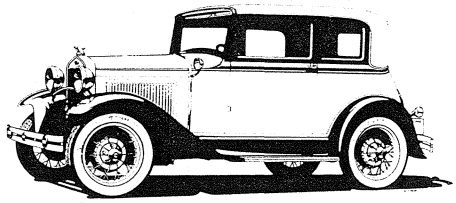
Victoria Association



VOLUME 8 NUMBER 1 NEWSLETTER JANUARY 1993

DUES TIME FOR 1993

As of this writing, I have received dues from half of the membership. As was mentioned in the last newsletter, dues is due by January 1. Since so many have not sent in their renewal, I am mailing the January newsletter to all members. If your address label has a red line through your name, please remit your 1993 dues. This will be the last newsletter you will receive if you do not send your dues renewal.

To save yourself time and trouble, make your check out to the **VICTORIA ASSOCIATION**.

PRINTER CHANGE

The printer I have been using since the beginning of the newsletter, has decided to close up shop. Of course, I will find a replacement but I don't know about the printing charge. The last two newsletters were printed for $37 each issue. No wonder they closed up. I begged them to send a bill and all I got was the $37 charge. Somewhere there was a fowl up. It was to our advantage though as the Victoria Association made about $500. It was very convenient to me to have a shop so close. Except for price it will not make any difference to the membership.

IDENTIFYING MATERIAL

Once again I find it necessary to ask that you remember to put your full name on all articles and photographs. I place all the material, as it comes in, into my file. When I go to do the newsletter, I find names missing or just a first name like Bill. If I can't remember whose it was, I can not use it. Thanks for doing this for me as well as yourself. I want to credit each one that sends in material.

WOOD FLOOR FRAME

I now have a drawing of the Victoria wood floor frame. This is the two sills that run fore and aft as well as the four cross braces. If any of you need this drawing, let me know and I'll send a copy to you.

CHANGE OF ADDRESS

Steve Cannon of Classic Wood has moved to Greensboro, NC. Please find his new address and business card in the Ad section.

Another member, James Thomas is in the Model A business. His card is in the ad section also. James specializes in Advertising and Sales Literature.

BILL BOND AND VICTORIA PARTS

Bill Bond called me and told me that he is retired now. He is looking to make some Victoria parts. If you would like to ask him

to make certain parts, please drop him a line. He mostly makes sheet metal items. One item he could make would be the **MALE REAR SEAT CATCH. there is no known source for that part.**

PCV VENT

You can put a PCV vent on your Model A. At a Jeep parts place, get a filler cap, part & J3220248, a PCV hose J8125841 & PCV valve **# 3236675.** You will also need a "T" and small length of hose to connect this to your vacuum line. Very easy to do. I was always smelling oil fumes so I put this on my Victoria. This was taken from an article in the Model "A" News. It does work.

VICTORIA ASSOCIATION PATCHES

I am having the Victoria Association Patches made. They will be on white cloth with black embroidery. They will sell to the club members for $3.00 each and this includes postage. If you want a patch, let me know as I expect to receive them about the first of March. remember this is no profit - a service for the members.

"T" SHIRTS

It took awhile but I now have "T" shirts back in stock. Sizes are Small, Medium Large and Extra Large. Price is $5.00 plus postage. Since postage will vary, send me $6.50 a shirt and I'll send them to you.

FAN BALANCER

On the photo page, see the very nice fan balancer made by Rob Mills. He even put bolts in the base so he could level it. It certainly will do a fine job. Some of you fellows let me know how you are doing and if you are finding any difference after balancing your fan blades.

HARDWARE & TRIMMING SUPPLIES

One of our members, John Icenhower, sent me a copy of the Automotive Hardware & Trimming Supplies book, produced by Ford Motor Company in 1938. I sure do thank him for sending it. Since there are too many sheets to duplicate, I will copy each sheet and cut out the applicable parts for the Victoria and include that portion only. This should help some of you identify parts you may be looking for.

AUTO ELECTRICAL MANUAL

In the last issue, I ran pages 9 - 12 of the Auto Electrical Manual. As promised, I am including pages 2 - 8 which will conclude the manual. I hope you like this valuable information.

MAFCA NEWSLETTER HONOR

In 1992, MAFCA has honored the Victoria Association newsletter with their award for "Outstanding Service for An Exceptionally Fine Newsletter". This is the first time we have been honored by MAFCA.

In 1988, MARC awarded us with a Newsletter Award of Merit. In 1989, 1990 and 1991, MARC awarded us with the Newsletter Award of Excellence. We are proud that our two parent organizations have honored our newsletter in this way. This as well as all our member comments on our newsletter, makes all the work worthwhile.

VICTORIA PICKUP

Roy Reger, of the Mile-High chapter of MAFCA has his Victoria in the November - December 1981 issue of the **RESTORER** magazine. A photo included in this newsletter. Dr. Reger sent me a photo of a Victoria Pickup. It is very dark, however, I am including it in this issue. Don't miss this photo and accompanying write up.

MORE ON SLICK 50

Gordon Berry wrote the following: Frank & Yvette Faubert drove their 1931 Four Door S/W Model A, "B" engine with overdrive from Rhode Island to the San Diego MAFCA National Convention and in 1992 to the Dallas MAFCA Convention. Frank only used one quart of oil from RI to Texas. He changed the oil and added a quart of Slick 50. After driving back to RI, the oil was still at the full mark. He drove mostly on freeways averaging 50 MPH towing a camping trailer on both trips. In 1990 he drove 22,000 miles. He is considering driving to the Tacoma joint MARC/MAFCA meet in 1994.

DOOR GLASS ANTI-RATTLERS

Michael Chaney has written to let us know that Bob Drake Reproductions, Inc., 1819 N.W. Washington Blvd., Grants Pass, OR. 97526 has the window glass anti-rattlers. Bob Drake's part number is B-7021452 and he calls them door glass bumpers. Michael doesn't have the current price but thinks a set of four is about $3.00.

ERNIE SMITH - TOOL KIT

Ernie Smith writes that he has something rare about his 31 Victoria. In his all original tool kit, his tire pump is the same as a 1932 pump. His car came from Lowell, MAss. He wants to know if I have heard of any others like his? The car was built in May, 1931.

No, Ernie, I haven't heard of any others. However, one explanation would be that someone replaced the pump somewhere down the line. Some of these items do not have a logical explanation.

VICTORIA IN ENGLAND

Carlton Bauman is very observant. He wrote to ask, "how does Ken Burnett of England roll up the windows in his Victoria? (See last photo on the last page of the October '92 newsletter). I think the answer is that Ken did not have both risers at the time. The contact between Ken and the Victoria Association was through MAFCA. I sold him the riser for the driver's door. I'm sure since the photo was made, Ken has installed the window risers. (I didn't notice it, how many of you did)?

LE BARON BONNEY - TOP MATERIAL

Several people called Le Baron Bonney about new top material mentioned in a previous newsletter. As of this date, there is no new material. They are still selling the same material they have for years. They will probably keep on selling it as the cost of making up a minimum amount like the original is cost prohibitive. If they or anyone else does make the material, I'll certainly let you know.
The information in the last newsletter is the up to date info. on Le Baron Bonney and top material.

NEWSLETTER MAILING LABELS

Once again, I want to thank Mrs. Kay Lee of Washington, IL. for doing the mailing labels for the club. Kay does this for free and I certainly appreciate her cooperation and hard work. This is really a time saver for me. I was fortunate to meet Kay & her husband John at the Dallas MAFCA convention. Two great Model A people.

ALUMINUM REFLECTORS

Tom Schwartzer of Pennsylvania wrote to tell me that the aluminum foil tail light reflectors really do work. He told me that his father taught him that trick many years ago, and the price is right. Thanks for confirming, Tom.

MAL BRADLEY - AUSTRALIA

Mal Bradley of Australia has just informed me that he has sold his Victoria. He now has a 68C Cabriolet to restore. I'm sorry to see Mal leave the Victoria Association. However, we will always be friends. I've met Mal and his family at three conventions now and hope to see him again in Tacoma. Keep in touch Mal.

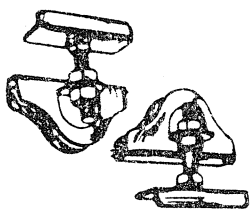
A & L PARTS SPECIALTIES

Mike Arroyo of San Ramon, CA. told me that A & L Specialties has good Victoria parts. I have known this for some time and have them on our Manufacturers List. The thing about Al Lepore of A & L is that I can never get him to tell me just what he has for the Victoria. Naturally, I want to inform you, the members so you will know where to get what. Mike sent a copy of his parts catalog and I have gleaned some of the Victoria stuff from it. A & L also advertises the Wind Wing Glass for the Victoria. It was not available (Al told Mike that he had no patterns for the wind wing glass) so we sent a pattern to him but we do not know if he makes it available. Hopefully, he will. He does not communicate too well. If you want any of the items he has, here is his address and the list.

A & L Parts Specialties, Box 301, Canton, CT. 06019, (203) 693-2620. Be advised that he does not take credit cards.

Parts:

Wind Wing Brackets - Fulton Design Type as used on the Victoria. $39.00 a set.



Windshield wiper hardware and parts.

Carburetor rebuilding wrench, exact copy of the original KRW tool $9.95.

Window regulator coil spring $3.95.

This is besides the Victoria door sill plates.

Dated Horn Plates correct design 1928 -1931 $3.95.

Wheel Rim Lining $1.25.

Authentic tube valve hardware 28/31 original designs nickel plated brass with numbering and lettering - Prices vary with type.

I suggest you write for a catalog and tell him the Victoria Association sent you.

SYMPTOMS—CAUSE & CURE

SYMPTOM—STARTER WILL NOT TURN MOTOR OR IS SLUGGISH

CAUSE	CURE
Weak or discharged battery.	Recharge or replace battery. If battery is removed from car, polarize generator before starting motor. See page 8, Figs. 19 & 20.
Loose or corroded battery cable connections.	Test as shown on page 5, Fig. 1. Clean and tighten connections. Replace cables if necessary.
Faulty starter switch.	Replace starter switch. See page 5, Fig. 1.
Wrong starter switch installed.	Install correct starter switch. See page 5, Figs. 4, 5 & 6.
Burned or worn generator commutator and brushes.	The starter solenoid relay circuit is sometimes grounded through the generator armature. For example, see page 32—wiring diagram 6-B. Clean generator commutator and replace brushes.
Burned or worn starter commutator and brushes.	Replace brushes and clean commutator. If commutator is worn or burned, disassemble and turn commutator on lathe. See page 5, Fig. 2.
Starter brush holders grounded.	Remove end housing. Test insulated brush holders with 110 volt test lamp. If grounded, replace end housing assembly.
Shorted, open circuited or grounded armature.	Remove and test on growler. Replace if necessary.
Grounded field coil.	Remove starter and test field coils with 110 volt test lamp. Replace if necessary.
Worn starter bushings.	Replace bushing. See page 5, Fig. 3.

SYMPTOM—STARTER SPINS BUT DOES NOT TURN MOTOR

CAUSE	CURE
Broken starter drive bolt or spring.	Replace drive bolt or spring.

SYMPTOM—GENERATOR DOES NOT CHARGE

CAUSE	CURE
Loose or broken fan belt.	Adjust belt tension.
Trouble in generator or voltage regulator.	Test to determine whether trouble is in generator or voltage regulator. See page 6, Fig. 11.

IF TROUBLE IS IN GENERATOR

CAUSE	CURE
Burned or worn commutator and brushes. Weak brush springs.	If commutator is burned or worn, clean or remove and turn on lathe. Undercut mica after turning. If brushes are worn or sticking in holders, clean brush holders and replace brushes. See Page 6, Paragraph 4.
Grounded brush holders.	Remove end housing and test insulated brush holders with 110 volt test lamp. If grounded replace end housing assembly. See Page 6, Paragraph 4.
Shorted, open circuited or grounded generator armature.	Remove and test on growler. Replace if necessary.
Shorted, open circuited or grounded field coils.	Disassemble and test. Replace field coils if necessary.

IF TROUBLE IS IN VOLTAGE REGULATOR

CAUSE	CURE
Poor ground—voltage regulator to generator.	Test as shown on Page 7, Fig. 13.
Broken ground strap, car frame to motor block or transmission. Loose or dirty connection at either end.	Test voltage drop (E) to (I). See Page 5, Fig. 1. Clean and tighten connections if necessary.
Burned or pitted contacts on voltage and current responsive units.	Do not file contacts. Replace entire unit. Determine cause of burned or pitted contacts. Wrong voltage regulator or generator installed. For correct voltage regulator and generator, see Generator-Voltage Regulator Guide starting on Page 25. Examine generator commutator and brushes. See Page 8, Paragraph 4. Make sure radio condenser is not improperly connected to generator. See Page 8, Paragraph 5.
Cutout contacts will not close.	Test cutout as shown on Page 7, Fig. 14.
Cutout contacts burned.	Replace entire unit and polarize generator. See Page 8, Figs. 19 & 20.
Voltage regulator out of adjustment.	Adjust voltage regulator. See Page 7, Figs. 15, 16, 17 & 18.

SYMPTOM—GENERATOR CHARGES BUT BATTERY RUNS DOWN

CAUSE	CURE
Weak battery.	Remove battery and test on high discharge battery tester. Replace if necessary. Polarize generator before starting engine. See Page 8, Figs. 19 & 20.
Loose fan belt.	Adjust belt tension.
Current responsive unit adjusted too low.	Adjust current responsive unit. See Page 7, Fig. 18.

SYMPTOM — GENERATOR CHARGES TOO MUCH

CAUSE	CURE
Voltage responsive unit adjusted too high.	Adjust voltage responsive unit. See Page 7, Figs. 15, 16 & 17.
Grounded generator field coil or wire from generator field terminal to regulator field terminal grounded.	Test as described on Page 8, HIGH VOLTAGE. Repair generator or replace wire if necessary.

SYMPTOM — GENERATOR DOES NOT CHARGE BELOW CAR SPEED OF 15 TO 20 M.P.H.

CAUSE	CURE
Oil on commutator and brushes.	Clean commutator and brush holders. Replace brushes. Do not over-oil generator.
Cutout adjusted too high.	Adjust cutout. See Page 7, Fig. 14.

SYMPTOM — CAR AMMETER UNSTEADY

CAUSE	CURE
Sensitive car ammeter.	Test as described on Page 8.
Burned or pitted voltage and current responsive unit contacts.	Replace entire unit. Do not file contacts. See Paragraph bottom of Page 8.
Burned or worn generator commutator and brushes.	Clean commutator and replace brushes. See Paragraph bottom of Page 8.

SYMPTOM — ENGINE STARTS HARD OR SKIPS AT ACCELERATING AND HIGH SPEEDS

CAUSE	CURE
Weak coil.	Test coil at speed where trouble occurs. If weak, replace.
Wrong coil polarity.	Test coil polarity. See Page 11, Figs. 43 & 44. If polarity is wrong, reverse primary wires on the coil.
Wrong coil for the application.	Replace with correct coil. See Page 12, Figs. 45, 46 & 47.
Carbon track inside of distributor cover.	Replace cover. See Page 10, Fig. 37.
Distributor cover tower burned.	Replace cover. See Page 10, Fig. 39.
Moisture on outside of distributor cover, high tension wires or spark plugs.	Wipe with clean, dry cloth or wash with denatured alcohol.
Distributor cover segments and rotor blade burned.	Replace cover and rotor. See Page 10, Fig. 38.
Rotor spring broken. Center distributor cover brush broken or missing.	Replace rotor and cover.
Faulty resistors in distributor cover, rotor, spark plugs or radio suppressors.	Replace if necessary. See Paragraph bottom of Page 10.
High tension wires cracked or leaky.	Replace wires.
Spark plug electrodes worn or porcelain cracked.	Replace plugs.
Spark plug porcelain fouled or coated with lead from fuel.	Clean or replace plugs.
Spark plug gaps too wide.	Adjust gaps. See Tuneup Specifications starting on Page 13.
Leaky condenser.	Test condenser. If leaky, replace. See Page 10, Figs. 35 & 36.
Condenser has high internal resistance.	Test condenser. If high internal resistance is present, replace. See page 10, Figs. 34 & 36.
Loose connection at condenser mounting bracket or at distributor terminal.	Tighten connections.
Pitted and oxidized distributor points in 5,000 miles or more.	This is normal wear. Replace points. DO NOT FILE. See Page 9, Figs. 25 & 30.
Pitted or oxidized distributor points in less than 5,000 miles. See Page 9, Figs. 26, 27, 28 & 29.	Replace points. Be sure point spacing is correct. See Page 9, Fig. 32. Check voltage regulator adjustment for high voltage and adjust if necessary. See Page 7, Figs. 15, 16 & 17. Be sure properly designed coil is used. See Page 12, "Don't Be Fooled." If 12 volt system equipped with a resistor, be sure correct resistor is used. See Page 12, Figs. 46 & 48. Test condenser for high internal resistance. Replace if necessary. See Page 10, Figs. 34 & 36. Is condenser correct for the application? See Page 9, Fig. 28. For correct condenser, see Application Guide in your catalog.
Improper contact spring tension resulting in worn cam lobes, worn cam rubbing block, pitted and oxidized points, or a high speed skip.	Replace cam if necessary. Replace points. Adjust spring tension. See Page 9, Fig. 31. Lubricate cam rubbing block.

SYMPTOM — ENGINE IS SLUGGISH OR RUNS HOT

CAUSE	CURE
Worn cam rubbing block, worn cam lobes or point spacing too close.	Replace points and cam. Adjust spring tension. Lubricate cam rubbing block. Adjust ignition timing.
Slow ignition timing.	Adjust ignition timing.

SYMPTOMS—CAUSE & CURE

SYMPTOM—ENGINE "PINGS" ON SLIGHT PULL

CAUSE	CURE
Ignition timing too fast.	Adjust ignition timing.
Excessive carbon deposits in combustion chamber.	Remove carbon.

SYMPTOM—ENGINE "PINGS" AND SKIPS ON LONG HARD PULL

CAUSE	CURE
Spark plug porcelain blistered or "lumpy."	Replace plugs using one step cooler heat range.
Spark plug skirt too long for the application.	Install correct plugs for the application.
Carbon deposits in combustion chamber.	Remove carbon.

SYMPTOM—ROUGH IDLING—STALLING

CAUSE	CURE
Wrong coil polarity.	Test coil polarity. See Page 11, Figs. 43 & 44. If polarity is wrong, reverse primary wires on the coil.
Carbon track inside of distributor cover.	Replace cover. See Page 10, Fig. 37.
Distributor cover tower burned.	Replace cover. See Page 10, Fig. 39.
Spark plug gap too close.	Adjust spark plug gaps. See Tuneup Specifications starting on Page 13.
Loose connection at condenser mounting bracket or at distributor terminal.	Tighten connections.
Pitted and oxidized distributor points in 5,000 miles or more.	This is normal wear. Replace points. DO NOT FILE. See Page 9, Figs. 25 & 30.
Pitted or oxidized distributor points in less than 5,000 miles.	Replace points. Be sure point spacing is correct. See Page 9, Fig. 32. Check voltage regulator adjustment for high voltage and adjust if necessary. See Page 7, Figs. 15, 16 & 17. Be sure properly designed coil is used. See Page 12, Figs. 45, 46 & 47. If 12-volt system equipped with a resistor, be sure correct resistor is used. See Page 12, Figs. 46 & 48. Test condenser for high internal resistance. Replace if necessary. See Page 10, Figs. 34 & 36. Is condenser correct for the application? See Page 9, Fig. 28. For correct condenser, see Application Guide in your catalog.
Contact spring tension too high resulting in worn cam lobes, worn cam rubbing block and pitted or oxidized points.	Replace cam if necessary. Replace points. Adjust spring tension. See Page 9, Fig. 31. Lubricate cam rubbing block.
Rotor spring broken. Center distributor cover brush broken or missing.	Replace rotor and cover.
Valve clearances too close.	Adjust valves.

SYMPTOM—LOW GAS MILEAGE

CAUSE	CURE
Weak coil.	Test coil at both high and low speeds. If weak, replace.
Wrong coil for the application.	Replace with correct coil. See Page 12, Figs. 45, 46 & 47.
Wrong coil polarity.	Test coil polarity. See Page 11, Figs. 43 & 44.
Distributor cover segments and rotor blade burned.	Replace cover and rotor. See Page 10, Fig. 38.
Spark plug electrodes worn.	Replace plugs.
Spark plug gaps too wide.	Adjust spark plug gaps. See Tuneup Specifications starting on Page 13.
Leaky condenser.	Test condenser. If leaky, replace with waterproof condenser. See Page 10, Figs. 35 & 36.
Condenser has high internal resistance.	Test condenser. If high internal resistance is present, replace. See Page 10, Figs. 34 & 36.
Loose connection at condenser mounting bracket.	Tighten connection.
Pitted and oxidized distributor points in 5,000 miles or more.	This is normal wear. Replace points. DO NOT FILE. See Page 9, Figs. 25 & 30.
Pitted or oxidized distributor points in less than 5,000 miles.	Replace points. Be sure point spacing is correct. See Page 9, Fig. 32. Check voltage regulator adjustment for high voltage. Adjust if necessary. See Page 7, Figs. 15, 16 & 17. Be sure properly designed coil is used. See Page 12, "Don't Be Fooled." If 12-volt system equipped with a resistor, be sure correct resistor is used. See Page 12, Figs. 46 & 48. Test condenser for high internal resistance. Replace if necessary. See Page 10, Figs. 34 & 36.
Rotor spring broken. Center distributor cover brush broken or missing.	Replace cover and rotor.
Faulty resistors in distributor cover, rotor, spark plugs or radio suppressors.	Replace if necessary. See Paragraph bottom of Page 10.
Slow ignition timing.	Adjust ignition timing.
Carburetor out of adjustment. High float level.	Adjust

ELECTRICAL TROUBLE-SHOOTING

THE STARTING SYSTEM

IF STARTER IS DEAD OR SLUGGISH —first, be sure the battery is in good condition and properly charged. Connect voltmeter as shown below, taking readings with the starter button depressed.

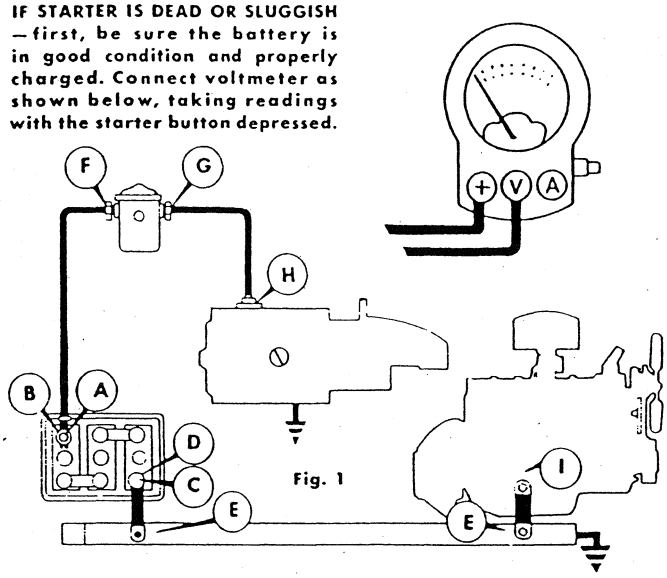


Fig. 1

A to B Zero reading C to D Zero reading	Any Voltage reading indicates dirty or corroded connections.
D to E not over 1/10 volt E to I not over 1/10 volt B to F not over 1/10 volt G to H not over 1/10 volt	Reading over 1/10 volt indicates loose connections, worn or undersized cables.
F to G not over 1/10 volt	Higher reading indicates faulty solenoid. (See next column regarding replacement.)

Again, with starter button depressed, and battery in good condition, "A" to "C" reading of less than 5 volts at normal temperatures on 6-V systems (10-Volts on 12-V systems) indicates starter is drawing too much current. At sub-zero temperatures the voltage may be slightly lower. If voltage is too low, examine commutator, brushes and brush holders. If trouble is not located, remove starter for more complete diagnosis.

WORN BRUSHES, WEAK BRUSH SPRINGS, OR BURNED COMMUTATOR

If brushes are worn, replace them. If springs are weak, replace brushes and springs. If commutator is dirty or blackened, clean it with very fine sandpaper. If commutator is heavily grooved, remove starter, disassemble and turn commutator on lathe. In this event, new brushes must be installed.

Brushes of correct dimensions are not sufficient. They must be of proper composition, with adequate pigtail connection and of proper grain structure.

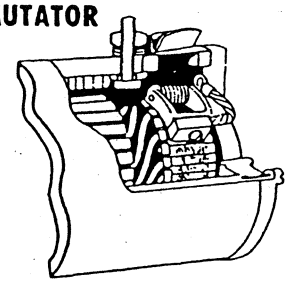


Fig. 2

WORN STARTER BUSHINGS

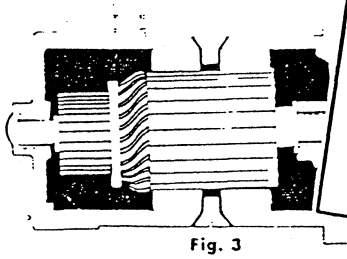


Fig. 3

If bushings are worn, armature may have side-play, which reduces power. As side-play gets worse, armature may rub on pole pieces. Replace bushings.

THE SOLENOID SWITCH

WIRING OF INSULATED BASE SOLENOID SWITCH

Winding is internally connected to battery terminal. Other end of winding is connected to small binding post.

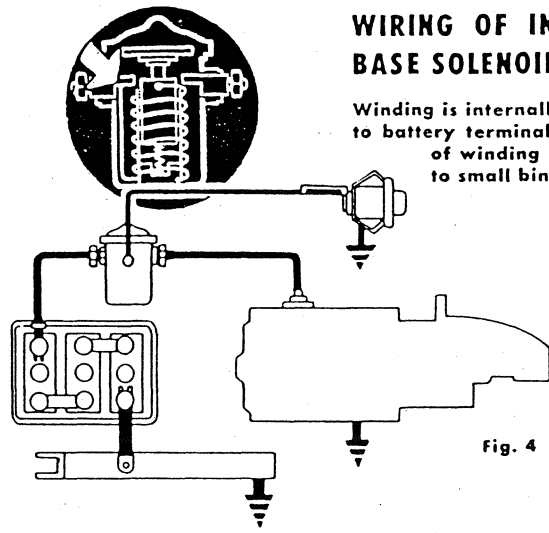


Fig. 4

WIRING OF GROUNDED BASE SOLENOID SWITCH

Winding is grounded to base. Other end of winding is connected to small binding post. This type used with 2-terminal push button, or with combination ignition-starter switch.

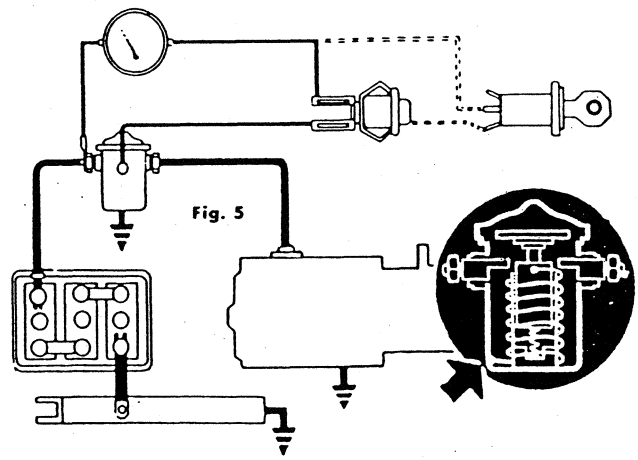


Fig. 5

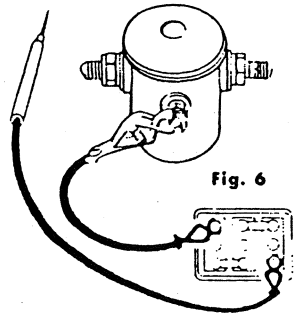


Fig. 6

IS SOLENOID SWITCH INSULATED OR GROUNDED BASE?

Connect one terminal of battery (6-V or 12-V depending on system) to small binding post. Touch prod from the other battery terminal to one large binding post and then to the other. If it clicks on either, it is an insulated base switch. If it does not click, touch the prod to the solenoid case. A click will indicate a grounded base solenoid.

for GOOD Preventive Maintenance ALWAYS Replace Slightly Worn Parts!

THE CHARGING SYSTEM

The charging system consists basically of a battery, generator and voltage regulator.

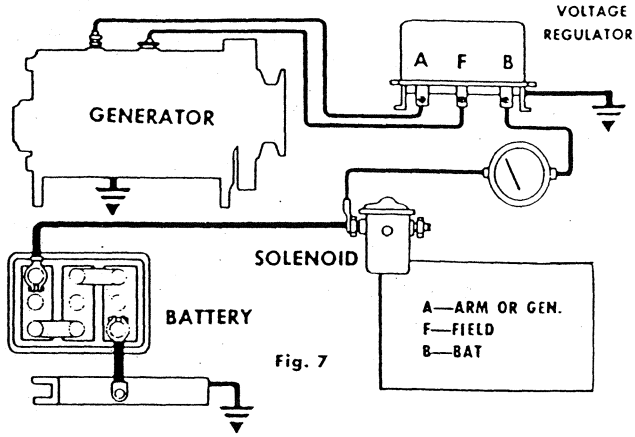


Fig. 7

The voltage regulator consists of three separate units.

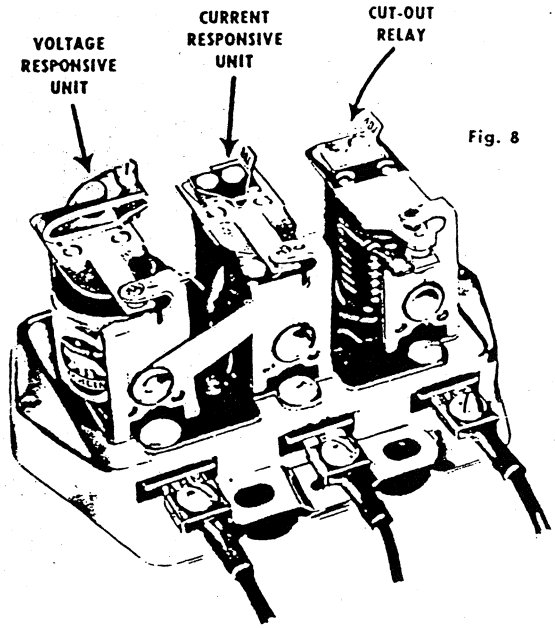
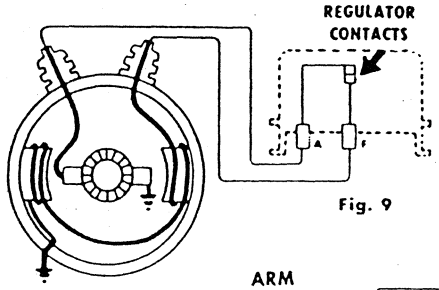
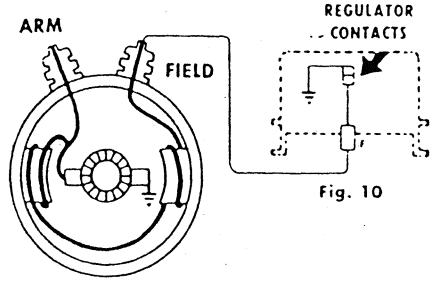


Fig. 8



FORD-LINCOLN-MERCURY WIRING

Fig. 9

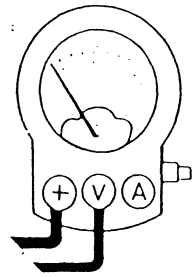


ALL OTHER SYSTEMS

Fig. 10

TROUBLE-SHOOTING THE CHARGING SYSTEM

If the generator does not charge, your first step is to determine whether the trouble is in the voltage regulator, the wiring or the generator. Follow this test procedure.



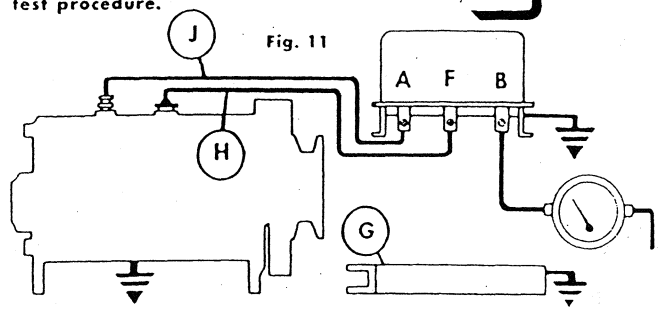


Fig. 11

1 Check the fan belt for slippage or wear.

2 (a) Connect a jumper lead from "F" on regulator to "G". If Ford-Lincoln-Mercury type, connect from "A" to "F" on regulator.

(b) Connect voltmeter from "A" on regulator to "G".

(c) Gradually increase engine speed. DO NOT RACE MOTOR. If voltmeter reads 7 volts or more on 6-V system or 14 volts or more on 12-V system, the trouble is in voltage regulator. If reading is less than 7 or 14-V, the trouble is in the wiring leading to voltage regulator or in generator.

3 To check wiring:

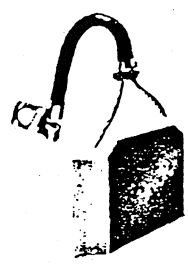
(a) Disconnect wires "J" and "H" at regulator and generator.

(b) Connect temporary wires in their place.

(c) Connect voltmeter from "A" terminal of regulator to "G". If voltmeter now reads 7 volts or higher (14-V or higher on 12-V systems) the trouble is in wires "J" or "H" or in connections at either end.

4 To locate generator trouble:

Apply pressure to brushes, holding them firmly against commutator. If voltmeter now reads 7 volts or more (14-V on 12-V systems), trouble is worn or sticky brushes, weak brush springs, dirty or burned commutator. Install new brushes and clean commutator. If the reading is below 7 or 14 volts, the trouble may be grounded brush holders, shorted or burned commutator, or field or armature coils. In this case the generator must be removed for major repairs.



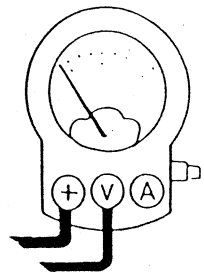
SOLID TYPE

INSTALL CORRECT BRUSHES

Fig. 12

SEE ECHLIN CATALOG FOR CORRECT APPLICATION

SANDWICH TYPE



TO TEST REGULATOR GROUND

1. Connect voltmeter from "C" to "D."
2. Increase engine speed to approximately 1500 RPM.
3. Any voltage reading indicates poor ground on regulator. Install new permanent wire "C" to "D."

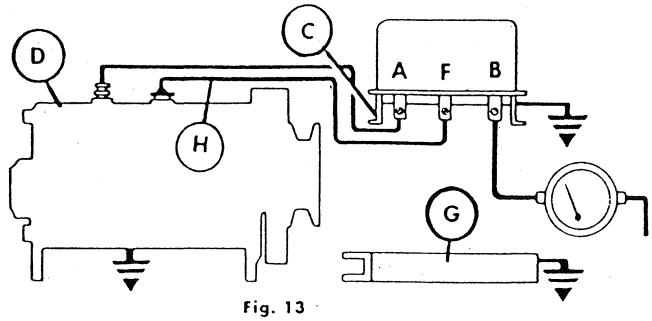


Fig. 13

TO TEST THE CUTOUT

BEND TAB DOWN TO DECREASE SPRING TENSION

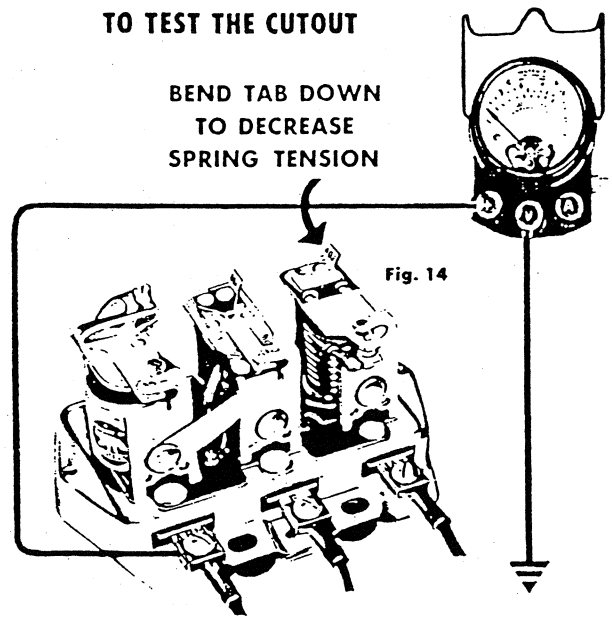


Fig. 14

Connect voltmeter "B" to "G" (Fig. 13). Increase engine speed to about 1500 RPM. If voltage does not rise above the voltage of the battery, the cutout may need adjustment. Stop the motor, remove regulator cover and examine the regulator contacts. If the contacts are pitted or oxidized, do not file them. Replace the regulator.

If regulator contacts are clean and smooth, connect voltmeter from armature terminal of regulator to ground (Fig. 14). Slowly increase engine speed and observe voltmeter. When the voltage rises to 6.5 volts on a 6-V system or 13 on a 12-V system, the cutout contacts should close. If they do not, decrease the spring tension until contacts close at the proper voltage. If cutout cannot be so adjusted, replace the voltage regulator.

TO TEST VOLTAGE RESPONSIVE UNIT

Start your test with a fully charged battery. If you prefer, simulate a fully charged battery by inserting a ¼ ohm resistor between the battery terminal of the regulator and the battery. With the regulator cover in place, connect voltmeter from "B" to "G" (Fig. 13). Run engine approximately 1500 RPM. If regulator is properly adjusted, voltmeter will read 7 to 7.4 volts on 6-V systems and 14 to 14.8 volts on 12-V systems. If it reads higher or lower, proceed as follows.

Adjust the voltage responsive unit as shown in Figs. 15, 16 or 17.

COIL SPRING TYPE

TURN CLOCKWISE TO INCREASE VOLTAGE — COUNTERCLOCKWISE TO DECREASE.

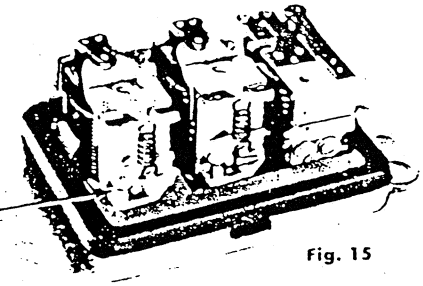


Fig. 15

LEAF SPRING TYPE

BEND SPRING STOP UP TO INCREASE VOLTAGE OR DOWN TO DECREASE. DO NOT DISTURB CONTACT SCREWS.

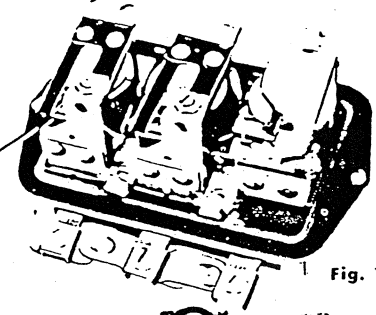


Fig. 16

EXTERNAL ADJUSTMENT TYPE

TURN CLOCKWISE TO INCREASE VOLTAGE — COUNTERCLOCKWISE TO DECREASE.

Fig. 17

TO TEST AND ADJUST CURRENT RESPONSIVE UNIT

BEND UP TO INCREASE CHARGING RATE OR DOWN TO DECREASE

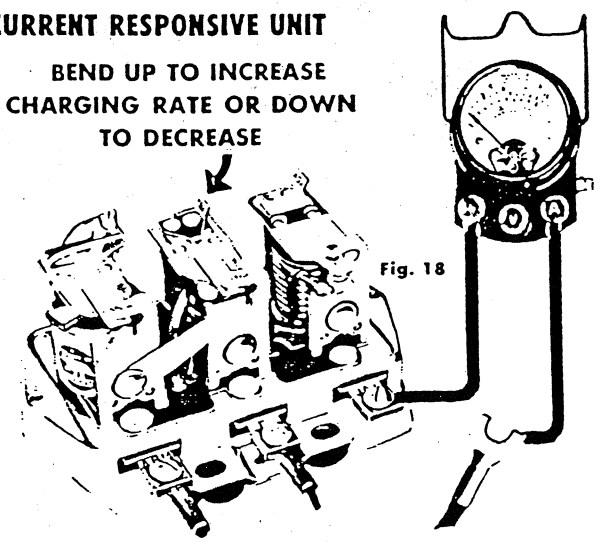


Fig. 18

Connect accurate ammeter as shown in Fig. 18. Do not depend on car ammeter. Insert small wooden wedge between armature and core of voltage responsive unit as shown.

Increase engine speed until ammeter ceases to rise. If ammeter reading is above or below that shown in Generator-Voltage Regulator Table (Page 25), current responsive unit needs adjustment.

To adjust current responsive unit of external adjustment type voltage regulator, see Fig. 18. On others, adjust spring tension in the same manner as you would adjust voltage responsive unit.

If specifications of voltage regulator read 35-45 or any other double reading, set at lower reading when the regulator is warm. A range in amperage reading means current responsive unit is temperature-compensated to increase its output in sub-zero weather.

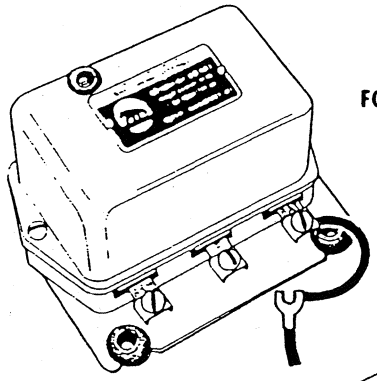
HIGH VOLTAGE

When high voltage is present or the charging rate is consistently high, it can usually be corrected by voltage regulator adjustments as described previously. There will be, however, some cases where voltage regulator adjustments will have no effect on the voltage or charging rate. This condition is the result of a grounded generator field circuit. Follow this test procedure.

Disconnect wire "H" at the generator (Fig. 13). If it still charges the field coils are grounded and the generator must be removed for major repairs. If it does not charge, replace wire "H".

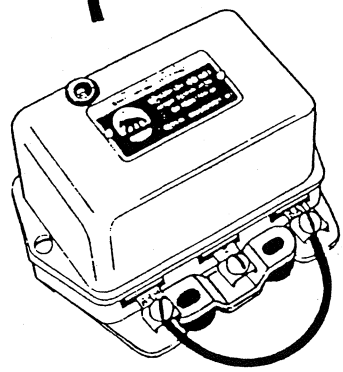
TO POLARIZE THE GENERATOR

If the generator has been removed from the car or wires have been disconnected from the generator or regulator, be sure to polarize the generator before starting the engine. Momentarily connect jumper wire as shown in Fig. 19 or 20.



FORD-LINCOLN-MERCURY TYPE

Fig. 19



ALL OTHER SYSTEMS

Fig. 20

UNSTEADY CAR AMMETER NEEDLE

Unsteady or fluctuating ammeter may be unimportant as some car ammeters are not damped. To be safe connect reliable ammeter in series at the battery terminal of the regulator. If the test ammeter needle fluctuates when the motor is running, examine the voltage and current regulator contacts. If they are pitted or burned, replace the entire regulator.

When the regulator contacts are pitted or burned, consider it a warning that there may be trouble in the generator. If the brushes are worn or if the commutator needs attention, it will result in rapid oxidation and pitting of the regulator contacts. Be sure to correct this generator trouble when you replace the regulator.

ADDITIONAL PRECAUTIONS!

1. Make sure the correct voltage regulator is used. This is important because the voltage regulator must be the correct one and electrically balanced with the generator. The resistors in the regulator base must be correct for the generator on the car. For reliable information see Generator-Voltage Regulator section of this Manual.

2. Make sure the wires are firmly connected to the proper regulator terminals. Connecting wires to the wrong terminals even momentarily may burn out the contacts, spring, or resistor of the regulator.

3. Check the battery. The charging circuit cannot function properly if the battery has a weak or dead cell. It will shorten the life of the voltage regulator.

4. After servicing or replacing a voltage regulator, always inspect generator commutator and brushes. If worn or sticky, correct the condition before the car leaves your shop. Failure to do this will result in rapid burning and pitting of the regulator contacts.

5. Be sure the radio condenser that is mounted on the generator is in good condition and is properly connected. It must be connected to the "A" or armature terminal on the generator, never to the "F" terminal.

FINAL TEST OF VOLTAGE REGULATOR

Regardless of how perfectly a regulator may be adjusted at the factory or on a test bench, final check should be made after the unit is installed on the car.

With the engine running at approximately 1500 RPM connect the voltmeter from the battery terminal of the regulator to ground. The regulator cover must be in position. Voltage on 6-volt systems should range from 7 to 7.4 volts (14 to 14.8 volts on 12-volt systems).

GOTS AND WANTS

FOR SALE:

MEMBER'S ADVERTISEMENTS

WANTED TO BORROW

Bill Bond would like to borrow an early front seat bracket to use as a pattern to make this item to sell. He will not damage it and will return it promptly. If any member can lend one to him, please do. Bill makes his parts exactly like the original.

To see what it looks like, see the January 1989 newsletter, page 5, on the bottom of the page there is a drawing by Dean Larson.

Bill Bond, 1040 Old Squaw Pass, Evergreen, CO (303) 670-3283.

FOR SALE * * FOR SALE

Bert's Model A Ford Center has manufactured 200 sets of Late Victoria sliding seat adjusting mechanism's consinsting of:

1-Handle - chrome
2-Seat adjuster (with teeth and springs)
3-"L" shaped bracket that mounts to floor
4-Bracket that attaches spring to seat bottom wood.

This whole set is $95. They also sell, (but do not make) the slider mechanism for the driver's seat $60.

Bert's Model A Ford Parts, 3560 Chestnut Pl., Denver, CO. 80216 800-321-1931, ask for Steve, and be sure to tell him the Victoria Association sent you.

Write them your needs. They have lots of Victoria items from time to time.

BERT'S MODEL A FORD CENTER

Model A/AA Parts, Service and Restoration
Bought / Sold / Traded
Individual Parts Rebuilding

3560 Chestnut Place • Denver, CO 80216
(2 blks. west of 36th & Brighton Blvd.)
(303) 293-FORD (3673)

STEVE CLIFF "IKE" ALAN

"Satisfaction Guaranteed"

WANTED *** WANTED

I need the two front passenger seat eye bolts and corresponding floor brackets. for the passenger seat that goes with the driver's sliding seat. Do any of you know of a source for these items? My A-400 does not have the correct items.

Charlie Viosca, 68 Windjammer, Frisco, TX 75034, Ph: (214) 625-2922.

(SEE PHOTO'S ON PAGE 15)

WANTED *** WANTED

Passenger seat that goes with drivers sliding seat, including brackets. Shown on page 229 in Henry's Lady.

I also need the rear skirt that goes on the bottom of the body and between the fenders.

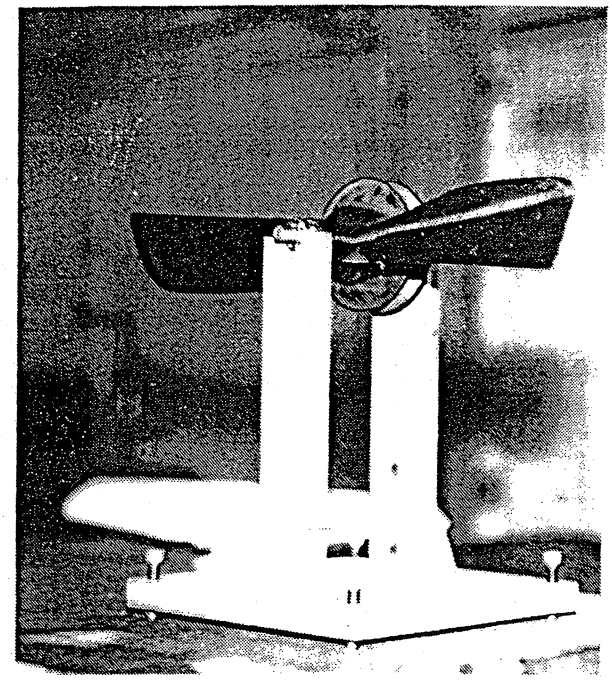
Gene Taylor, Rt 1, Box 237J, Madison, AL 35758 (205) 232-9000.

WANTED * WANTED**

Passenger seat, the late type that goes with the driver's sliding seat.

The rear skirt (between the fenders at the bottom of the body). Garnish moldings, shade brackets, header upholstery retainer and windshield wiper motor. The correct motor for the Victoria that parks on the left.

John Icenhower 1613 Ryan Rd., Sulphur Springs, TX. 75482, (903) 885-6748.



ROB MILLS FAN BALANCER. ROB, SEND US A DRAWING, SURELY MORE MODEL A OWNERS WOULD LIKE TO MAKE ONE.

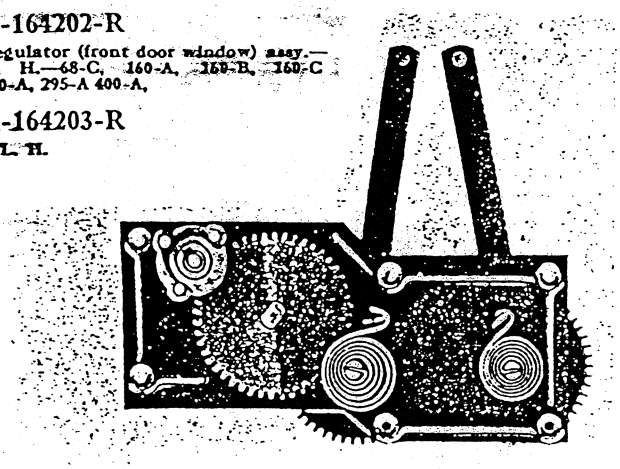
GOLF SHIRTS

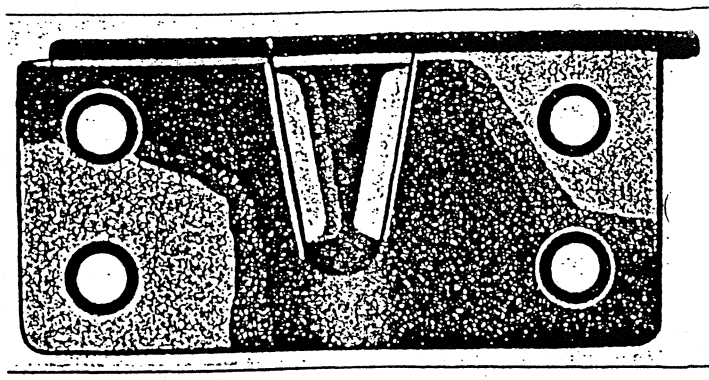
The Golf Shirts are in, those of you that have ordered, I will send them to you. Anyone wanting the Golf Shirt with the same Victoria design as the "T" shirts, let me know and I'll send them to you also. The sizes are: Medium, Large & X - Large.

THIS IS A PRINT FROM THE ART WORK FOR OUR VICTORIA PATCHES, ACTUAL SIZE. THEY ARE A WHITE BACKGROUND WITH BLACK EMBROIDERY. SHOULD BE VERY PRETTY. GET YOUR ORDER IN AND I'LL MAIL THEM AS SOON AS THEY

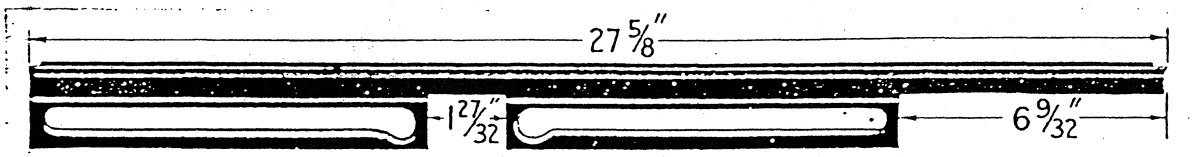
A-164202-R
Regulator (front door window) assy.—R. H.—68-C, 160-A, 160-B, 160-C 190-A, 295-A 400-A,

A-164203-R
Is L. H.



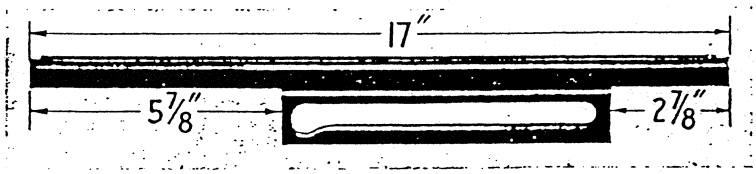


A-191412-R
Dovetail (door) assy.—female—68-C, 190-A, 400-A



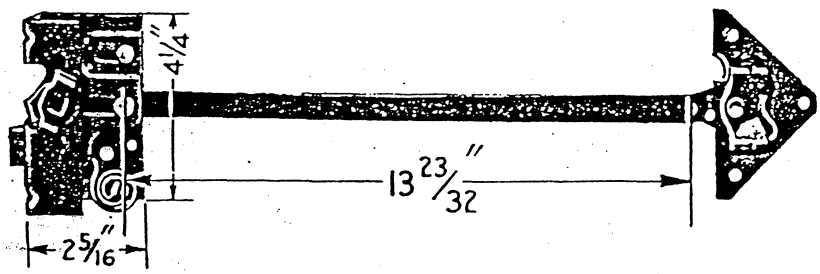
A-190962-A
Channel (door glass) assy.—R. H.—190-A, 400-A

A-190963-A
Is L. H.



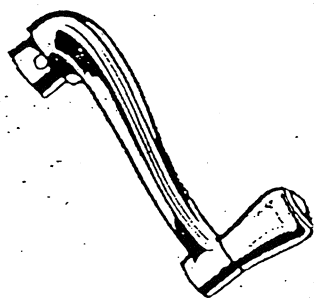
A-191782-R
Channel (quarter glass) assy.—R. H.—190-A

A-191783-R
Is L. H.



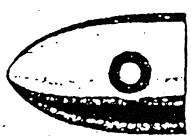
A-191100-BR
Lock (door) and remote control assy.—R. H.—190-A, 400-A

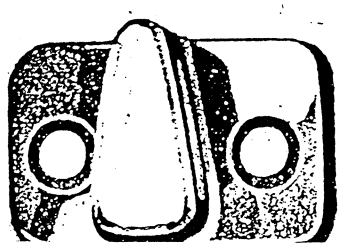
A-191101-BR
Is L. H.



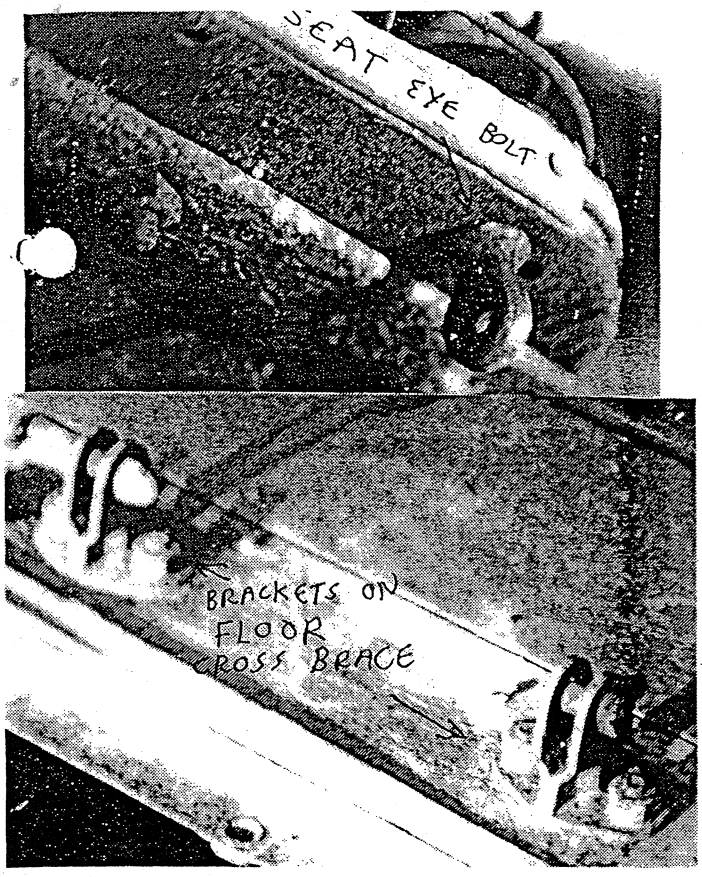
A-64280-ER
Handle (window regulator) assy.—Butler finish—68-B, C, 155-C, D, 160-B, C, 190-A, 295-A, 400-A

A-192140-R
Tip (quarter trim binding) upper—190-A

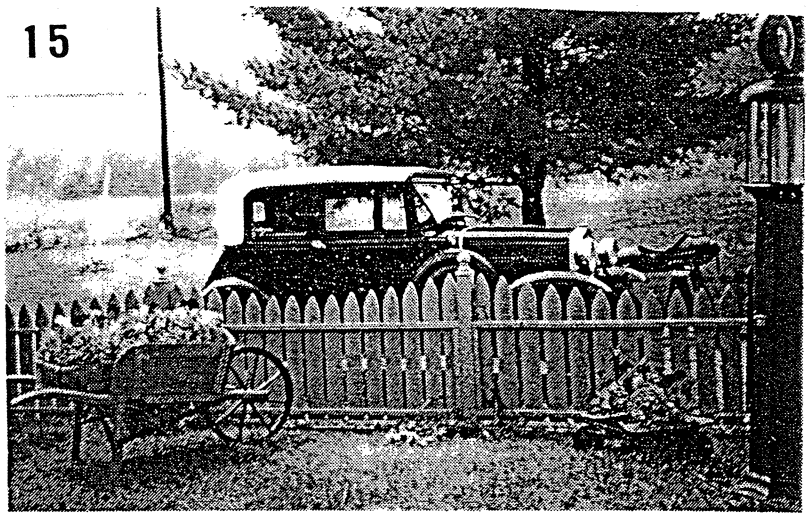




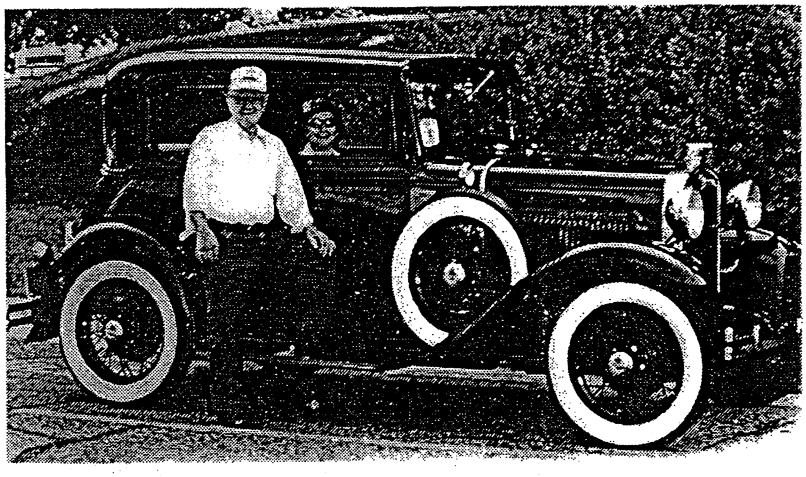
BB-336850-B •
Dovetail (door) male—offset—68-C, 160-A, 160-B, 160-C, 190-A, 295-A, 400-A
(No longer serviced; supply B-46421-B)



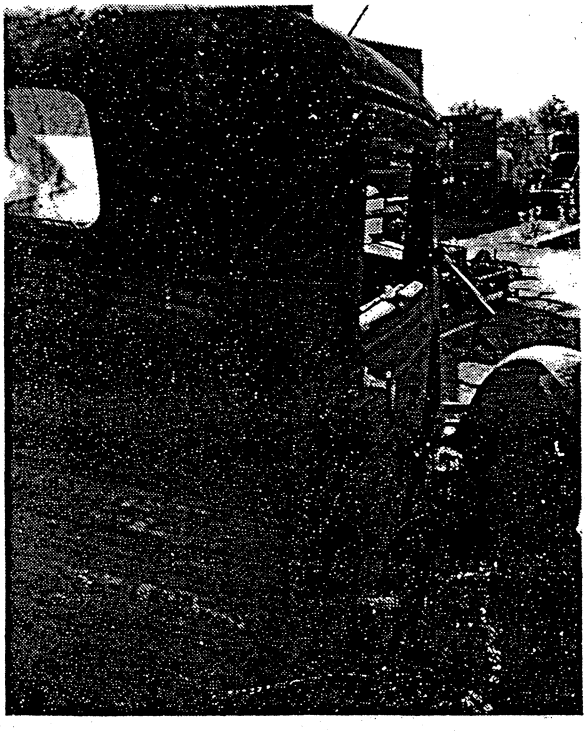
LATE PASSENGER SEAT FOR VICTORIA WITH SLIDING DRIVER'S SEAT. CHARLIE VIOSCA WANTS THE UPPER AND LOWER ATTACH BRACKETS. JOHN ICENHOWER WANTS THE SEAT AND BRACKETS.



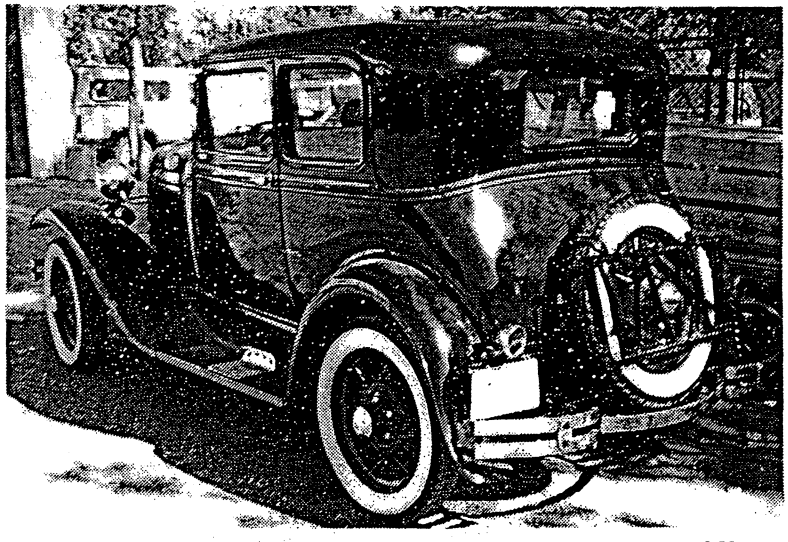
PAUL SWETT, ST. JOHNSBURY, VT. A BEAUTIFUL PHOTO WITH VICTORIA, GAS PUMP, WHEELBARROWS AND AIRPLANE PEDAL TOY.



STEELBACK VICTORIA OF WAYNE & BESSIE GARRISON OF LINCOLN, NE. A REAL NICE VICTORIA.



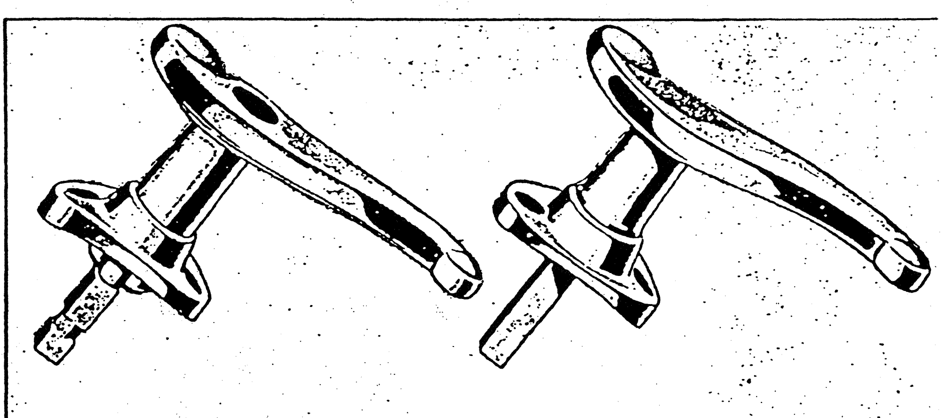
ICKUP TRUCK MADE FROM A VICTORIA. ıT WAS MADE BY CUTTING OUT THE ¼ WINDOW SECTION AND MOVING THE REAR PORTION FORWARD AND WELDING IT. SORRY THE PHOTO IS SO DARK. Owned

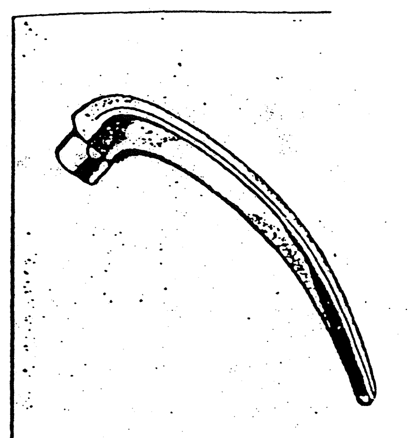


LATE '31 STEELBACK BELONGING TO ROY REGER OF COLORADO. NOTE THE LUGGAGE RACK MOUNTED ON THE SPARE TIRE. HOW ABOUT SOME DRAWINGS ON THIS? ROY, I'M SURE MANY VICTORIA OWNERS WOULD

FIRST CLASS MAIL

International
Model A Ford Victoria Association
68 WINDJAMMER • FRISCO, TEXAS 75034

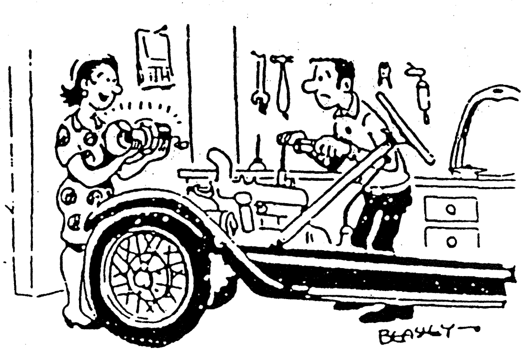


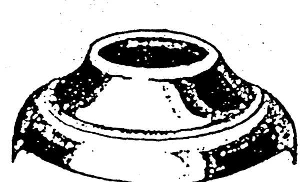


A-161205
Handle (door locking) assy.—outside—68-C, 160-A, B, C, 190-A, 295-A, 400-A

A-161206
Handle (door) assy.—outside—68-C, 160-A, B, C, 190-A, 295-A, 400-A

A-61208-ER
Handle (door lock remote control inside) Butler finish—68-B, C, 160-B, C, 190-A, 295-A, 400-A
(No longer serviced; supply 40-702400)





BB-333160-A •
Escutcheon (door inside handle) Butler finish—68-B, 68-C, 160-B, 160-C, 190-A, 295-A

BB-333160-B •
Nickel plate—400-A