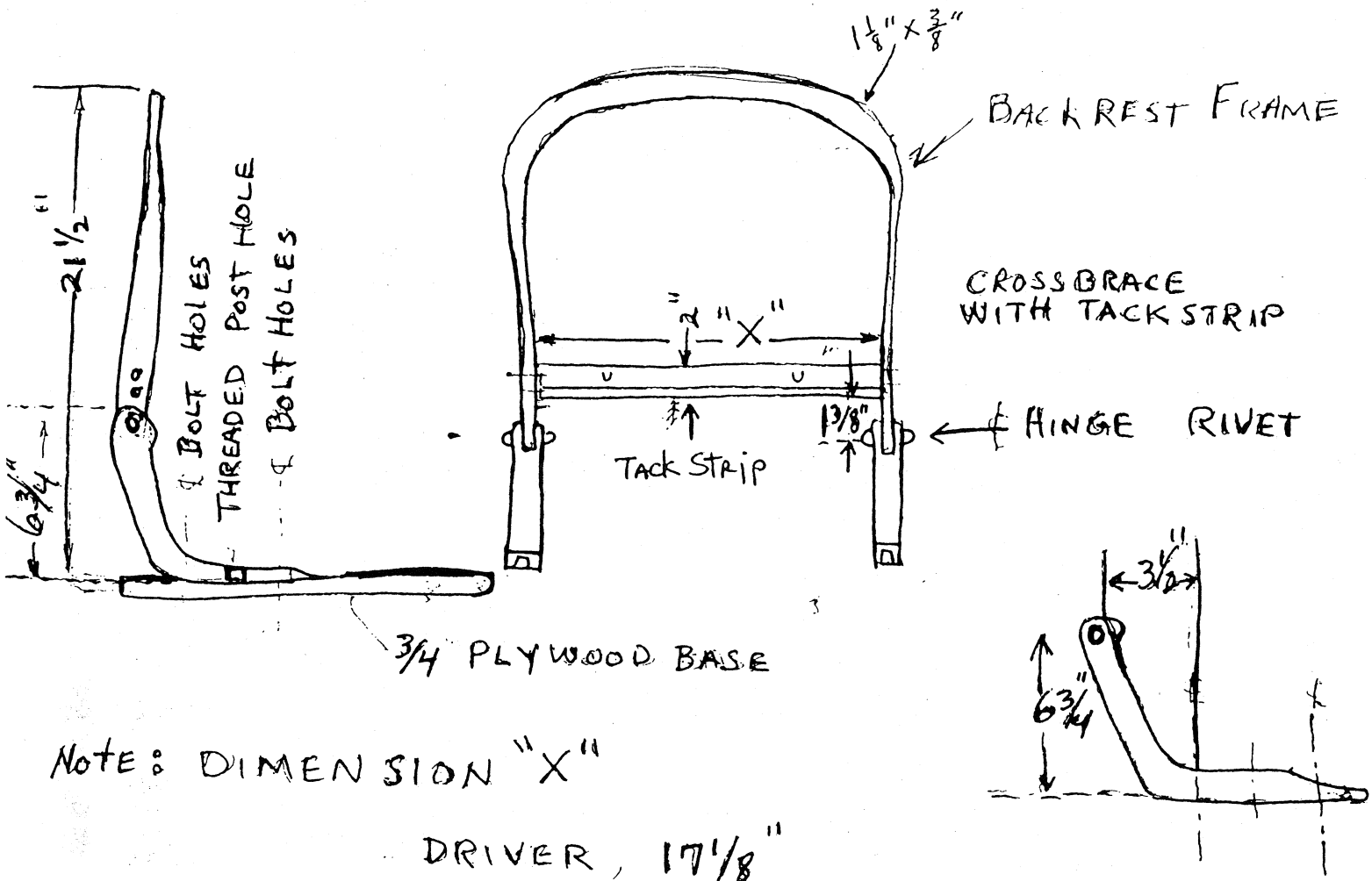


This Victoria is owned by Gordon Nelson of Chisago City, MN. Looks like he will spend many hours on this restoration.

This is a photo of my Uncle, Richard Staigg's Ford agency in PleasantHill, Missouri. I located this photo with the help of Warren McWilliams, of Harrisonville, Mo. I remember visiting this place in the Model A Days.

Charlie Viosca

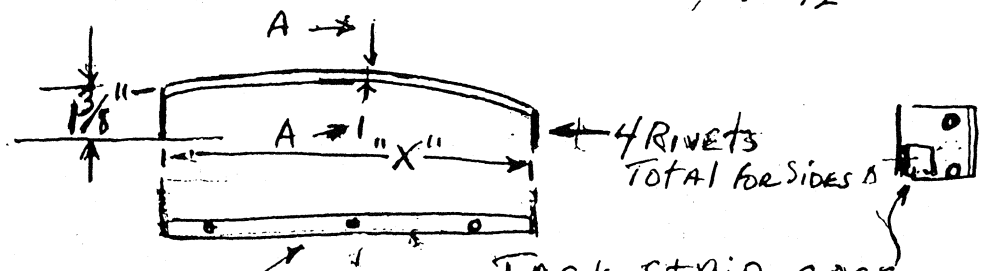




NOTE: DIMENSION "X"

DRIVER, 17 1/8"

PASSENGER, 15 1/2"



TACK STRIP METAL CASE (FORD FILL) FILLED WITH TIGHTLY PACKED HEAVY PAPER — ROSS USES A MIXTURE OF SAWDUST/WOODGLU

BACK-REST SPRING S SUPPORTED IN OSITION BY TACK STRIP ASE.

TACK STRIP CASE HELD TO CROSS BRACE WITH 3 RIVETS

CROSS BRACE, 0.065" SHEET STEEL

CROSS BRACE BOWED 1 3/8" ALONG DIMENSION "X" BOTH SEATS

THIS DRAWING BY BILL BOND

OIL & LUBRICATION

–AN ANSWER TO THE "OIL QUESTION"–

PART TWO

by Bob Rentz, Albuquerque, NM

DETERGENT VS NON-DETERGENT

Since detergent versus non-detergent is a prime discussion topic, let's look at it a little more in some detail. To elaborate on this, the Mobil Oil Corp. provided a bulletin on this subject revealing the results of work of the Mobil Laboratories and other investigators of the subject. Here's some of what they found.

"Reasonable proof that detergent oils prevent or retard deposits, rather than remove them, is furnished by experiment and observation. The Mobil Laboratories have deliberately run engines under accelerated fouling conditions with non-detergent oils, causing heavy deposits to be laid down. These engines, when subsequently operated with effective detergent oils, without prior deposit removal, exhibited no pronounced or sudden removal of deposits. Rather, periodic inspection revealed only a gradual removal of deposits, principally from the areas subjected to rubbing action. Only one logical explanation is possible. The detergent ability of the heavy duty oil reduced the rate of new deposit formation to a very low level, while the mechanical abrasion due to rubbing and hydraulic impingement slowly wore away the existing deposits. The phenomenon was not apparent, or only slightly so, on the 'quiet' or inactive areas prone to sludge accumulations. On the other hand, the improvement in pistons, rings and cylinder walls, the areas subject to abrasion, was measurable and significantly greater.

"When detergent oils were first introduced, the universal lack of knowledge concerning the actual mechanism of detergency led oil marketers generally to warn against the possibility of sudden and heavy removal of accumulated deposits. It was feared that the freed deposits would load oil pump strainers and oil lines, thereby leading to engine failure from lack of lubrication. It is unfortunate that these fears have persisted, because they have proved to be absolutely without foundation.

"The detergents used in lubricating oils only prevent the formation and deposition of harmful deposits in an engine. Rapid and pronounced deposit removal, and the possibility of trouble originating from that occurence, does not happen. Detergency, is thus a preventive, or delaying, action which promotes engine cleanliness by retarding or even eliminating the formation of harmful deposits."

If you are reluctant to make a sudden switch to a detergent type of oil, possibly you would consider alternative procedures. Probably the best alternative to complete overhaul would be to remove the head, pan and valve cover to flush and clean the most accessible parts. Another method is to use a 50-50 mixture of diesel fuel with your oil, run engine at idle speed only for 15-30 minutes, and drain. If the first drain is black and dirty, do the same a second or third time until clean. A third alternative would be to add a quart of detergent oil with each oil change until 100% detergent is achieved. Regardless of the method used, the goal should be to remove all sludge and carbon deposits and prevent their build-up, particularly in small oil ports and tubes where oil distribution controls lubrication.

OIL VS BABBITT

To further attempt to resolve the problem of detergent versus non-detergent and their potential harmful effect on babbitt bearings, I specifically asked that question of some oil companies and other organizations. Their replies are as follows:

Pennzoil

In 1966, "Our non-detergent oil should only be used for special break-in purposes. We suggest Pennzoil Z-7 (detergent) SAE30 for the Model A. The 10W-30 will give you faster starting and somewhat better engine performance, particularly during the winter months."

In 1968, "Pennzoil Z-7 is not corrosive to babbitt bearings and we have never had any problems in this regard. Years ago, some detergents would effect certain bearing metals but this is not the case today." I also asked about the use of STP. They replied, "The additive you referred to is an oil thickener. About 10% added to SAE 30 grade will result in SAE 50 oil. If a heavier oil were needed, it should be used to begin with. Too heavy an oil in an engine can cause real problems."

In 1975, "Only detergent oils should be used in the Model A Ford engine to provide maximum protection and longer engine life. Detergent oil not only keeps engines clean but they contain anti-wear additives and extreme pressure agents which keep wear to a minimum and prolong engine life. The use of a non-detergent oil will only allow sludge and varnish to build up and will not protect the engine against wear and reduce its useful life."

Mobil

In 1972, "In response to your question about babbitt type bearings, we cannot see how the use of high detergent oils could cause any harm. This type of oil has been used successfully for many years in laboratory and field engines with no known problems. Also, according to our technical people, the most prominent cause of failure in babbitt type bearings is fatigue."

In 1975, "Detergent motor oils should be used with babbitt bearings. These oils are blended to provide bearing corrosion protection against harmful acidic combustion blowby products. Not all engine oils sold in the market place contain detergents. These types of oils should not be used in the crankcase because they are not inhibited against corrosion, anti-wear, sludge and varnish deposits. Use of these oils can lead to shortened engine life. It should be noted that there is no deteriorating chemical reaction between properly blended detergent motor oils and babbitt bearings. In our opinion, multi-viscosity engine oils are preferable over single viscosity grades for gasoline service because they offer superior cold starting capabilities while providing equal if not better high temperature performance. The use of additive concentrates (STP) in these detergent crankcase oils could lead to reduced performance. Therefore, their use is not recommended."

Shell

In 1974, "It is unlikely that your babbitt bearing failures are due to poor oil quality, especially if your engine oil meets the current engine manufacturers' specifications. Rather, there are several mechanical problems which can shorten bearing life. Although tin base and lead base babbitt bearings very rarely fail by corrosion, the subject is worthy of mention. Corrosion occurs most generally in copper alloy bearings when an oil loses its antioxident properties. Excessive blowby, fuel dilution, and even a clogged or poorly ventilated crankcase breather system can cause oil contamination (organic acids) which will shorten bearing life. Today's top-quality engine oils are highly treated to resist such contamination. The addition of supplemental oil additives to our products is definitely not recommended. We recommend the multigrade oils to the average motorist. More specifically, however, Shell Super X would be an excellent year-round oil for your Model A. This will provide you with the cold starting capabilities of an SAE 10W oil and, at the same time, more than adequate lubrication for those high-temperature cross-country trips. Just as importantly, you will be assured of proper bearing lubrication upon start-up which may not be possible with an SAE 30 or higher viscosity single-grade oil during cold operation."

In 1975, "The enclosed pages from the SAE Handbook will show you that tin-base babbitts are about the same as they always were. They are not corroded by engine oils, and in fact, automotive bearing corrosion did not become a problem until babbitt was dropped in favor of harder bearing metals such as copper-lead overlays on steel. I have never heard of, nor can I believe that there is a chemical reaction between a detergent and babbitt."

In 1977, "As you may realize, viscosity index is a measure of the resistance to thinning of our oil upon being heated. Multigrade oils (except for some synthetics) are all made by adding high molecular weight polymers to mineral base oils, and all such polymers are subject to shear and thermal breakdown. All multigrade oils thus suffer some loss of viscosity index in use, but the amount of loss depends on the properties of the polymer. Our choice of a proprietary Shell polymer for Shell Super X 10W-50 was based partly on its unusual resistance to breakdown.

"Single-weight oils, on the other hand, do not contain any molecules of sufficiently high molecular weight to degrade in service, and their VI therefore remains constant. Maximum VI levels for single weight oils, however, are 100-110, while multigrade oils start out at 150-200 and never drop as low as the VI of the base oils.

"Our technical people do not understand the controversy of detergent vs. non-detergent oils for passenger cars. Non-detergent oils were made before we knew how to make anything better, and before engines presented any severe requirements for oil, as long as it had 'body.' Modern high quality oils all contain detergents, along with antiwear additives, antioxidants, antirust and antifoam agents, and all of these play important roles in protecting engines. I suppose there will always be some stem-winding oldster around extrolling the merits of '100% pure' non-detergent oil and who insists on long-fiber soda grease for their wheel bearings, but lubrication technology has progressed a long way from the early days when such products were 'premium.' You can't do better for a car engine than to use a high-grade SE (high-detergent) quality oil and change it regularly."

Valvoline

In 1975, "We recommend you use a heavy duty, detergent-dispersant oil suitable for API Service SE. This will keep the engine clean and minimize wear. We do not recommend non-detergent oil as this is not designed to hold particulate matter in suspension; but instead, will permit this material to deposit in the engine. All oils do not contain detergents. If you use a good quality API Service SE oil, you should not have any problem with babbitt bearings. This type oil is non-corrosive and designed to neutralize corrosive acids formed from combustion by-products and oxidation. You should use SAE 40 in the summer and SAE 20 in the winter as recommended by Ford. If you prefer multi-grade oil, we see no reason why you should not use SAE 20W-40. This can be used over a wider range of temperatures. We do not recommend the use of supplemental additives with Valvoline heavy duty motor oils as they contain everything necessary for them to perform as designed. The use of other materials can disturb the additive balance, be incompatible, dilute additives already present, change the viscosity or result in foaming."

In 1976, "Regarding non-detergent oils, they may be straight mineral oils as they may contain anti-wear, anti-corrosion, anti-oxidation or anti-foam agents depending on whose you use. As mentioned in our previous letter, we do not recommend non-detergent oils for automobile engines."

Quaker State

In 1972, "High-quality, multi-graded motor oils would not be related to bearing failure in your completely rebuilt Model A Ford engine. These failures are most likely due to severe loading conditions encountered. In general, straight-graded detergent-type motor oil should provide adequate bearing protection, as would our multi-graded motor oils. Actually, both grades of motor oil would provide equal protection on a completely rebuilt automobile."

Phillips

In 1975, "We see no reason why a detergent oil sold by any major oil company would have any bad effect on a babbitt bearing. There are a number of industrial applications today where bearings similar to this are being used and detergent oils are doing an excellent job. There are a number of oils marketed by reputable oil companies that do not contain detergent. Phillips markets only a third grade oil which is non-detergent and would not recommend this type of oil for this application. We do not feel there is any deteriorating chemical reaction between the detergent and the babbitt bearing with modern detergent oils. The weight or SAE grade of oil used in your part of the country would differ from that being used in any area where more extreme temperatures are encountered. It is felt an SAE 20W-20 oil would be satisfactory in the Albuquerque area in the wintertime and you may wish to consider a SAE 40 during the summer months. The use of a multiviscosity oil, possibly SAE 10W-40, could be considered but it is felt the type of driving you would be doing with a Model A Ford would be such that you would not get maximum benefit from a multi-graded oil."

Burmah-Castrol

In 1975, did not respond specifically to the questions asked, but sent a technical bulletin covering motor oils as discussed herein.

Gulf

In 1975, "Detergent type oils are recommended for all cars today, new and older antique models, to prevent sludge and varnish deposits from forming. Gulfpride Single-G SAE-30 or Gulfpride Multi-G, 10W/40 are recommended for your area. The main advantage for multi-grade or all season motor oils is to provide good cold starting properties (10W) and better lubrication after the engine is warmed up (40 or 10W/40). This is especially advantageous for later model cars with longer drain intervals (6 months or 6000 miles). If I owned a valuable antique car, the oil would be changed every 2000 miles or every 60 days to minimize wear and deposit accumulation, with a filter change every other oil change."

Chevron

While the company did not respond to my letter, I did have phone conversations with a fuels and lubricants specialist, Mr. C. E. Baxter, who provided me with a very detailed technical bulletin. This does not, of course, discuss the lubrication characteristics and requirements of an antique car, but Mr. Baxter did concur with all the other companies with respect to the use of SE class oils and their superior compatibility with babbitt bearings. Also, of related interest, the report states they pioneered the development of lubricating oil additives and compounded engine oils. Zerolene F, which was introduced in 1929, was the first compounded motor oil on the market. It was developed to stop band chatter in Model T transmissions.

The American Society for Metals

In a letter just received, "We understand that the corrosion resistance of either tin-base or lead-base babbit bearings should not be significantly different in detergent and in nondetergent lubricating oils."

Society of Automotive Engineers

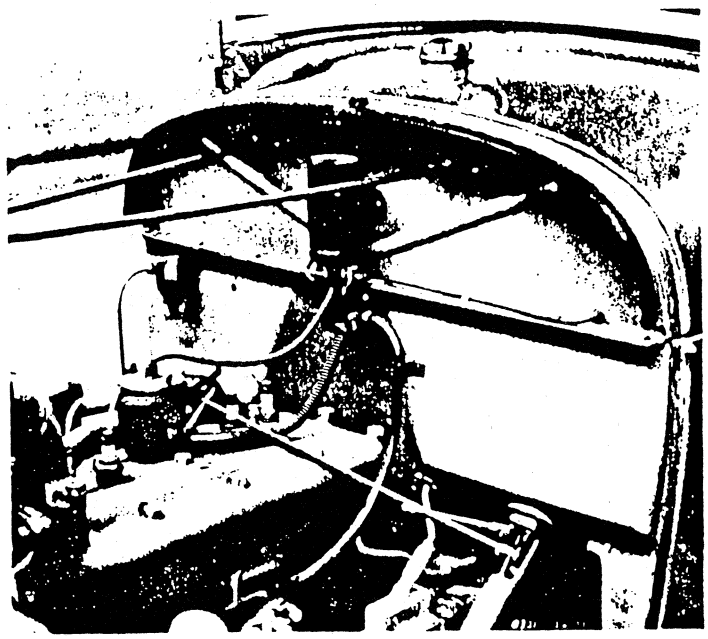
I have not received any information from this organization, but recommend reading the article "Crankcase Oil" by R. S. Lynn (member SAE) in the March-April 1976 issue of *The Restorer.*

Ford Motor Company

The Power Train Product Engineering Office says, "While we have seen absolutely no evidence of babbitt bearing corrosion, our oil expert, Dr. C. H. Ruof says: 'When Model A's were introduced, engine oils contained little if any additives. Such oils would now be labeled as "SA" oils. However, "SB" oils have some additives to impart more resistance to oil oxidation, bearing corrosion, and scuffing; these are recommended over the "SA" oils. Current engine oils ("SE") have even greater resistance and produce lesser deposits of sludge and varnish. Perhaps some varnish on the bearing would provide a protective surface that would inhibit wear. Also some current multi-viscosity oils may be formulated with light base stocks which might not protect as well against the pounding. Single viscosity oils might therefore be recommended over multi-viscosity oils, especially since most Model A's probably do not need to be cranked under extremely cold conditions, such as outdoor, overnight, and winter soaking."

CONCLUSION

It is hoped that this information has been of some value to you to more thoroughly and readily understand lubricating oils. There are two basic areas to be concerned with in deciding what oil to use- viscosity and service classification. Viscosity is the most important physical property of an oil affecting engine



performance. It controls engine friction and oil circulation, which influences starting and warm-up, power output, fuel consumption, oil consumption, engine cooling, oil leakage, starting wear, and engine noise. Of secondary importance is the service classification which means a fundamental choice between compounded (detergent) and non-compounded (non-detergent) oils. If you have not been able to make this decision as yet, let's review what protection is provided by both SE (detergent) and SB (non-detergent) class oils. SE oils are fully compounded with all available additives, while SB, non-detergent oils have only oxidation and bearing corrosion inhibitors and possibly viscosity index improvers. The protection that may not be provided by these non-detergent oils includes poor point depressants, rust and corrosion inhibitors, detergent dispersants, foam inhibitors, and extreme pressure additives. Careful consideration should be given to this unavailable protection before deciding not to use the best available products in your engine.

The causes of various engine problems may be very difficult to pinpoint because there are many inter-related potential sources, including the driver. With perhaps a better understanding of oil, you will probably agree that in most cases this is not the cause of your problems. If you are now using a non-detergent oil, a change to a detergent oil the next chance you get will, in all probability, increase the reliability and life of your engine. Your choice of viscosity will depend on where you live and when you drive your car, but generally speaking a multi-viscosity oil will provide the best protection. Additional protection is available through the use of filters and this will be discussed in a future article. To further isolate the causes of bearing problems, we will also study babbitt bearings in another future article. In most cases, I think babbit failure problems can be traced to the babbitt itself.

The contributions of the various oil companies, the API, SAE and ASM, and the Ford Motor Company are greatly appreciated. I'd also like to express my appreciation to Bill Kenz of Denver and Paul Moller of Chicago for their interest and contributions toward the development of this article. Future developments on this subject as well as a study of the overall performance of the Model A engine is being made possible with the provision of the necessary gauges by the Stewart-Warner Corporation of Chicago.

CANADA'S FIRST FORD VICTORIA CELEBRATES 60TH BIRTHDAY

It all started in the spring of 1968. Word was being circulated that there was a 31 Model A Victoria stashed away in a downtown Toronto warehouse. My partner and I were curious and managed to locate the owner's name and address. It took awhile but we finally made an appointment just to see the mysterious Model A.

On the appointed day we met with the owner at the rear of a Parliament Street address. As it turned out, he was the maintenance mechanic for a prominent food company's fleet of trucks and he kept the Victoria stored in a corner of the shop almost out of sight from prying eyes. We had to move crates and truck tires out of the way in order to take some photos, but there it was, a dusty image of a Model A Victoria, bearing a 1953 Ontario license plate.

We had heard that this Victoria had Body Serial Number 1, and sure enough under the front passenger seat there was a brass plate stamped **BODY NUMBER 1**. The plate read CANADIAN TOP & BODY CORP. LTD., TILBURY ONTARIO.

Upon close scrutiny we discovered the driver's door and running board were missing, and the cylinder head and accessories had been removed. At this point the owner became anxious and asked us to leave. We managed to supply him with a name and phone number even though he assured us that the car was not for sale. What else could we do?

About a month or two later, to our surprise, the owner phoned to tell us that his plans had changed and he was now in a hurry to sell the car.

We didn't waste any time. The next day we arrived at the garage with a trailer. After settling for a reasonable figure, we loaded the car on board complete with a spare rebuilt engine and many of the missing parts, except for the lost door. True to his word, the owner called a week later and told us we could pick up not one, but a pair of Victoria doors.

Because of other auto interests (Corvairs, Mustangs and other Model A's), the car remained in various storage areas for approximately eight years.

In the fall of 1976 we commenced a complete body-off-frame restoration. The body was removed and taken to another garage where it was stripped, repaired and primed. The chassis was also stripped and the frame was sent away to be straightened.

During the disassembly process we found an interesting identification date. The back of the left hand headlamp reflector was clearly rubber stamped March 11, 1931. The original engine number gave us a range from February 9, to April 1, 1931. But now we knew almost exactly when the car was on the assembly line.

IT WAS AROUND THIS TIME WE STARTED TO DO SOME RESEARCH INTO THE CAR'S MIXED ORIGIN. THE CAR BODY WAS COMPLETELY EQUIPPED WITH STANDARD SLOT SCREWS AS SUPPLIED IN THE UNITED STATES, WHILE THE BODY TRIM AND ENGINE ACCESSORIES WERE ASSEMBLED WITH CANADIAN STYLE ROBERTSON FASTENERS. BEING A LOW PRODUCTION MODEL IN CANADA (TOTAL 1,398), THERE WAS VERY LITTLE INFORMATION TO FALL BACK ON.

WE INITIATED A CROSS-CANADA VICTORIA SURVEY. EIGHTEEN REPLIES WERE RECEIVED OUT OF THIRTY-ONE QUESTIONNAIRES. WE DETERMINED THAT EIGHT OF THESE CARS HAD "TILBURY" IDENTIFICATION WITH THE HIGHEST SERIAL NUMBER BEING 373. WE ARE STILL LOOKING FOR INFORMATION ON CANADIAN VICTORIA PRODUCTION. IF YOU CAN HELP, CONTACT US AT THE ADDRESS BELOW.

BASED ON OUR RESEARCH, WE SURMISE THAT CANADIAN TOP AND BODY CO. OF TILBURY, ONTARIO IN AN AGREEMENT WITH FORD MOTOR CO., WAS SENT VICTORIA BODY KITS FROM THE U.S. WHEN ASSEMBLY WAS COMPLETED, THE CANADIAN COMPANY ATTACHED THEIR NAME PLATE AND SHIPPED THE BODY TO THE WINDSOR ASSEMBLY PLANT, A DISTANCE OF 30 MILES NEIGHBORING DETROIT, MICHIGAN.

IN MID-1985 THERE WERE TWO SIGNIFICANT OCCURRENCES. THE PRESENT VICTORIA OWNER RETIRED, AND SOLD HIS ROADSTER LEAVING HIM WITHOUT A MODEL A. THE PUSH WAS ON!

THE RUNNING GEAR RESTORATION WAS COMPLETED THE FOLLOWING YEAR AND THE BODY IN PRIME WAS REUNITED WITH THE FRAME.

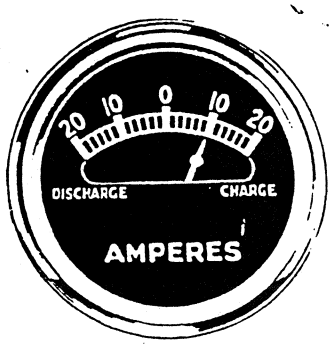
IN MARCH OF 1987 THE CAR WAS TOWED TO CAMBRIDGE, ONTARIO FOR PAINTING AND UPHOLSTERY TO ORIGINAL SPECIFICATIONS. REASSEMBLY OF ALL THE BITS AND PIECES REMOVED MANY YEARS AGO, TOOK US ANOTHER YEAR AND ON JULY 12, 1988 (20 YEARS TO THE DAY), THE CAR WAS LICENSED WITH OWNERSHIP BEING TRANSFERRED TO JOHN SPORTUN.

IN JUNE OF 1990 THE CAR TOOK 1ST PLACE IN ITS CLASS AT THE HISTORICAL AUTOMOBILE SOCIETY OF CANADA NATIONAL JUDGING MEET HELD IN MILTON, ONTARIO.

TO CELEBRATE ITS 60TH BIRTHDAY WE DECIDED TO SACRIFICE TWO SUNDAYS TO WRITE THIS ARTICLE ABOUT CANADA'S FIRST FORD VICTORIA, ALONG WITH A "SALUTE" TO HENRY FORD.

JOHN SPORTUN, 15 MATANE COURT, WESTON, ONTARIO, CANADA M9P 1K2

FIG. 1006



Check generator charging rate for cold weather operation on all cars coming into your shop-make this a part of your regular inspection. Most cold weather battery and lamp bulb troubles are due to incorrect generator charging rate for the conditions under which car is operated.

For average driving during cold weather, a generator charging rate of 10 to 12 amps. is sufficient. This rate can of course be raised or lowered to meet any unusual conditions under which car is operated. Use *Master Ammeter* when checking charging rate.

Carefully read article following, entitled "Winter Electrical Troubles."

COPIED FROM:

"MODEL A FORD SERVICE BULLETINS COMPLETE"

WINTER ELECTRICAL TROUBLES

Winter electrical troubles are principally due to the effect of cold weather on the electrolyte in the battery, and failure on the part of mechanics to correctly adjust the generator charging rate in owners' cars to meet the conditions under which the cars are operating.

Cold weather battery and bulb troubles can be lessened if you will instruct your owners in a few simple things: For example, the proper oil to use in the engine for winter operation. The correct way to use the choke so as to get a quick, easy start, thus lighting the load on both starting motor and battery. It may surprise you to know that it takes approximately 20 minutes running, with the generator set at average charging rate to replace in the battery the current taken out by one minute's use of the starting motor. When parking at night, even for a few minutes, use the parking lights rather than leave the bright lights on.

HARD STARTING RESULTS IN RUN DOWN BATTERIES

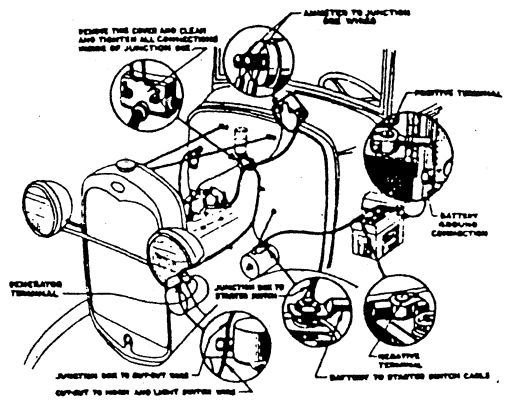
At zero temperatures the starting ability of a battery is reduced to one-half its normal capacity, and its internal resistance proportionately increased. In other words, a battery that will crank the engine for five minutes at normal temperatures, will only crank it 2 1/2 minutes at zero temperatures, and only about half as fast. In addition, the amount of daylight driving is considerably reduced. Also due to congealed oil, the engine is stiff and requires considerably more power to turn it over. These conditions often result in a battery becoming partially or fully discharged.

When trouble of this kind is experienced, the remedy is to increase the generator charging rate by 3 to 5 amperes.

Do not use the ammeter on the instrument panel to adjust the generator charging rate. *A master ammeter must be used for this purpose.* (K.R. Wilson of Buffalo, N.Y., furnishes a device of this kind).

continued on page 9

FIG. 1007



The connections must be kept clean and tight.

BULBS BURNING OUT

continued from page 8

When bulbs burn out prematurely, it is because they are operating at too high a voltage as a result of poor or loose connections in the battery-generator circuit or due to the charging rate being set too high. The bulbs are designed to burn 100 hours at 6 1/2 volts. If the voltage goes up to say 7 1/2 volts, the bulbs will last less than 25 hours.

The remedy of such cases is to first make certain that all connections in the battery-generator circuit are clean and tight, especially at the battery terminals, ground connections, and cut-out (see fig. 1007). Any loose connections build up resistance and cause high generator voltage. Any connections found loose should should be taken apart, cleaned, and securely tightened. Nuts and screws should have washers under them.

Special attention should be able to give the battery terminals, as these are especially subject to corrosion. Take battery terminals off, clean thoroughly with ammonia, coat with vaseline and reassemble, tightening securely. If this is done two or three times a year, no trouble from corroded terminals should be experienced. If the connections are o.k. but the bulbs continue to burn out, it will be necessary to cut down the generator charging rate approximately 2 to 4 amperes. Care should be taken, however, not to cut the generator charging rate too much or the battery will become undercharged. If it is necessary to reduce the charging rate to prevent lamps burning out, the gravity of the battery should be recorded at that time and the inspection made after the car has been driven 500 to 800 miles to note whether ot not the gravity is falling off. If the gravity is rapidly falling off, it will be necessary to either to slightly increase the rate or give the battery a bench charge. Otherwise, the battery may fail to turn the engine over if the weather is extremely cold.

FIND OUT THE CONDITION UNDER WHICH THE CAR IS OPERATED

When an owner complains of battery trouble or frequent lamp bulb failure, make it a rule to find out from him the condition under which his car is being operated.

BATTERY CAN BE USED AS GUIDE IN DETERMINING CORRECT CHARGING RATE

In determining whether the generator charging rate is too high or too low, the battery can be used as a guide. For example: If three or more successive hydrometer readings taken at 500 mile intervals show a consistent loss in gravity, the charging rate should be increased approximately 3 amperes. On the other hand, if the readings show between 1,270 and 1,285 and the electrolyte level is consistently low, the charging rate should be reduced to 2 to 4 amperes.

After changing the charging rate, successive reading should be taken and recorded and the process repeated until the battery registers no consistent loss of gravity or does not use an excessive use of water.

A correctly set generator charging rate will do more to correct battery and bulb complaints than anything else.

IF STARTING MOTOR, ELECTRIC WINDSHIELD WIPER OR HORN FAILS TO OPERATE OR GENERATOR FAILS TO CHARGE

In cold weather lubricating oil some times congeals and hardens on the commutators in the above parts, causing a coating of insulation between the commutator bars and the brushes. Under these conditions the 6-volt current supply is of too low tension to force the current through this coating of insulation and consequently the part fails to operates. If cleaning off the congealed oil and grease does not remedy the condition, the source of trouble can be traced to loose or poor contacts or connections.

In addition to dirty commutator, the generator should also be checked for worn brushes. If the brushes are badly worn, they should be replaced. If the commutator is dirty or slightly rough, polish it with 00 sandpaper. Be sure to blow out any sand or particles after polishing.

LETTER FROM DON ROSS

Dear Charlie,

As I perform a few chores on my leather-back Victoria, a couple of minor topics come to mind:

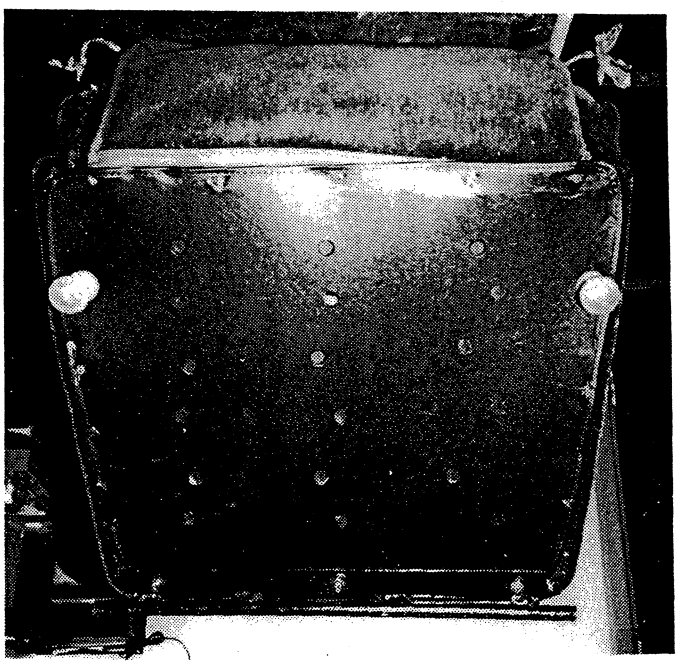
(1) Note on page 227 in the book, Henry's Lady, "the Victoria was also available through April of 1931 in a leather-backed style". If this statement is fact, "late seats" in a Victoria constitute an incorrect configuration. Today, my knowledge of leather-backs with indented firewalls is no better than it was 10 year's ago.

(2) Regarding the installation of new tops (vinyl material) on leather-back Victorias, my experience indicated that it is advisable to first cover the chicken-wire with an air-tight membrane. About 12 years ago, two of us installed a new top from LB which went on as "tight as a drum". We started the task in the morning but had to await the heat of the afternoon desert. Still, at 40 MPH going down the road today with the windshield/windows open, the internal pressure of the cockpit bulges the top up about 2-3 inches (as reported by drivers following us). Modern vinyls tend to stretch, especially on a hot day. Had I realized the problem I would have sealed the chicken wire area. Probably the best would have been to seal it off with sheet metal and a suitable caulking. Other approaches come to mind but are more risky.

Thanks,

Don Ross

This is a nice Victoria from a new member, Ron Bowen of FReedom, CA.



Bottom view of a front seat showing the front mount and the rear legs.

Bruce Midlane's Victoria with the center stop light. Notice that it hardly shows until the brakes are applied. A good safety item.