The Victoria Bustle

International Model A Ford Victoria Association

Founded 1986 - Frisco, Texas

Model A Ford Club of America - Model A Restorers Club

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Newsletter

President & Founder: Charlie Viosca
Editor: Tom Endy
Publishers: Bob & Karyn Sitter

The Model Garage

Established 1932 *Cayucos, California*

Charlie Says!

by Charlie Viosca

MARC - MAFCA Award!

I am pleased to announce that the Victoria Bustle newsletter has won the MAFCA Best Special Interest Group Newsletter Award for 1998 and an Award of Excellence from MARC for 1998.

My Thanks!

Let me thank Tom Endy for the super job he does producing the newsletter, John Icenhower for taking good care of our finances, Kay Lee for keeping our INDEX updated, Bob Bidonde for keeping our BODY FEATURES by numbers list up to date, and Anders Ramberg for the great drawings he has made and has coming up in the future.

Dues Renewal!

Our treasurer John Icenhower reports that 1999 membership renewals have reached 137. We have 180 members, so there are 43 members who have yet to renew. The deadline for renewal is March 15, 1999. The April newsletter will contain the 1999 Roster. Those who do not renew by the deadline will not receive an April 1999 newsletter.

OOPS!

You will notice that in this newsletter issue there are three extra pages (14A, 15Rev. and 16Rev.). Pages 15Rev. and 16Rev. contain corrections to the rear spare tire drawings that appeared in the May 1998 (Vol.13, issue #2) publication of the Victoria Bustle. Page 14A is an addition. Member Jerry Bengel noticed that a few of the dimensions were in error on the original drawings. My thanks to Jerry for spotting the error. If any member sees anything in any article that does not appear to be correct, please bring it to my attention so that we may check it out and correct it if necessary.

Correction Instructions!

Remove and discard pages 15 and 16 (one sheet) from the May 1998 publication. Remove pages 14A, 15Rev. and 16Rev. from this publication. Insert pages 14A, 15Rev. and 16Rev. into the May 1998 publication. My apologies for the confusion. I have sent copies to John Icenhower so that he may correct his file of back issues held for new members.

Dog Tags!

We now have the new Victoria body tags in our possession. The Cabriolet Club is having the number stamps made. Some of the cost will be shared by us. As soon as our Cabriolet Cousins receive the stamps we will send them the tags and the number information and they will stamp them for us. To date we have 8 orders on hand. If there are any more members interested in obtaining Victoria body tags for their car, send $15 and the body number of your Victoria to me and I will include it in the order.

Charlie Viosca
11084 Windjammer
Frisco, Texas 75034

Victoria Patches!

We have only 8 Victoria Association **patches** left. When these are gone there will be no more. They will then become highly sought after collectors items. If you want one, send me a check for $3.

The Texas Tour!

The 1999 Texas Tour will be held in June in Victoria, Texas. We will also have a **Victoria Association meeting** there. The Date and time will be announced in the April publication of the newsletter. ☺

For information contact;

Dr. Will Wagner
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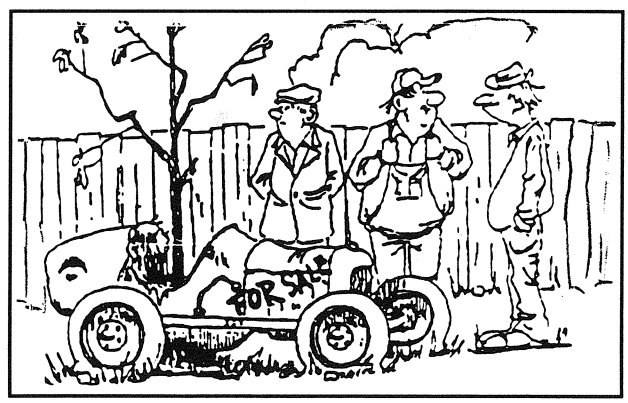
Victoria, Texas 77901-6426



Charlie says that Victoria, Texas was named after the Model A Ford Victoria, as was Queen Victoria.

Properly Oiled!

by Ben Hadd

Flywheel Housings!

In the September-October 1998 issue of the MARC Model A News there was a question and answer discussion regarding cracking of the flywheel housing. The question person wanted to know why they crack. The answer provided had to do with the cracking occurring with the normal operation of the car. It described how going over rough roads and bumps with the weight of the engine hanging on the four flywheel housing to engine mounting bolts can cause the damage. The engine is bolted to the flywheel housing with four ½ inch bolts, two above the crank flange and two below it. I do not dispute this probable cause one bit. I'm sure it is a valid analysis, but there is another phenomenon to consider.

A fine watch!

It has been said that the death of most fine watches occur on the work bench. Keeping that in mind, it is possible that maintenance malpractice could well be a contributing factor to this mechanical failure. Make it a point when you are at the next swap meet to look closely at any and all flywheel housings displayed for sale. Nine out of ten will be found with cracks emanating from one or both of the two bottom mounting holes. I believe that these cracks were mostly caused by a guy trying to fix a watch.

Engine mounts!

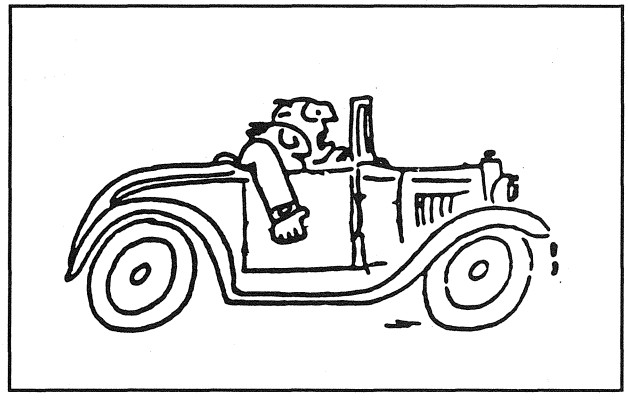
The very early cars had the engine mounted rigid to the frame at three points, two at each side of the flywheel housing, and one at the very front of the engine. Henry discovered that this caused a lot of vibration, so Ford eliminated the front rigid mount and spring loaded it. Refer to the service bullitens page 294, November 1928. The front part of the frame had to be modified, and a "Y" shaped spring loaded mount replaced the rigid mount. The two rear mounts remained rigid to the end of production. The after market folks provided the "Float-a-Motor" non-rigid rear engine mounts, refer to Bratton's parts catolog, part number A5089I. I think "Float-a-Motors" are a great idea and I have them installed on my car. They allow the motor to float, vibration is further reduced, and you can get the engine in and out of the car without a frame spreader.

The death of the watch!

Think of the many times a Model A Ford has had to have it's timing gear replaced. It is a very common failure mode, and is usually a single mode failure. The normal task is to replace the timing gear while the engine is still in the car. It is also a really fun job when you are parked along the highway at a roadside seminar with half of your tour group under the hood with you. In order to replace the timing gear the front motor mount and the front timing gear cover have to be removed. In order to support the front of the engine a jack must be put in place under the front part of the engine. The front of the engine then has to be jacked up in order for the timing gear cover and motor mount to clear the front of the frame. Keep in mind the flywheel housing is bolted to the two rear motor mounts, which are bolted rigid to frame. As the front of the engine is elevated, and since the engine can't bend, stress is put on the two lower engine to flywheel housing mounting bolts, and that's when I believe the cracks around the holes occur.

What to do!

You can either have the timing gear replaced by an experienced watch maker, or you can remove the two bolts at both rear motor mounts and support the rear of the engine with a jack and try to raise the whole engine up instead of just the front. A better way is to have "Float-a-Motor" rear motor mounts installed, then all you have to do is remove the nut on both center bolts and it will allow the rear of the engine to rise when the front is elevated. ☺



I think we're running out of time Fred!

Remembrance of a '28 Coupe!

by Tom Endy

The kids on the block!

During my grade school and high school years in Alhambra, California, I had two good friends who I hung around with, one was Skeeter, and the other was "Too Tall" Ronny Korienek. Skeeter had a last name like most folks, but there was never a reason for anyone to use it, let alone even know it. With a name like Skeeter, much like Fabian and Elvis, his first name was all that was ever needed. We often referred to Ronny as "Too Tall" because he was 6'4'' tall (in the eighth grade), and then he got taller.

The grand plan!

About mid way through our senior year in high school Ronny came up with the idea he wanted to buy a Model A Ford. The reason was his older brother had left behind a derelict '36 Ford Tudor in their parents back yard when he joined the Navy. The grand plan was to make a hot rod out of a Model A Ford by using the V-8 engine and other parts from the '36 Ford.

The classified ad!

A short while later Ronny saw an ad in the newspaper for a Model A Ford for sale for $75. The three of us went to look at it. When we arrived at the location an elderly lady answered the door. She told us she had owned the car for a long time but was now unable to drive. The car was down the street in a rented garage. She gave us the keys to the garage and the car and told us to go look at it and drive it. What a trusting soul she was. But, then again, it was a much different era. The Model A was a little '28 Coupe. It was painted all beige, including the fenders and splash aprons. Everything else was complete and intact including the 21" tires and wheels. It was the cleanest, straightest looking Model A Ford I had ever seen, and it ran great. I think it was the first time I had ever noticed a Model A Ford with anything but 16" wheels. During World War Two, and certainly by the 1950's, most Model A Fords had been converted to V-8 wheels to take advantage of the better availability of 16" tires. At first I thought it was a Model T, since it had such an antique look to it. Ronny liked the car and immediately bought it from the lady without even haggling over the price.

Dismantling the '36 Ford!

After several days of tearing the '36 Ford apart and scattering parts all over the back yard, we realized that the grand plan for building a hot rod was far beyond our capability. The grand plan was abandoned and the '28 Coupe became a novelty for us to cruise around town in.

Tracks and pinions!

One day the three of us were over in Alhambra, jammed in the car heading south on Garfield Avenue. Ronny had the pedal to the metal as we crossed over Mission Road, then over the railroad tracks. The bounce from the tracks lifted the rear wheels off the ground. Ronny still had the pedal down when the wheels connected with the road again. The speed of the wheels must have increased greatly and then when reunited with the road the shock wiped out the differential. In retrospect, and with subsequent acquired knowledge of differentials, I believe the ring gear must have cleaned all the teeth off the pinion gear. Whatever was the case, the '28 Coupe no longer had any go. As a mature adult, whenever I drive my Model A Ford over railroad tracks, I automatically take my foot off the gas until I have crossed over them.

Teen age mechanics!

My memory has dimmed on how we got the car and ourselves home, but we managed to get the '28 Coupe to the driveway of Ronny's parents house. We were able to buy a complete Model A Ford rear end from the local junk yard for $15., which included everything from the speedometer gear back to both wheels and tires. We connected the end of the torque tube to the rear bumper of my '41 Buick Convertible and towed the rear end over to Ronny's house. The rest of the afternoon was spent scattering Model A Ford parts all over the front yard in an attempt to remove the wiped out rear end from the '28 Coupe. By evening we were stumped. A neighbor observing the activity came over and told us we would need a spring spreader if we expected to be able to remove the rear end from the car. We had no idea what he was talking about. About that time I had to give it up and go home for dinner. A few days later Ronny had the '28 Coupe back on the road. To this day I don't know how he and Skeeter managed to change the rear end out without killing themselves with the rear spring.

continued on next page....

Duty Calls!

Before long it was graduation time and soon after the three of us enlisted in the Navy. A couple of years later Ronny and I were both stationed at San Diego for a short while. He was on a ship and I was at the North Island Naval Air Station. One week-end Ronny went home and got the '28 Coupe running. He had another grand plan, that was to drive it back to San Diego. In those days there was no freeway between Los Angeles and San Diego. It was 120 miles of coast highway and it took about four hours to drive the distance. Around midnight on a Sunday night Ronny started out for San Diego. By the time he had driven about 40 miles, and was near the Huntington Beach Pier, he noticed something that appeared to be glowing through a hole in the right side of the firewall. He pulled over and raised the hood on the right side and observed the exhaust manifold glowing a bright cherry red. Dumbfounded by what he saw, and afraid the car would blow up, he closed the hood and walked away from it. He hitch-hiked the rest of the way to San Diego. The following week-end he went up to Huntington Beach and drove the '28 Coupe back home. Looking back I firmly believe that Ronny had been driving the car with the spark advance handle all the way up in the retarded position.

The nostalgia of youth!

Four years later the three of us were back home again ready to pursue our adult lives. I don't know what ever became of the '28 Coupe. Skeeter and I have remained good friends for all these years, but Ronny drifted away. The last we saw of him was in late 1957, he was headed for northern California in pursuit of a job. We never saw him again, but over the years we have tried to locate him, all to no avail. Occasionally when Skeeter and I get together over a beer and we are feeling nostalgic, much like the late, great entertainer Jimmy Durante who would close each performance by wistfully looking to the sky and lamenting to his long lost cat, "Good night Mrs. Calabash, where ever you are", we hoist our glasses and proclaim, "Here's to "Too Tall" Ronny Korienek, where ever he is."

Editor's Note!

All the events in this article are absolutely true, as are the characters. Some artistic license was taken in melding the events to the characters. I cannot however attest to the accuracy of Durante's cat. ☺

Victoria Door Window!

by Jack Sperr

A mad Tomcat!

Up until this past year I would rather tangle with a mad Tomcat than install or remove a Victoria door window. For many years I have struggled using the same method of removing a door window as I used when working on a Model A Ford coupe or sedan where the regulator has only one arm. With a two arm regulator I generally ended up with many cuts and bruises, and a strained temper. If you have had this experience you know what I mean.

Help from a friend!

A fellow MAFCA chapter member who has a Victoria suggested I try his method of doing the job. I did and couldn't believe how simple and easy removing the window can be. Having never read an article on installing or removing Victoria door windows before, I thought it may be helpful to make this method known for other Victoria owners who are faced with the same task.

Door window removal!

First remove the garnish and window moldings. Remove the door and window handles and inside door paneling. Remove the bracket at the front of the window opening that holds the wide front window felt. It is also helpful to loosen (don't remove) the six screws that hold the window regulator. Make sure that the rear glass felt is loose at the top. Roll the window channel up while guiding the glass just inside the door frame until the lower window channel and regulator arms are just above the window opening. At this point it is effortless to pop the channel loose from the two regulator arms. It is so simple, I couldn't believe it the first time I used this method and to my surprise, no cuts or bruises.

Door window installation!

To install a window, just reverse the procedure. If you haven't used this method, give it a try and save your temper and band-aids. I believe this procedure would work the same on an A-400 Model A Ford. ☺

Jack Sperr lives in Salem, OR

Editor's Note! Who is your MAFCA chapter friend? We want him in the Victoria Association. ☺

Properly Oiled!

by Ben Hadd

Astute observations!

For the number of my adult years that I have been fooling with Model A Fords I have made some astute observations of failure modes. I emphasize my adult years because as a teen agger I had a Model A Ford, but I wasn't very astute in those days, nor did I observe very much. Here are two failure modes to ponder.

The transmission!

The cluster gear must tend to have a loaded push to the rear on it. I have noticed that wear seems to occur to the rear cluster gear boss inside the housing, but not to the front boss. The early housings had a brass thrust washer at each end of the cluster gear up against each boss. Henry apparently thought the washer would take the wear and not the housing. I have seen a number of rear cluster gear bosses worn on both the early and late housings. Ford must have noticed that as well, maybe that's why they eliminated the washer. Since the washers were not doing any good, why not eliminate them along with the associated cost. The later housings have a thicker boss cast into each end of the housing to take up the space of the washers.

How much wear?

The amount of allowable thrust clearance for the cluster gear is debatable. One "How To" book says that the limit is .020. That seems like a lot to me. I would think .003 to .005 would be better. Then again I am not sure what detrimental factor excessive cluster gear thrust clearance would have on the operation of the transmission. There is pretty good documentation around that suggests too much thrust clearance of the main shaft will cause the shifter to jump out of gear. What ever the case, it would seem prudent to try to get the clearance down to below .010.

There is a fix!

I have repaired several of the later transmission housings by using a miniature disk sander attached to a pneumatic right angle drive. Keeping the disk and my eye ball as level as possible I ground the rear housing boss down sufficiently to be able to install one of the early brass washers. The washers are available from Bratton's Antique Auto Parts, the part number is A7120. It is a trial and fit effort, grind a little off and try to fit the washer. With a little patience it is possible to get a nice fit. Someone who has a well equipped machine shop could probably approach the task more preciseley, but my method has worked. To eliminate excessive cluster gear thrust clearance in the early housing, the task is to install two brass washers at the rear boss. To do this you may have to re-size one of the washers by grinding it thinner.

An installation trick!

After much frustration I learned an easy method of installing cluster gears in the early housings using the brass thrust washers. Prop the housing so that it sits straight up. Take the old cluster gear shaft you planned to throw away and slip the end into either end of the housing. Take the new cluster shaft you plan to install and slip it into the other end of the housing. Put some grease on one side of a thrust washer and slide it over either shaft and stick the greased side up against the boss. Slide the shaft back out until the end is even with the end of the washer. Do the same thing at the other boss. The two shaft ends and the grease will hold the washers in place while you install the cluster gear. Carefully lower the cluster gear into place and push both shafts in a notch or two to capture the assembly. Push the new shaft in until it pushes the old shaft out.

The differential!

Another wear prone area are the two differential carrier bearing mounts where the tapered carrier bearings press on. You notice I said press on. They are supposed to be tight on the mounts. Many well intentioned Model A Ford mechanics set the bearings too tight by not following the pre-load procedure. The pre-load on the bearings is determined by the total thickness of banjo gaskets used. There is a procedure to determine this in many of the "How To" books. Bearings set too tight will cause the mounting surface of the bearing to spin on the carrier mount. It more often occurs first to the side where the ring gear is mounted. The spinning mounting surface will machine metal off underneath it as well as behind it. When rebuilding a differential be sure that both carrier bearings press on tight to the carrier mounts.

There is a fix!

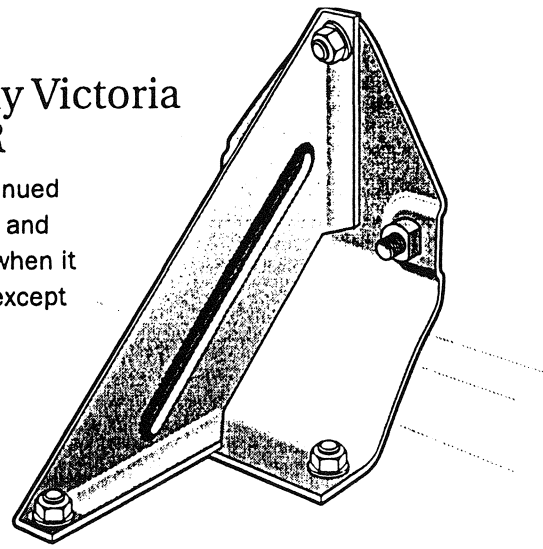
Carrier mounts can sometimes be repaired by knureling the mounting surface and placing shims behind the bearings. It is also a good idea to apply some lock-tight to the knureled surface before the bearing is pressed on. ☺

Remove these two pages with the three drawings.
Insert them into the May 1998 newsletter
(Vol.13 Issue #2)

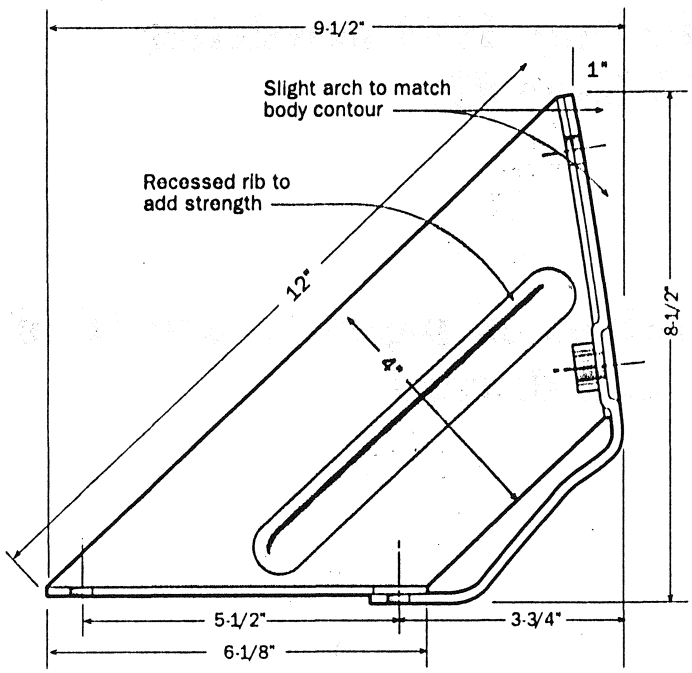
Remove the existing drawings on pages 15 and 16 of the May 1998 newsletter and discard.

Spare tire brace for the early Victoria Leatherback, A-192062-AR

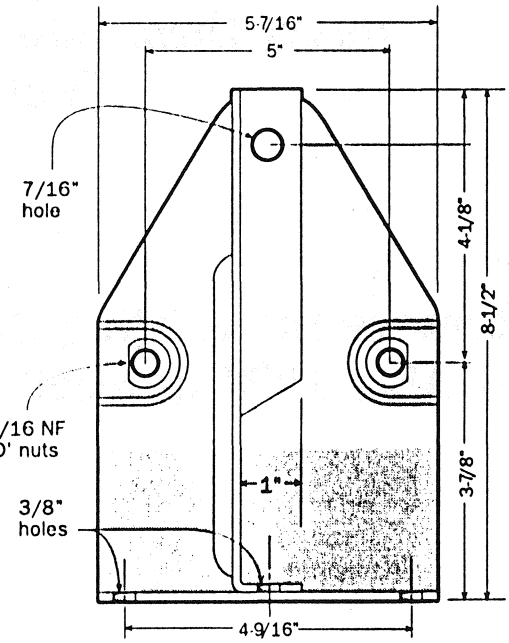
This brace is believed to have been discontinued due to the lack of support for the spare tire and carrier. At this point we have no records of when it changed to the taller, more stronger brace except for the listing in the body parts listings.



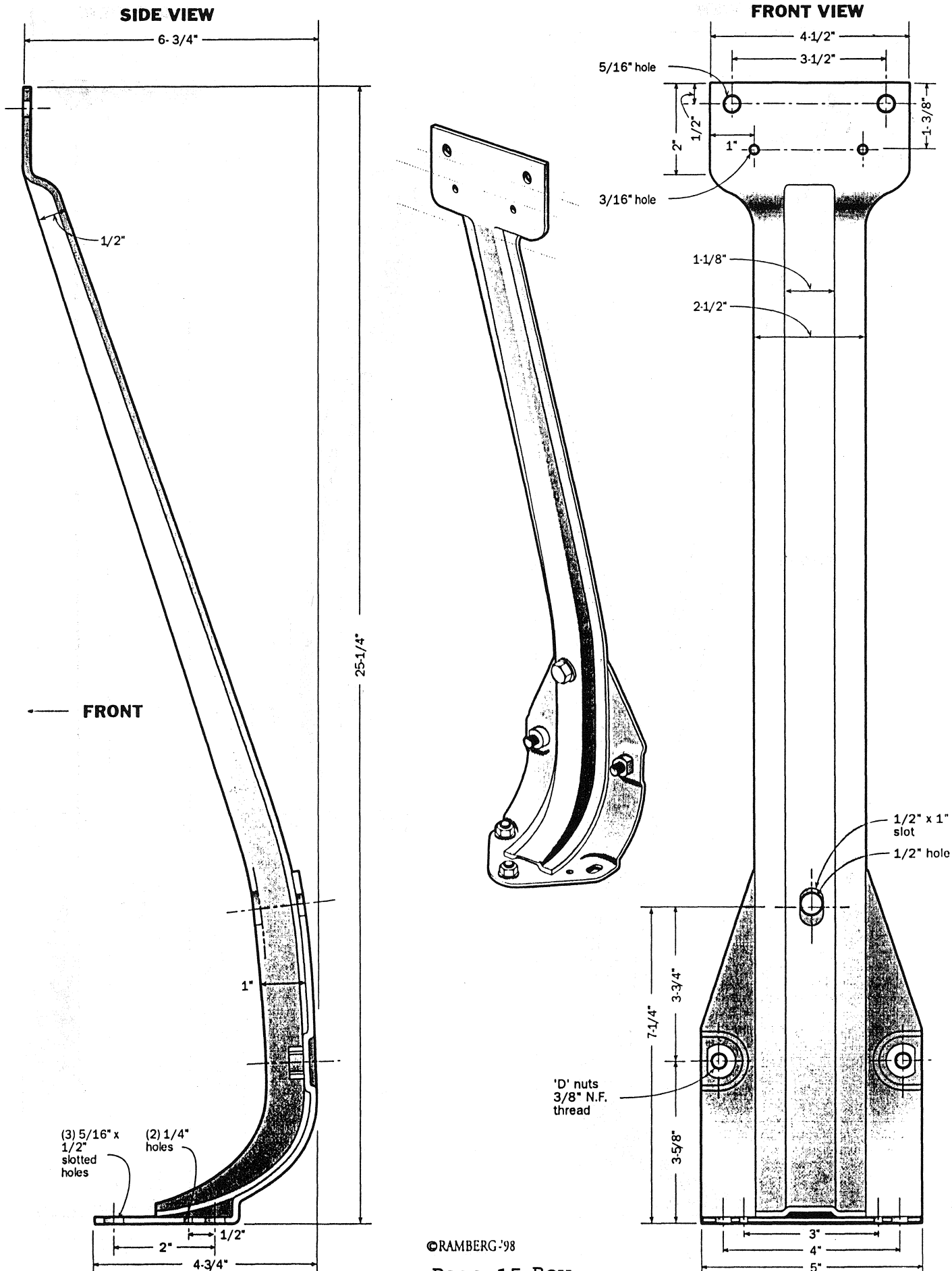
SIDE VIEW



FRONT VIEW



Spare tire brace for the Victora Metal back, A-192062-C



Spare tire brace for the Victoria Leatherback, A-192062-BR