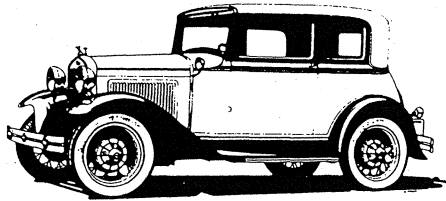
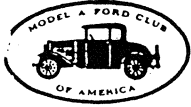


# Victoria Association



Vol.6 No.3

NEWSLETTER

July 1991

## CLUB ROSTER

THIS NEWSLETTER WILL CONTAIN THE CLUB ROSTER AS OF JUNE 29, 1991. I WOULD APPRECIATE IT IF YOU WOULD ADVISE ME OF ANY CORRECTIONS NECESSARY. KAY LEE ADVISES ME THAT THE LABELS ARE UP TO DATE AS FAR AS THE CORRECTIONS SHE HAS RECEIVED FROM THE MEMBERSHIP. I HAVE NOT CHECKED THE LABELS WITH THE ROSTER AND THERE MAY BE SOME DIFFERENCES.

-----

## CLUB DUES

THE CLUB DUES WILL BE DUE BY JANUARY 1, 1992. FOR SOME OF YOU THAT PAID YOUR DUES LATE, IT WILL SEEM LIKE THE DUES HAS COME UP AGAIN VERY QUICKLY. THE DUES COVERS A CALENDAR YEAR FROM JANUARY 1 TO DECEMBER 31. EVERYONE JOINING AFTER THE FIRST OF THE YEAR, AUTOMATICALLY RECEIVES ALL NEWSLETTERS FOR THE WHOLE YEAR. THAT WAY, NO MATTER WHEN YOU PAY YOUR DUES, EVERYONE RECEIVES THE SAME THING FOR THEIR MONEY.

I WAS LATE IN 1990 TO TELL YOU TO PAY YOUR DUES. I WILL REMIND YOU TO PAY YOUR DUES IN THE NEXT NEWSLETTER WHICH WILL BE IN OCTOBER. THE ONLY PEOPLE RECEIVING THE JANUARY NEWSLETTER WILL BE THE PEOPLE THAT PAY THEIR DUES BY THE FIRST OF JANUARY. SO BE FOREWARNED, PAY YOUR DUES BY JANUARY 1ST 1992. OF COURSE,

THE MEMBERS THAT ARE LATE, WILL RECEIVE THE JANUARY NEWSLETTER AS SOON AS THE DUES IS RECEIVED.

-----

## TECHNICAL INFORMATION

THERE IS NOT MUCH TECHNICAL INFORMATION, IN THIS NEWSLETTER, RELATING TO THE VICTORIA. THIS IS BECAUSE I HAVEN'T HAD MANY QUESTIONS, ARTICLES OR PHOTOS.

I WANT TO KEEP ENCOURAGING ALL OF YOU TO SEND IN INFORMATION, ARTICLES, QUESTIONS AND PHOTOS. WE NEED ALL THE HELP WE CAN GET.

-----

## PAST NEWSLETTERS

HERE IS A LIST OF ALL OF THE PAST NEWSLETTERS. I MAKE COPIES WHEN WE RUN OUT AND ALTHOUGH THE QUALITY IS REDUCED, YOU CAN HAVE ALL OF THE PAST ISSUES IF YOU CARE TO PURCHASE THEM. FOR THOSE OF YOU THAT DO NOT HAVE ALL OF THE PAST ISSUES AND WANT TO PURCHASE THEM, THE PRICE IS NOW \$15 FOR ALL, POSTAGE PAID.

WE WENT UP FROM \$10 TO \$15 AS WE WERE LOSING MONEY. NOW, THIS IS A BREAK EVEN ITEM.

SEPTEMBER 12, 1985 (1ST LETTER)

NOVEMBER 19, 1985

AUGUST 6, 1986

(THE BEGINNING OF THE  
NEWSLETTER AS WE KNOW IT NOW).

### 1987

JANUARY, MARCH, JUNE, DECEMBER

### 1988

VOLUME 3 - #1 - FEBRUARY  
" #2 - JUNE  
" #3 - AUGUST  
" #4 - OCTOBER

### 1989

VOLUME 4 - #1 - JANUARY  
" #2 - APRIL  
" #3 - JULY  
" #4 - OCTOBER

### 1990

VOLUME 5 - #1 - JANUARY  
" #2 - APRIL  
" #3 - JULY  
" #4 - OCTOBER

### 1991

VOLUME 6 - #1 - JANUARY  
" #2 - APRIL  
" #3 - JULY

NOTE: IF ANY OF YOU  
MEMBERS THAT SAVE THE  
NEWSLETTER, HAVE ANY LETTERS  
FROM THE BEGINNING, THAT I  
HAVE NOT LISTED, PLEASE SEND A  
COPY TO ME FOR MY RECORDS.

### NEWSLETTER INDEX

IN THE LAST NEWSLETTER, I  
ASKED FOR A VOLUNTEER TO COME  
UP WITH AN INDEX OF THE PAST  
NEWSLETTERS SO WE COULD FIND  
ITEMS. MRS. JOYCE BARNARD  
(JOYCE AND HUSBAND BOB ARE  
MEMBERS FROM FT. WORTH) HAS  
VOLUNTEERED TO DO THE INDEX  
FOR US. I HOPE TO HAVE A FINAL

VERSION IN THE OCTOBER  
NEWSLETTER. ON BEHALF OF THE  
MEMBERSHIP, I THANK JOYCE.  
WE REALLY DO APPRECIATE ALL OF  
HER HARD WORK.

I HAVE RECEIVED A NOTE  
FROM DON ROSS SAYING THAT HE  
WILL TRY TO TAKE MY  
RECOMMENDATION TO UPDATE THE  
VICTORIA SEAT INFORMATION THAT  
HE PUT TOGETHER SEVERAL YEARS  
AGO.

THIS IS GOOD NEWS AND  
ONCE AGAIN, I ASK YOU MEMBERS  
TO SEND ME ANY GOOD SEAT, SEAT  
FRAME OR SEAT BRACKET PHOTO'S  
AND INFORMATION. I'LL SEE THAT  
DON GETS THE INFORMATION.  
PLEASE TAKE NOTE OF THIS AND  
SEE IF YOU HAVE ANYTHING THAT  
WILL BE OF HELP TO DON. I KNOW  
THAT THERE ARE SOME OF YOU OUT  
THERE WITH GOOD PHOTOS OF YOUR  
SEATS ETC. THANKS.

NEW MEMBERS, GLENN &  
SHIRLEY SLACK FROM MILWAUKEE,  
OREGON, HAVE JUST PURCHASED A  
VICTORIA FROM GLENN'S UNCLE IN  
PORTLAND. HIS BODY NUMBER IS  
3707 AND HIS ENGINE NUMBER IS  
A3784524 WHICH MAKES IT AN  
AUGUST 1930 ENGINE. THIS  
COORDINATES WITH THE JUDGING  
STANDARDS AND RESTORATION  
GUIDELINES WITH A DATE OF  
THREE MONTHS IN ADVANCE OF THE  
ACTUAL NUMBER. IN OTHER WORDS,  
A NOVEMBER 1930 VICTORIA COULD  
HAVE AN AUGUST 1930 MOTOR  
NUMBER. I AM ASSUMING THAT THE  
CAR HAS THE ORIGINAL ENGINE IN  
IT. WITH THAT 3707 BODY  
NUMBER, IT SHOULD BE A  
NOVEMBER 1930 CAR. GLENN SAID  
THAT THE CAR HAS 55,409  
ORIGINAL MILES. THIS IS ALL  
THE INFORMATION I HAVE ON THE  
CAR BUT I HOPE GLENN WILL GIVE  
US MORE DETAIL AS TO THE  
CONDITION OF THE REST OF THE  
CAR SUCH AS PAINT AND  
INTERIOR. COULD BE A VERY GOOD

ORIGINAL AND HE MIGHT JUST KEEP IT THAT WAY. LOOKING FORWARD TO MORE INFORMATION, GLENN.

-----

### CENTER BRAKE LIGHT

ONE MEMBER WROTE TO ASK WHERE I PURCHASED MY CENTER BRAKE LIGHT ON THE VICTORIA. IT WAS PURCHASED FROM A CHIEF AUTO PARTS STORE. I AM SURE THEY ARE AVAILABLE AT ALL AUTO PARTS STORES. THE ONE I USED IS A "CYCLOPS" BY GENERAL. THE NUMBER IS 6200 AND SOLD FOR \$18.38. THE THING I LIKE ABOUT IT IS THAT IT ISN'T NOTICEABLE UNTIL THE BRAKES ARE APPLIED. IF YOU HAVE A 12 V. SYSTEM ON YOUR CAR, YOU CAN USE IT RIGHT OUT OF THE BOX. IF YOU HAVE 6 V. YOU WILL HAVE TO CHANGE THE LIGHT SOCKET AND USE A 6 V. BULB.

-----

THIS YEAR, AT THE TEXAS TOUR, THERE WERE SEVEN VICTORIA'S. WE MANAGED TO LINE UP FIVE OF THEM AND TAKE A PHOTO. I THANK MRS. SONDRAL CARLTON FOR THE PHOTOGRAPHY. THIS TIME, I GOT THE NAMES OF THE OWNERS. PLEASE SEE THE PHOTOS ON ANOTHER PAGE.

A NEW MEMBER, MR. PHIL SCAGGS, HAD A BEAUTIFUL KEWANEE GREEN VICTORIA. PHIL ENTERED THE BLUE RIBBON JUDGING AND WON A FIRST PLACE. PHIL ALSO WON THE PEOPLE'S CHOICE AWARD. THE PHOTOS HAVE HIS CAR IN THE PROMINENT SPOT FOR YOU TO ENJOY, SORRY, IT ISN'T IN COLOR.

-----

### WINDSHIELD WIPER MOTORS

AS MOST OF YOU KNOW, I HAVE SHOWN PHOTOS AND DISCUSSED THAT THE VICTORIA

WINDSHIELD WIPER MOTOR MOUNTS WITH THE FLAT SIDE DOWN. (SEE P-8, VOL 6 #2 APRIL 91 NEWSLETTER). THIS PLACES THE ON/OFF KNOB ON THE BOTTOM RIGHT OF THE MOTOR. ALSO, THE RUBBER VACUUM INLET IS ON THE RIGHT.

I WOULD VENTURE A GUESS THAT AT LEAST HALF OF THE VICTORIA PHOTOS I GET, SHOW THE WINDSHIELD WIPER PARKING ON THE RIGHT, WHICH IS WRONG. I HAVE THOUGHT ABOUT THIS AND HAVE COME UP WITH A THEORY. I KNOW THAT A WINDSHIELD WIPER FOR THE PASSENGER SIDE WAS AN OPTION. THE HEADER HAD A HOLE IN IT FOR THAT PURPOSE. IF A PERSON WANTED THE PASSENGER WIPER, ALL HE WOULD HAVE TO DO IS DRILL A HOLE THROUGH THE UPHOLTERY HEADER AND THE OUTSIDE METAL HEADER. I WOULD ASSUME THAT YOU WOULD HAVE TO SPLICE A "T" IN THE VACUUM LINE TO OPERATE THE MOTOR. NOW, I THINK ALL OF THE WIPERS THAT PARK ON THE RIGHT WERE MOTORS THAT WERE INTENDED TO BE PASSENGER WIPERS.

IF ANY OF YOU KNOW ANYTHING DEFINITE ON THIS THEORY OR KNOW OF SOMETHING ELSE FOR FACT, PLEASE LET ME KNOW.

WE ARE ALWAYS LOOKING FOR CORRECT INFORMATION TO PUT IN THE NEWSLETTER.

-----

### REAR SKIRT

I NOTICED IN THE HEMMINGS ADVERTISEMENT THAT I RAN IN THE LAST NEWSLETTER, MENTIONS THE "REAR PAN BETWEEN FENDERS A-400" ETC. IN CASE SOME OF OUR MEMBERS DO NOT KNOW IT, THE A-400 REAR SKIRT AND THE REAR SKIRT ON THE VICTORIA ARE TWO DIFFERENT SKIRTS AND ARE NOT INTERCHANGEABLE. I WOULD IMAGINE THAT BOTH OF THE

SKIRTS ARE PRETTY HARD TO GET BUT I WOULD HATE TO SEE ONE OF THE VICTORIA MEMBERS BUY THE A-400 SKIRT THINKING THAT IT WOULD GO ON A VICTORIA.

### 12 VOLTS VERSUS 6 VOLTS

I KNEW THAT 12 VOLTS WAS A BETTER SYSTEM THAN A 6 V. SYSTEM BUT DID NOT KNOW WHY. I HAD THE OPPORTUNITY TO ASK AN ELECTRICAL ENGINEER WHY AND IN SIMPLE TERMS, HERE'S THE ANSWER.

IF YOU MULTIPLY THE VOLTS TIMES THE AMPS, YOU GET THE RESERVE POWER, SO,

$$12V \times 30 \text{ Amp} = 360$$

$$6V \times 15 \text{ Amp} = 90$$

IN THE ABOVE, WE ARE USING THE MAX ALTERNATOR OUTPUT OF 30 AMPS IN THE 12 VOLT SYSTEM AND 15 AMPS IN THE 6 VOLT SYSTEM. THESE FIGURES CAN VARY BUT YOU CAN SEE HOW MUCH RESERVE POWER YOU WILL HAVE WITH A 12 VOLT SYSTEM VERSUS A 6 VOLT SYSTEM.

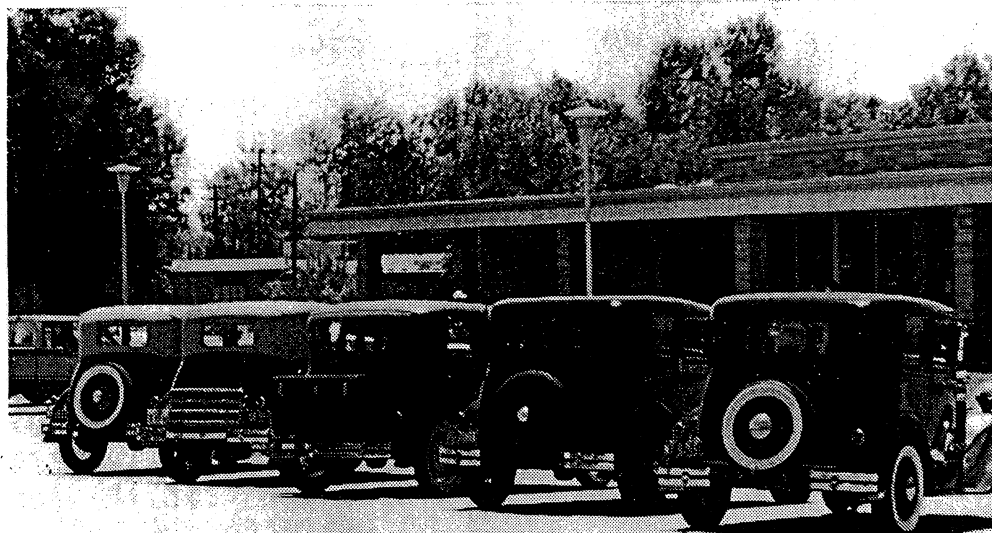
IF ANY OF YOU ARE ELECTRICAL ENGINEERS AND CAN WRITE SOMETHING MORE SPECIFIC, PLEASE DO, WE'LL PRINT IT.

### WATER PUMP MODIFICATIONS

IN THE LAST NEWSLETTER, I MENTIONED WATER PUMP MODIFICATIONS AND NOW I WANT TO EXPLAIN.

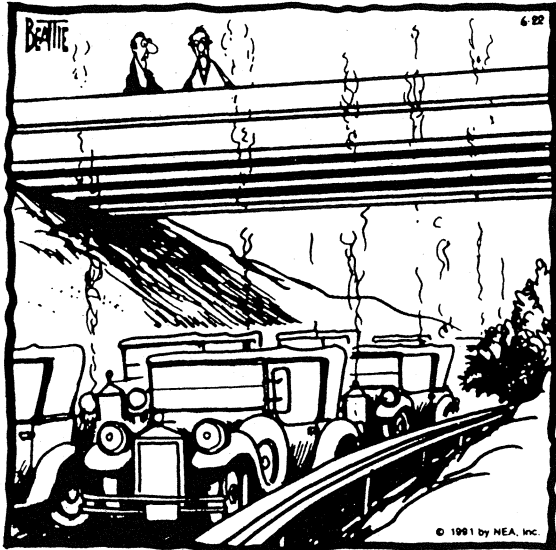
THERE ARE MANY "LEAKLESS" WATER PUMPS AND SEALS ON THE MARKET. AS WITH EVERYTHING, SOME ARE BETTER THAN OTHERS. THERE ARE SEVERAL PEOPLE INSTALLING THE MODERN CERAMIC AND CARBON SEALS IN WATER PUMPS. JUST WHICH ONE TO USE IS ANYONE'S CHOICE.

THE MODIFICATION THAT I PUT IN MY PUMP WAS PURCHASED FROM BERT'S MODEL A FORD CENTER, DENVER, COLORADO. THE ONE IN THE PICKUP HAS TEN THOUSAND MILES ON IT AND HASN'T LEAKED A DROP. THIS MODIFICATION CONSISTS OF A BRASS SPACER AND TWO NEOPRENE CUP SEALS. THEY MUST BE KEPT GREASED AND NOT



CAR OWNERS FROM LEFT TO RIGHT:  
PHIL SCAGGS, LEONARD KENT, BILL HART,  
HOWARD HOFFA, CHARLIE VIOSCA

TIGHTENED TOO MUCH. I PLACED THIS EXACT MOD IN MY VICTORIA AND IT IS WORKING VERY WELL. I HAVE ABOUT 4,000 MILES ON IT. YOU CAN USE THIS ONE, HOWEVER, WHEN IT COMES TO THESE WATER PUMP MODIFICATIONS YOU ARE ON YOUR OWN TO CHOOSE ONE YOU THINK IS BEST.



"Is there a vintage car convention in town...or is this the worst traffic tie up in history?"

## MARC INFORMATION

SINCE WE ARE A REGION OF MARC, I RECEIVED A LETTER FROM MR. D.D. SHOOPMAN ADVISING ME THAT IT IS TIME TO PLACE NAMES FOR M.A.R.C. DIRECTORS & PRESIDENT. IF ANY OF YOU MEMBERS ARE INTERESTED IN BECOMING A CANDIDATE FOR PRESIDENT OR DIRECTOR OF M.A.R.C., PLEASE WRITE TO MR. DEL SHOOPMAN, 3232 BELFORD RD., HOLLY, MICHIGAN 48442. (313) 634-8320 BETWEEN 4:00PM & 8:00 PM EST. MON, THURS, & FRIDAY.

ENTIRE SLATES OR SINGLE CANDIDATES ARE ACCEPTED.

REQUIRED INFORMATION SHOULD INCLUDE:

1. CANDIDATE'S PICTURE
2. POSITION THEY SEEK
3. RESUME OF CANDIDATE
4. AREA CODE AND PHONE

IF ANY OF YOU DO APPLY, PLEASE LET ME KNOW SO WE CAN SUPPORT YOU IN THIS ENDEAVOR.

(EDITOR)



CAR OWNERS, FROM LEFT TO RIGHT:  
CHARLIE VIOSCA, HOWARD HOFFA, BILL HART,  
LEONARD KENT, PHIL SCAGGS.

## HYPOID VS NON HYPOID OIL

THIS IS FOR THOSE OF YOU THAT USE AN OVERDRIVE IN YOUR MODEL A'S.

WHEN THE OVERDRIVE WAS ORIGINALLY MANUFACTURED, IT CALLED FOR THE USE OF NON HYPOID OIL IN THE OVERDRIVE. THERE ARE MANY PEOPLE USING ALL KINDS AND VISCOSITY OILS IN THEIR OVERDRIVES BUT DO SO ONLY BECAUSE SOMEONE TOLD THEM TO USE "SUCH AND SUCH". I DID NOT KNOW THE DIFFERENCE BETWEEN HYPOID AND NON HYPOID SO I CALLED AN EXPERT AT AN OIL COMPANY AND FOUND OUT.

I WAS TOLD "IN THE OLD DAYS, HYPOID AND NON HYPOID OILS DIFFERED IN CHEMISTRY IN THAT THE HYPOID OILS WOULD EAT UP BRONZE AND BRASS BUSHINGS". IF YOU DID NOT WANT THE BUSHINGS EATEN AWAY IN YOUR OVERDRIVE, YOU WERE SMART TO LISTEN TO THE MANUFACTURER. NOW, MOST MAJOR OIL COMPANIES DO NOT USE THE OLD CHEMISTRY IN THEIR OILS AND YOU CAN USE EITHER THE HYPOID OR NON HYPOID OIL IN THE OVERDRIVE.

WHAT IS MORE DISTURBING IS THE DIFFERENT WEIGHT OILS AND DIFFERENT TYPES OF OILS. I KNOW SOME PEOPLE THAT USE REGULAR MOTOR OIL AND OTHERS THAT USE MOTORCYCLE OIL IN THEIR OVERDRIVE'S. SOME HAVE BURNED THEM UP. THE OIL EXPERT EXPLAINED TO ME THAT IT IS VERY IMPORTANT TO USE THE CORRECT WEIGHT OIL AND CORRECT TYPE OIL. DO NOT USE MOTOR OIL NOR THE NEW LIGHT WEIGHT MOTORCYCLE TRANSMISSION OILS IN YOUR OVERDRIVE. THESE OILS WERE NOT DESIGNED TO BE USED WITH HIGH PRESSURE GEARS. YOU SHOULD KNOW THAT 90 WEIGHT OIL IN THE OLD DAYS AND THE 80-90 WEIGHT MOTORCYCLE OILS ARE DIFFERENT. YOU CAN GO TO A PARTS HOUSE AND FIND THE OLD 90 WEIGHT GEAR OIL. THAT'S WHAT YOU WANT TO USE.

IF ANY OF YOU HAVE ANY QUESTIONS ON THIS, JUST WRITE TO ME. (EDITOR)

-----

IN MY PICKUP AND VICTORIA, I MENTIONED THAT I PLACED A MASTER SWITCH IN THE LINE OF THE FUEL PUMP. I WANT TO EXPLAIN THAT THE REASON THAT I DID THIS WAS FOR SAFETY, AND FOR CONVENIENCE. IF YOU HAD AN ACCIDENT AND BROKE YOUR IGNITION SWITCH AND COULD NOT SHUT IT OFF, YOU HAVE A MASTER SO YOU CAN SHUT OFF THE PUMP. ALSO, IF YOU WANT TO SHUT OFF YOUR FUEL VALVE, YOU DO NOT WANT TO RUN YOUR FUEL PUMP DRY, SO SHUT OFF THE MASTER. I ALSO PLACED MY FUEL PUMP ON THE IGNITION SIDE OF THE SWITCH. SO, WHEN IN NORMAL USE, YOU TURN ON YOUR IGNITION SWITCH AND THE FUEL PUMP COMES ON.

-----

IN MY PICKUP, I MOUNTED A TOYOTA SADDLE GAS TANK. THIS TANK FIT WELL IN THE REAR OF THE MODEL A JUST BETWEEN THE REAR BUMPER ARMS. FOUR SMALL BRACKETS MADE INTO AN "L" MOUNTED THE BRACKETS TO THE HOLES IN THE TANK AND ON TO THE BUMPER ARMS. IF INTERESTED, LET ME KNOW AND I'LL EXPLAIN IN MORE DETAIL. THE TOYOTA TANK HAS A BUILT IN FUEL PUMP SO I PLACED A THREE POSITION SWITCH ON THE DASH WITH THE CENTER POSITION OFF, THE BOTTOM POSITION WAS FOR THE (NORMAL) TOYOTA TANK (BECAUSE IT HELD 14 GALONS) AND THE UPPER POSITION WAS FOR THE MODEL A TANK. IF ANY OF YOU ARE CONTEMPLATING RUNNING IN THE GREAT AMERICAN RACE, YOU NEED MORE FUEL THAN THE 10 GALONS OF A NORMAL MODEL A.

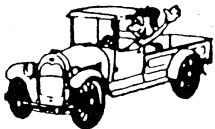
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## FUEL SELECTOR SWITCH

ON THE FIREWALL IN FRONT OF THE PASSENGER, I MOUNTED A FUEL SELECTOR SWITCH WHICH NORMALLY WAS IN THE NORMAL (TOYOTA TANK) POSITION. IF YOU NEEDED THE MODEL A TANK, IT WAS EASY TO REACH DOWN AND SELECT THE MODEL A POSITION. THERE WAS ALSO AN "OFF" POSITION. THE REGULAR MODEL A ON/OFF SWITCH (UNDER THE TANK) WAS LEFT ON ALL THE TIME.

THIS TANK SYSTEM WORKED WITHOUT ANY FLAW. WHILE I AM WRITING THIS, THE PICKUP IS IN OGDEN UTAH AND WHEN YOU RECEIVE THIS NEWSLETTER, THE RACE WILL HAVE ENDED IN SEATTLE.

-----



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## ORIGINAL CARS

I WOULD LIKE TO ASK YOU VICTORIA OWNERS WITH ORIGINAL PAINT STILL ON THE CARS, TO WRITE TO ME AND LET ME KNOW IF YOU HAVE ANY VARIANCE FROM THE JUDGING STANDARDS, SUCH AS PAINTED REVEALS ETC., PLEASE LET ME KNOW. REMEMBER, THIS IS FOR CARS WITH ORIGINAL PAINT.

ONE OF OUR MEMBERS WROTE TO ME ABOUT SOME CARS WITH VARIANCES, AND I WANTED TO INCLUDE IT IN THIS NEWSLETTER, BUT AFTER SORTING THROUGH THE ITEMS FOR THE NEWSLETTER, I CAN'T FIND IT. IT MAY HAVE BEEN ACCIDENTALLY THROWN OUT. I WOULD LIKE TO FOLLOW UP ON THIS AND POSSIBLY ASK THE JUDGING STANDARDS COMMITTEE TO MAKE NECESSARY CHANGES TO THE JUDGING STANDARDS. WE DO NEED PROOF OF THIS AND IT'S UP TO THOSE OF YOU THAT HAVE ORIGINAL PAINT JOBS TO PROVE IT.

I WOULD LIKE TO ASK THAT THE MEMBER THAT WROTE ABOUT THIS TO PLEASE CONTACT ME AGAIN.

(EDITOR).

-----

s/w Visor Brackets  
85.00

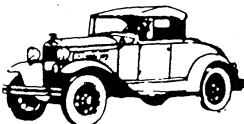
William H. Bond

s/w Floor Plates  
15.00

STEVE CANNON

(919) 643-7373

s/w Restorations  
Female Dovetails  
40.00



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THE FOLLOWING, IS AN ARTICLE SENT TO MAFCA BY BRUCE MIDLANE OF RICHMOND, B.C. CANADA. I AM PRINTING IT IN OUR NEWSLETTER WITH PERMISSION OF MR. MIDLANE.

## REPAIR OF STEERING ARM BALLS

BY BRUCE MIDLANE

WHILE RESTORING MY 1928 PHAETON, THE PROBLEM OF WORN BALLS ON THE PITMAN ARM AND SPINDLE ARMS PRESENTED ITSELF. SWAP MEETS AND FRIENDS PRODUCED NO USABLE REPLACEMENTS. THE VENDORS OFFER A "WELD-IN" BALL THAT I FELT UNEASY ABOUT AND THE "BOLT-IN" BALL WOULD ALTER THE APPEARANCE TOO MUCH.

A PERSONAL AND HIGHLY SKILLED MACHINIST I KNOW TOOK A LOOK AT THE PROBLEM AND SAID HE'D GIVE IT SOME THOUGHT. SEVERAL WEEKS PASSED AND THEN HE PHONED WITH HIS PLAN!

THIS IS ONLY RECOMMENDED ON PARTS THAT ARE NOT WORN ON THE POST BELOW THE BALL. FIGURE 1.

HE PROPOSED CHUCKING THE PARTS IN HIS LATHE AND TURNING THE BALL PORTION OFF, LEAVING A POST, WHICH MAINTAINS THE INTEGRITY OF THE ORIGINAL FORGING. FIGURE 2.

THE REPLACEMENT BALL WAS TO BE AN ANNEALED 1" BALL BEARING, WHICH HAS THE SAME HARDNESS AS THE ORIGINAL BALL. A 5/8 INCH HOLE WAS DRILLED IN THE BALL BEARING. FIGURE 3.

THIS BALL WAS SILVER SOLDERED ONTO THE POST WHICH WAS .005 IN. SMALLER, ALLOWING THE SILVER SOLDER TO RUN THRU. THIS METHOD IS EXTREMELY STRONG, AS THE FORCE ON THE BALL IS SIDEWAYS, NOT UPWARD AND CAN BE PERFORMED BY ANY SHOP.

SOME DETAILS ARE:

- TURN THE PARTS ABOUT 200 RPM IN THE LATHE.
- HEAT THE BALL BEARINGS DULL RED AND AIR COOL TO ANNEAL.
- TURN THE POST .005 IN. SMALLER THAN 5/8 IN.
- IF NECESSARY, SLIGHTLY GRIND THE FLANGE TO CENTER THE BALL IN THE THREE JAW LATHE. FIGURE 4.

THE END RESULT ASSURES ORIGINAL STRENGTH, APPEARANCE AND ALLOWS EASY REPLACEMENT.

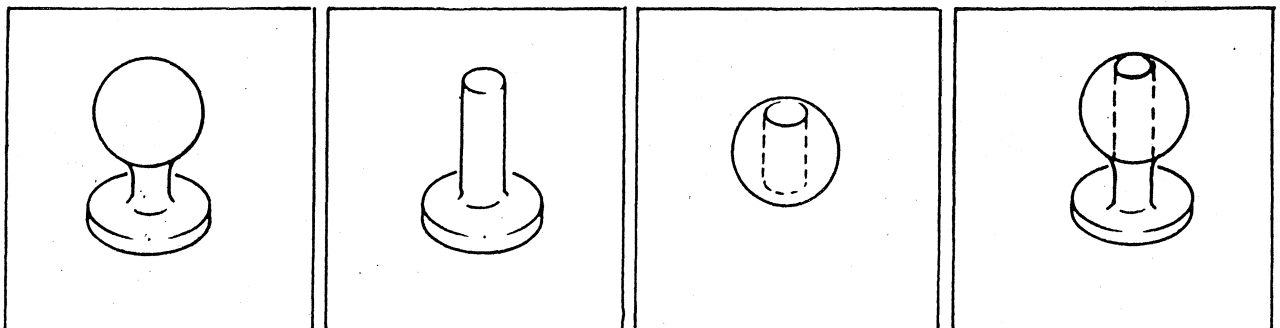


FIG. 1

FIG. 2

FIG. 3

FIG. 4



Deans Bridge Road  
Somers N.Y. 10589  
(914)277-4448  
November 21, 1990

Mr. Charles Viosca  
International Model "A" Ford Victoria Association  
68 Windjammer  
Frisco, Texas 75034

Dear Charles:

A little history of the vehicle, I have owned the Victoria since 1978 when I purchased it in an auction from the estate of the previous owner who had owned the car for seventeen years. The car was fairly solid, it had a beige color on the body that was handed painted and had 17" rim wheels. It had an engine number for a 1930 Model "A". This was incorrect because the Vicky had an indented firewall making it a late 1931 model. The interior was the original mohair except that the headliner had been replaced due to a fire which I discovered during restoration. The inside door panels had been replaced with masonite. The restoration has taken over ten years and will hopefully be finished in the next 2 months or at the very latest by the car's 60th anniversary. The Vicky was originally painted Ford Maroon and had a rear tire mount. When I removed the body I found the correct number (A4584763) for the car, which indicated that the car was made on or about the third week of April 1931.

I started the restoration in 1980 and had been working slowly for 7 long years. In 1987, I decided that some expert help was needed to finish the restoration. I contracted an individual to do all the body work that included painting the Vicky. After 15 months with very little accomplished this individual indicated that he could no longer continue to restore the Vicky. Again setting out to find someone to prepare the body I found a young man in Connecticut who has had the body since January 1990. He has been doing a excellent job to date. In August 1990 I brought him the frame which I totally restored over these many years, including a rebuild engine by Warren Paul. All the roof wood, including the header had to be replaced because of a fire, otherwise the rest of the wood was in very good shape. The body had very little rot, just in the usual places, both sides of the cowl and the bottom of both doors.

The Victoria is now painted Brewster Green Medium and Black with Apple Green wheels. It will have the mohair interior from LeBaron Bonney which I will install.

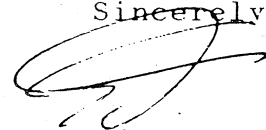
I have tried to restore the car to it's original condition using only genuine Ford parts. The Vicky was complete when I purchased it except for the horn that was missing and the windshield wiper motor which was a replacement type and not original. In moving the vehicle twice two items have been lost, the first being the rear tire holder which I was able to replace with an excellent original that I located this year at the AACA Fall Meet at Hershey. The second, were both front door window regulators which are more difficult to find than anticipated and I am still searching for a pair.

In addition, some years ago I removed the body tag found directly under the Ford Patent plate located on the firewall and have not been able to find it among all my parts. This body tag indicated whether it was manufacture by Murray or Briggs and had the actual serial of the body stamped on it. I do not recall whether my Vicky body was manufactured by Murray or Briggs. I would like to use the original number if possible.

I do remember writing to an individual several years ago who was conducting a survey on Victoria's. I supplied him with my Model "A" serial number (A4584763), the manufactures name and my body serial number. Do you recall of such a survey? and if you do, could you furnish me the individual's address so that I might write him. Perhaps the information I am seeking is already in your data bank. In your letter you indicated that you had data on over 200 Victorias. Any help you may give me in finding out the manufacturer and the original serial number would be greatly appreciated.

Enclosed are three photo's of my Victoria during several stages of the restoration which I would liked returned. If you look closely on one of the photo's you can see that the body tag, which I am missing, is still on the firewall. I wonder if there is any way of reading the tag from the photo.

Sincerely



Ed. Gonzalez

#### MEMBER'S ADVERTISEMENTS

##### FOR SALE \* \* FOR SALE

1928 TUDOR, RECENT  
COMPLETE RESTORATION. PAINT-  
BODY BEIGE, BELT & REVEALS  
CHOCOLATE BROWN. LE BARON  
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S.W. 17, OKLAHOMA CITY,  
OKLAHOMA 73108 (405) 632-2463.

1934 FORD PICKUP,  
COMPLETE WITH EXTRA CAB AND  
PICKUP BOX, WIRE WHEELS & MUCH  
MORE, \$3,400. GLEN SLACK, 1853  
S.E. ANSPACH ST., MILWAUKEE,  
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VICTORIA DOME LIGHTS,  
RESTORED AND UN RESTORED,  
COMPLETE. GARNISH MOLDINGS,  
WINDOW FRAMES, REAR TIRE  
MOUNT, STEERING SPACER, RAIN  
DRIP RAIL, TAIL LIGHT SUPPORT.  
DAN W. DAVIS, COLLECTOR OF  
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851-3651. (RENO, NV.)

##### THE FOLLOWING FROM HEMMINGS

VICTORIA REAR SEAT  
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TIRE HOLDER. RON, (216)  
652-7970, (OH.)

MODEL A VICTORIA DOORS,  
ABSOLUTELY MINT, \$250 EACH.  
(406) 476-3315, 476-3341,  
(MT.)

### ITEMS WANTED \* \* ITEMS WANTED

I NEED A SET OF  
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MODEL A, THE NUMBER IS  
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### VICTORIA ASSOCIATION NEWSLETTER

THE INTERNATIONAL MODEL A  
FORD VICTORIA ASSOCIATION  
NEWSLETTER IS A BODY STYLE  
CHAPTER OF THE MODEL A FORD  
CLUB OF AMERICA AND A REGION  
OF THE MODEL A RESTORERS CLUB.  
THE PURPOSE IS TO AID ITS  
MEMBERS IN THE AUTHENTIC  
RESTORATION OF THIS (VICTORIA)  
PARTICULAR BODY STYLE. TO  
ACHIEVE THIS PURPOSE THE  
NEWSLETTER IS PUBLISHED BY THE  
EDITOR ON A COMPLETELY  
VOLUNTEER BASIS. IT IS  
WRITTEN, EDITED, TYPED PRINTED  
AND MAILED FROM 68 WINDJAMMER,  
FRISCO, TX. 75034. IT IS OUR  
INTENT TO FURNISH YOU WITH AS  
ACCURATE INFORMATION AS  
POSSIBLE. REPRINT OR QUOTES  
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VICTORIA rear skirt, late 1931 plain rf fender, excel-  
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SPECIFY (LARGE OR SMALL)	
ADD 10% POSTAGE TO TOTAL FOR POSTAGE.	
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MAKE CHECKS TO: 17TH MAFCA NATIONAL & MAIL TO CHARLIE VIOSCA, 68 WINDJAMMER, FRISCO, TX. 75034	

*You'll Come*



# Servicing the Steering

By *Murray Fahnstock*

CORRECT WHEEL ALIGNMENTS ENSURE EASIER STEERING AND REDUCE SKIDDING TENDENCIES

Since steering is the hardest part of driving, anything that can be done to reduce the effort here adds greatly to the comfort of driving. If the driver has to pull many extra pounds, each time he drives the car around a corner, this adds up to *tons* in the course of a long drive.

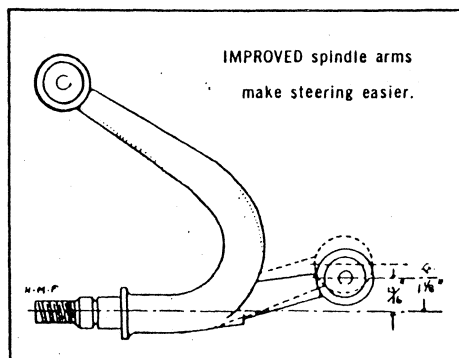
Even though the wheels do not wobble and the car is not actually unmanageable on the road, the Model A may have developed, through the passing years, a case of hard steering to which the owner may have become accustomed. This can best be demonstrated by comparing it with another Model A which has its wheels and steering in correct alignment.

When the Model A was introduced, its easy steering was featured because of the two roller thrust bearings in the steering gear housing and the two roller thrust bearings carrying the weight of the car on the axle spindles. But all this is "null and void" if the wheels are not in correct alignment.

When the first Model A Fords were produced, owners were thrilled by the "scrunch, scrunch" of the front tires as the cars were swiftly swung around corners. But while this seemed like an exhibition of devilish speed, it was really due to a misalignment of the front wheels.

That this scrubbing of the front tires could be overcome, on the earlier Model A Fords, was proven by the fact that this trouble was not nearly so evident on later Model A Fords, which had the front wheels in more correct alignment.

Spindle arms were changed in the fall of 1928. The distance between the center line of the shoulder (which fits in the spindle) and the center line of the



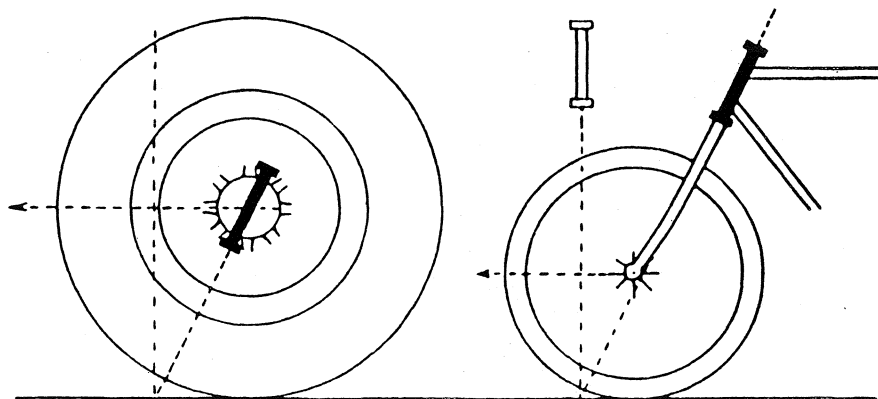
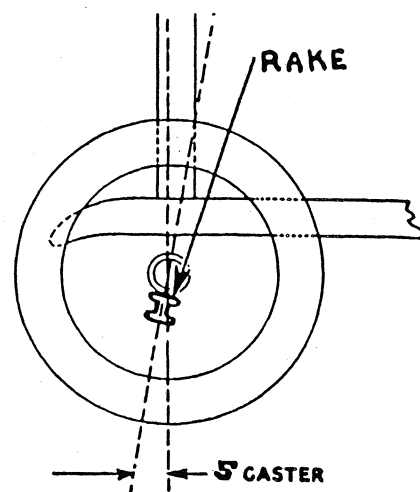
ball was changed from 1-1/8 inches to 13/16 inch. The distance between the shoulder and ball was also changed from 4-7/8 inches to 4-15/16 inches. These changes in the spindle arms greatly reduced the "scrubbing" effect and made the car steer more easily.

Since we must have camber (outward tilt of front wheels) to make center line of spindle coincide with point of contact between tire and road to make steering easier; it is necessary to have correct caster to compensate for the cone shape form the tire assumes in actual use.

## Caster

To give ease and certainty of steering, the Model A Ford front axle is given a slant or rake of 5 degrees, called caster. The purpose of this caster is to give the front wheels a tendency to maintain the straight-ahead position while driving on a level road. This caster is maintained by the front radius rods, drilled to hold the front axle at the proper angle.

The sketches show how this caster tends to make the front wheels steer like the front wheel of a bicycle, which can be ridden "hands off" because the extended center line of the steering post of the bicycle strikes the ground well ahead of the point of contact between tire and road.

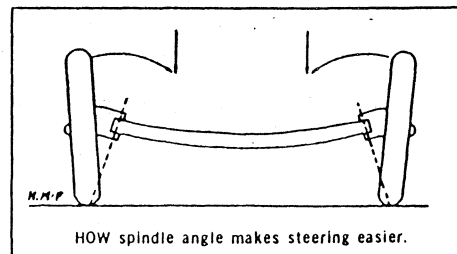


Of course, the actual result is the "averaging up" of the tendency of various parts of the tire to rotate at different speeds, with the smaller outer part being dragged along and the larger inner part being held back. It is this "working" between different parts of the same tire that uses up power and causes heating of tires.

The actual effect is a continual "twisting" of the oval contact between the tire and the road, resulting in a grinding away of rubber on the edges of tread. The grinding away is less when spindle bushings and tie-rod connections are accurate.

When there is excessive play in the spindle bushings, in wheel bearings or in spindle arm connecting rod joints, the tire wear is apt to be spotted, showing the effect known as "cupping."

Too much caster makes a car steer hard and is conducive to shimmy. Not enough caster (or reverse caster) causes



the front wheels to wander and dive (like a car that is driven backward) and the car must be steered continually.

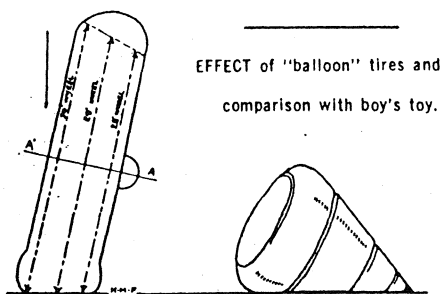
### Camber

The purpose of camber is to make steering easier by bringing the center of contact, between the tire and road, more nearly in alignment with the spindle bolt. The camber for Model A Ford cars is 1-13/16 inches, by which we mean that the front wheels should be that much closer at the bottom than at the top.

This camber is not adjustable, as it is provided for in the forging of the spindles. However the camber can be changed, due to a bent axle, bent spindle, worn spindle bushings or loose front wheel bearings. If replacing the bushings does not secure the correct camber, the spindles should be checked to see whether or not they are at the correct 7-degree angle.

If bushings fit the spindle bolts correctly and if spindles are at the correct 7-degree angle, and yet the camber is not correct, then a bent axle should be straightened.

The manner in which camber tends to cause a wheel to run to one side is shown by the sketch where we have exaggerated both the camber and size of tire.



EFFECT of "balloon" tires and comparison with boy's toy.

When a wheel is tilted out at the top, the tire is forced by the pressure against the road into a conical shape on its underside and, at this extreme angle, we would have in effect a 28-inch, a 29-inch and a 30-inch wheel; all attempting to rotate at various speeds on the "same spindle." The 30-inch wheel would tend to rotate 672 times in going a mile, the middle one 695 revolutions in going the same distance, while the outer and smallest of the three would require 720 turns to cover the mile!

Notice there is a tendency to a "difference" of 48 turns per mile for the inner and outer edges of the tire.

### Toe-In or Gather

Having slanted the wheels outwardly at the top in order to give easier and steadier steering, we find that this tends to cause the wheels to run out (or away from each other) in the same manner a

boy's hoop turns to one side when tilted in that direction.

In order to counteract this tendency of the wheels to roll away from each other — and thus cause them to run straight ahead — we give the wheels a certain amount of toe-in, or gather. The term "toe-in" is an apt description since the wheels are turned inwardly, toward each other, like "pigeon-toed" feet.

### What to Look For

Make sure steering assembly is not too loose. Check the spindle bushings and front wheel bearings for looseness or play. Check tires for air pressure and see if the "red spots" on the tires are adjacent to the valves. See that tension on shock absorber is equal. Check the brakes.

If there is still trouble, *after* these factors have been correctly adjusted then:

Shimmy at low speed — Too much caster; twisted axle.

Shimmy at high speed — Eccentric or unbalanced wheels, low or unequal tire pressure.

Hard turning — Too much caster; tight spindle assembly; low or unequal tire pressure.

Wander or weave — Too little caster; tight steering assembly or gear; wheels loose on hub spindles.

Scuffed tires — Wrong pitch or toe-in; swung front or rear end; bent spindle; bent or twisted axle.

Worn shoulders on tire tread — Wrong pitch; bent spindle, bent axle.

### Wheel and Axle Alignments

1. Test and equalize air pressure in all four tires.
2. See that all four rims run true, and that wheels are correctly mounted on hubs.
3. Check wheels for balance.
4. Swing front wheels from side to side, to find any binding or looseness in steering assembly.
5. Test front wheels for play. Looseness may be due to bushing or bearings.
6. Test spindles for trueness.
7. Check caster of front axle. Also check for bends or twists.
8. Check front wheel camber.
9. Check front wheel toe-in.
10. Tighten spring clips and front radius rods. Check spring sag.

### Must Straighten Cold

The front axle and other parts of the Ford front axle system are "heat treated," a fancy name for tempered. Just as the blade of a pen-knife is tempered to make it hard, the Ford front

axle is heat-treated to make it strong. Even as the hardness of a knife-blade can be removed by holding it in a flame, so too, much of the strength of a Ford axle will be removed if it is heated.

All parts of the Ford front axle system must be straightened cold. Some mechanics claim they can "re-heat" the axle and thus restore its strength. But how can they? Forty kinds of steel, each requiring a different kind of heat treatment, were used in the Model A and special furnaces with accurate temperature control are necessary!

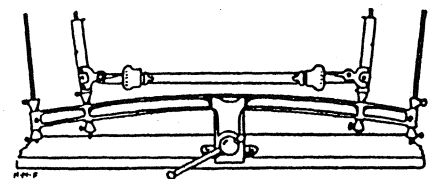
### Straightening Model A Axles

Model A Ford axles can be quickly and easily straightened in the car — provided the proper axle straightening equipment is available. The fact that Ford axles should always be straightened cold makes straightening in the car practical.

When the proper equipment is not available, then the axles must be removed and four rods fitted on the axle, one in each spring-perch hole, and one in each spindle-bolt hole. These rods should be provided with centering cones, which should be wedged into each hole as tightly as possible and held in place by thumb screws.

Sight across the rods lengthwise of the axle and be sure they are all in line. Place a straightedge across them, if there is any doubt.

Ford dealers used a special gauge, placed in position shown in the sketch. While resting on the rods, placed in the spring perch holes, each dial should read 7 degrees.



TESTING spindle angles.

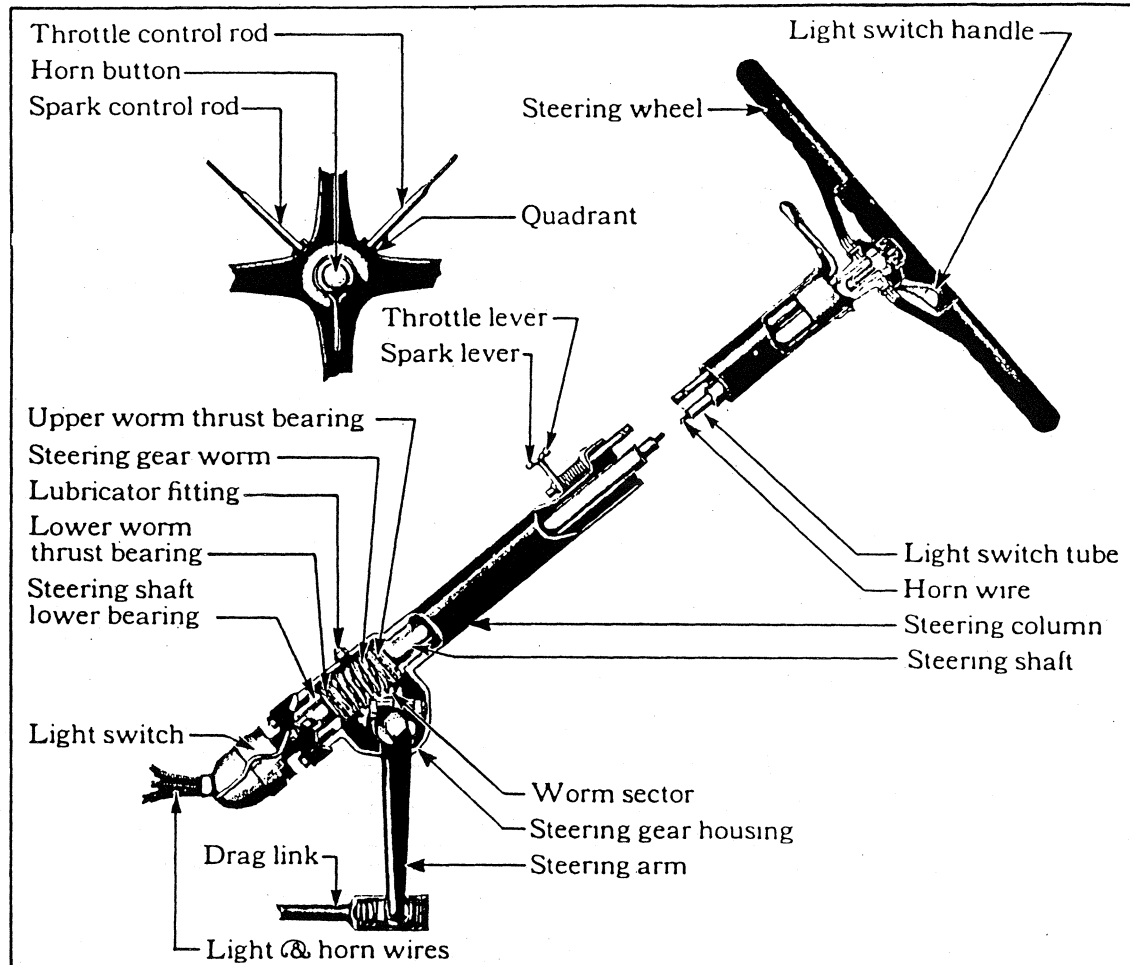
Now extend the gauge to fit against the two rods in the spindle-bolt holes and again each dial should read 7 degrees.

The axle should then be placed in a vise, right side up, and a straightedge laid along the top. Measurements taken from the straight-edge to the spring perch hole on each side should be equal.

### Ball Plug Adjustment

Hard steering is sometimes due to pulling up the ball plugs too tightly, especially on older cars which may have "flat spots" worn on the balls in the straight-ahead position. If the mechanic adjusts the ball plugs — when on these

## FORD SERVICE BULLETIN for April 1928

**Steering, continued**

flat spots — then the steering will bind when the wheels are turned to one side or the other.

Obviously when flat spots are worn on the balls, they should be replaced, as satisfactory adjustment for one position will not be satisfactory in another.

Ball plugs should be adjusted sufficiently tight so that the spindle connecting rod and drag link can be easily "twisted" when grasped with the hand. Tighter than this tends to cause hard steering.

After adjusting the ball plugs on the ends of the spindle connecting rod, always realign the front wheels. This is necessary, as tightening the ball plugs shortens the distance between the spindles and causes the wheels to toe-out slightly.

A sagging front spring will have a decided effect on the caster or rake of the front axle and, consequently, on the steering. One of the first evidences of a broken spring leaf is often its effect on the steering of the car. But a spring need not necessarily be broken to affect the steering. The spring may have become sagged from overloading or rough usage.

When other adjustments are correct and still the car does not steer well, the front spring should be tested for sag by placing a straightedge across the two ends of the spring and comparing this with that of a new spring, if available. Or with one on a car which has satisfactory steering ●

**MORE ABOUT STEERING . . .** The illustration above showing a 1928 steering gear assembly is reproduced courtesy of the copyright holder and publisher of the book "Model A Service Bulletins Complete." This invaluable book is recommended to restorers for reference to hundreds of parts changes and overhaul procedures as they were originally explained to Ford dealers by the Ford Motor Company in their factory-issued Service Bulletins, including additional information and illustrations about the 1929 and later steering gear assembly and front wheel alignment. The book may be ordered direct from the publisher, Post Publications, Arcadia, California 91006, for \$5 a copy.

***As Henry Made Them***

Throughout its history *The Restorer* has relied heavily on the Ford Motor Company Archives in Dearborn, Michigan for photographs showing the NEW Model A. These prints are taken directly from original negatives made during Model A production years and still kept on file by the company's photographic department.

Aware that such pictures are invaluable research aids to the present-day restorer, the editors have made liberal use of them in almost every issue — beginning with the Roadster on the cover of Issue One, Volume One — and in recent issues they have published the pictures in generous sizes as a *Scrapbook Series*.

Readers may order prints of these same pictures direct from Ford Motor Company for \$1.50 per print. The prints are 8 x 10 glossy; most Model A body styles are available in a variety of poses. Send to: Creative Photo Section, Ford Photographic Department, The American Road, Dearborn, Michigan.

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PEACE, WM. & BERNADINE	P.O.Box 860	COMFORT	TX	78013	512-995-2477
PELOQUIN, DONALD & JOAN	805 ALPINE DR.	SOUTHBRIDGE	MA	01550	
PERKINS, JACK & BEVERLY	2083 PASEO DE ANZA	VISTA	CA	92084	619-945-3173
QUARANTA, VITO & ETHYLN	8570 S.E. 72ND	MERCER ISLAND	WA	98040	206-232-3000
RAMSEY, WALTER & DONNA	745 HILLTOP AVE.	KENT	WA	98031	206-852-3228
REESE, FREDERICK	7137 AKRON ST.	PHILADELPHIA	PA	19149	215-624-7025
REUST, MIKE	147 ALBERT PL. #A	COSTA MESA	CA	92627	714-548-4288
RHODE, SHERWIN & JUANITA	528 SANDLER DR. NE	ALBUQUERQUE	MN	87123	505-299-0077
RIGGS, C.A. & PEGGY JEAN	4245 CLEAR LAKE CIRCLE	FT. WORTH	TX	76109	817-923-1155
ROBINSON, WARREN & HELEN	110 GREGORY DR.	FAIRFAX	CA	94930	415-453-2481
ROSS, DON & IRENE	544 EAST AVE.	LANCASTER	CA	93535	805-942-6924
RUSSELL, RAY & RUDELL	Rt. 1, Box 263	BLANKET	TX	76432	817-842-5591
RYAN, JAMES R.	2318 ROLLING PINES AVE	DURHAM	NC	27703	919-596-4493
SAPP, WALTER & CAROL	19840 COSHOCTON RD.	Mt. VERNON	OH	43050	614-397-9791
SCAGGS, PHIL	336 STEWART	MARBLE FALLS	TX	78654	
SCHOELN, JAMES & ELIZABETH	2014 BEECH ST.	FERNANDINA BEACH	FL	32034	912-673-3611
SCHWARTZER, THOMAS & JOYCE	1726 BECKLEY DR.	NEW CUMBERLAND	PA	17070	717-774-4565
SECHRIST, BODINE & PATRICIA	405 CRESCENT AVE.	ELMIRA	NY	14901	
SEVERSON, DALE & DORIS	P.O.Box 44	DALLAS	WI	54733	715-837-1261
SIMMONS, JACK & JOYCE	7321 NADA ST.	DOWNEY	CA	90242	213-928-7422
SLACK, GLENN & SHIRLEY	1853 S.E. ANSPACH ST.	MILWAUKIE	OR	97267	503-654-8044



# ROSTER, P-3

SMITH, DOUGLAS & ELLEN	RR 124 NW 72ND PL.	ANKENY	IA 50021	
SMITH, ERNEST & WILMA	8745 GREENWOOD AVE.	MUNSTER	IN 46321	219-838-9048
SPARROW, AL & CAROLINE	3810 WOOD AVE.	PARMA	OH 44134	216-884-2444
SPERR, JACK & CAROL	4074 SIBEX NE	SALEM	OR 97305	503-393 7185
SPORTUN JOHN & HELEN	15 MATANE CT. WESTON	ONTARIO CANADA	M9P 1K2	416-249-6940
STEVENS, EARL & CLEO	Box 493	CODY	WY 82414	307-587-4347
SUNSTROM, ALAN	20670 CORSAIR BLVD.	HAYWARD	CA 94545	415-786-3445
SUND, PAUL & LORRAINE	56 COUNTRY CLUB GATE	PACIFIC GROVE	CA 93950	408-375-3992
SWANSON, DEL & BETTY	2009 McDANIEL AVE.	SAN JOSE	CA 95128	408-246-1914
TAYLOR, WINFRED	5204 SIMMONS DR.	LUMBERTON	NC 28358	919-739-7350
THOMASON, D.V. & JUDY	R.D.1, RICHMOND,	NELSON, NEW ZEALAND	0544	054-147826
TURNER, PAUL & DIANE	1510 ASTOR AVE.	CAMBRIA	CA 93428	805-927-1445
VANHOUTON, ROGER & JACKIE	2467 LASALLE RD.	MONROE	MI 48161	313-242-6136
VIERS, BILL	1024 FRANKLIN AVE.	FREMONT	OH 44342	419-332-3078
VIOSCA, CHARLIE & FELICIA	68 WINDJAMMER	FRISCO	TX 75034	214-625-2922
WAGNER, DR. WILLIAM & ANNE	408 W. GOODWIN AVE.	VICTORIA	TX 77901	512-572-0924
WEBB, PHILIP & REBA	P.O.Box 420	NCTTINGHAM	PA 19362	215-932-4088
WITMER, JIM & MARILOU	627 Co. Rd. 1302, Rt.2	ASHLAND	OH 44805	419-281-3066
YODER, LESTER & JANET	2416 ALEDA ST. SE	GRAND RAPIDS	MI 49507	616-245-3258
YOUNG, FRANK & JOAN	962 S. BUNDY DR.	LOS ANGELES	CA 90049	213-207-0653
ZIEGLER, DAVID	310 JAMBOREE	MANCHESTER	MO 63021	314-394-7131
ZIMMERMAN, NOLEN & GLADYS	10 ROBERTSON RD.	PUEBLO	CO 81001	719-544-9453

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## CHASSIS TO FRAME INSTALLATION provided by Bob Rentz

With the chassis at least mostly assembled, the parts of the body, cowl, doors, and quarter panels can be assembled on the body frame. The cowl should be positioned on the body frame and located temporarily only until the doors and the rear body assembly are installed. The notch in the frame for the rear quarter pillar determines the location of the back section of the body. Thus the doors should be hung on the cowl and then the rear section of the body adjusted until the proper gap for the door opening is established. This should be done with care and then the cowl can be attached to the frame with the mounting screws.

Having completed the above the body can then be carefully set on the frame. The fit for everything starts from the front with the hood and the radiator. SO the hood and the radiator should be set in place. The hood is then adjusted to provide the desired gaps in the front and at the rear. This is done by shimming the cowl with pads. If the frame was not straight and has some sag in it, more pads will than you may want will be required in the center of the car. Assuming that the frame is straight, start with pads of the same thickness in the front and the rear. Once the hood is tentatively lined up with the body bolts in place in the cowl, proceed with the next set of body bolts to align the doors. If the gap is too close at the top, either another shim will be have to added at the rear of the door or the cowl will have to be raised which means starting all over at the front with everything a little higher. I don't think it makes any difference if you go from the front to the rear on one side and then do the other side or do them both together. I prefer to do them both together (both sides at the same time). Rubber pads may not be hard enough to

provide a solid shim. I try to find some kind of stitched belting which is solid and can be pulled down tightly with the body bolts. The rear body bolts don't have much effect on any alignment from the door back, but everything should be tightened completely before checking to make sure all of the alignment gaps are adequate. After all of this is done, it may have to be repeated again after the top is installed if the top is pulled tight enough to change the door gaps. Of course the door top should line up, but also one should check the bottom and the molding lines. Finally be sure the doors open and close properly.

BOB RENTZ

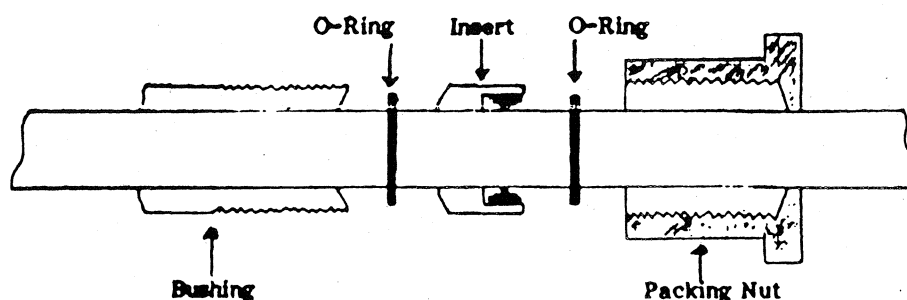
*Until October — Charlie Vrosia*

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