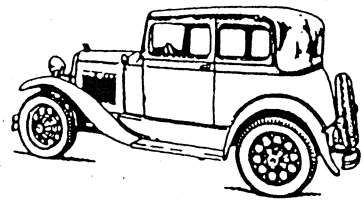
International Model A Ford

Victoria Association

MAFCA Chapter

MARC Region



Vol. 4 No. 4 VICTORIA NEWSLETTER October 1989

OMISSION

In the last newsletter, I omitted a word that I need to tell you about. Felicia and I were the FASHION chairpersons of the 26th. Texas Tour. Leaving out the Word "fashion" had us as the tour chairpersons which we were not. I proof read that newsletter at least six times and didn't catch the omission. Sorry about that. Just goes to show that it isn't good to proof read your own material.

VICTORIA ASSOCIATION

I would like to tell you that I did not get any response from anyone with regards to someone perparing themselves to take over the Victoria Association, if something happened to me. I was disappointed because if something happens to me it looks as though the Victoria Association will cease to exist. I only hope that some of you think about it and see if you would be interested in carrying out the task of the Victoria Association, if so, please let me know.

BODY NUMBERS

I have gone through the 1931 body numbers from our data sheets that all of you have filled out. I have come up with a general consensus. Bear in mind that this list takes for granted that the same number of Victorias were made in each month. This isn't so but the list gives us something to go on. If you need a body number you can choose one from the list but that doesn't give any guarantees. Since there is no way of checking, you couldn't possibly be graded down on this during judging.

June, 1931	- 14427
July	- 17424
August	- 20412
September	- 23428
October	- 26425
November	- 29422
December	- 32419
January, 1932	- 19

The data sheets have helped a lot and we have data on 63 Steelbacks and 85 Leatherbacks for a total of 148. What we can do with this list is help you arrive at an engine or body number if yours is missing. We can't pin it down to an exact number but we can come close. You do have to know either the body number to arrive at an engine number or you have to know your engine or frame number to arrive at a body number.

TOP MATERIAL

I have had several inquiries as to where the Leatherback top material can be purchased. I am sorry to tell you that there is no known supplier of material that is even close to the original material. If you are building your car for show, you will probably lose a few points. Since the original was a brownish green material with tiny specks in it. Your best bet is to get some kind of dark tan or light brown material. Some members tell me that they remember that their dad's top was black and other colors. I have several samples (from different sources) and it was as I described above. The material with age did get a very dark brown or almost black but samples that were protected from the light and weather show what I described.

Mr. Barry Loucks wrote and sent a sample he obtained from Bill Sturm. While it is a little too dark brown and no greenish tint to it, it is a pretty good material to use until we come up with something different. Bill Sturm, 2180 Holly, Neenah, WI. 54956, (414) 739-0616. Tell him the Victoria Association sent you).

The Steelback is different and you can obtain this material. It was a long grain/short grain black material of the course type. There are presently a course and fine type. All closed cars used the course type and open cars used the fine type. (Marco Tahtaras furnished this information).

I hope that this helps some of you. If ever any of you come across a material that is a good substitute for the Leatherback Victorias, please let me know and send a sample so that I can advise the membership.

BODY NUMBER PLATES

I have had inquiries as to where one can obtain the Victoria Body Number plates. The only source that I know of is a member of the Association, Mr. Ron McIntosh, 121 N. Johnson, Visalia, CA. 93291. (The last time I bought one it was $10). If any of you know of any other source, please advise me. I'm sure the membership would like the information.

DOOR SILLS

We have several members that wrote that they have very good original sills that they will lend to have reproductions made from, however, do we have anyone out there that would care to undertake this task? If any of you have any ideas, please let me know. One thing we would have to get them to do is make the early and late FORD logo as one is smaller than the other. Possibly, they could make one sill and later stamp the logo.

DOOR HEADER

Mr. Warren Mc Williams, 603 Pheasant Dr., Harrisonville, MO. 64701 is looking for a supplier of Door Header Wood. I suggest that he contact Steve Cannon, s want ad's. If Steve doesn't have it, he'll make it for anyone that needs it. Also, Wm Bond is talking about making the Metal Door Header Piece. If you are missing this, contact Mr. Bond. (See want ad's).

SUPPLIER LIST

Most of you new members probably do not know that I have a supplier list. This list deals mainly with persons or companies that have items particularly for the Victoria. I will be happy to send this list to anyone that requests it.

VICTORIA ARTICLE

Mr. Philip Ierandi, a member from Creve Coeur, Mo. has been able to keep his first car for 31 years. I think you will find his story very interesting. It can be found in this issue.

REAR SEAT CATCH

Mr. Harold Garrett, 2008 Adonis Way, Sacramento, CA. 95864 wrote to see if I knew of anyone that made the Victoria rear seat catch. No one does, that I know of but if any of you, out there, have an extra one, please contact Harold. I have a scale drawing on this and it was included in the drawings that I sent out with Volume 4, No. 2, this year. Would any of you care to reproduce this item, for sale?

LIGHT BULBS

You can brighten up your lights by changing to the following bulb numbers: Cowl Lights #63, Dash #67, Tail #209 and Brake #1129. Some of you may be using these bulbs but some may not so I thought I'd list them. You might also like to write the numbers down for future reference.

RAIN GUTTERS

A repeat, does anyone know of a source of Victoria rain gutters? I do not know of any but I would like to know if any of you have any information on this. Mr. Carter Fite asked this and also said that he had several people suggest that the Tudor Sedans could be adapted. Is it true? Does anyone have any guidelines for doing this?

Please write to me if any of you can shed light on this subject.

SHOCK ABSORBERS

Since I am through showing my Victoria, I have made a road car out of it. No, not a Hot Rod, just more ROAD worthy and reliable. One of the things that I did to improve the ride and handling was to install modern shocks. If any of you are interested, I have a man that makes the shock brackets for $75 plus shipping. All you have to do is remove your old shocks and install the brackets in existing holes. You do have to drill one hole through your front axle to mount one bracket, (each side). I can give the shock numbers and they can be bought from Chief Auto Parts and the Pep Boys for about $40 for all four. Not bad. It really stabilizes the ride and mainly the steering. No more bouncing around and from side to side.

DUES

This is the last newsletter that you will receive this year. The next one will be the January issue, Vol. 5, No. 1. It will be dues time again. The only member that I show as paying his 1990 dues is Mr. Carlton Bauman.

I have heard from many members to let the dues stand at $12 per year and the initiation fee at $5. Since I had no negative comment about the dues, I'll leave it at that. of course, IF YOU PAID YOUR $5 INITIATION FEE, YOU DO NOT HAVE TO PAY THAT AGAIN. That is a one time fee. For old members the initiation fee was voluntary. About 50% paid this fee and if any of you that haven't paid it would like to contribute, we'll take the $5 any time. Dues will be due on January 1, 1990 and you can pay the $12 anytime you want. If it is not paid by the end of February, you will not receive any newsletters after the January issue.

We always lose members because they sell their cars and various other reasons. If any of you are not renewing your membership, let me thank you for your past participation. Each of you help in your own way. We do have a great organization and most of you do not see how many people are helped by the association.

NATIONAL NEWS

I should remind all of you to plan to attend the MAFCA National Convention in San Diego on July 8-14, 1990. The MAFCA Board held a meeting there and toured the facility. Be advised that this is an extra nice facility for a convention. See your September/October issue of THE RESTORER for details and registration form. I guarantee that you will have the greatest time. There is so much to do that you will leave without doing everything available. Also there are over 400 registrations so far and if you do not get yours in very soon, you'll not get into the Town and Country. If you are after 650 registrations you will be assigned to the overflow hotel (owned by the same company) and they will have a shuttle bus going back and forth all the time. I hope to see you there.

We will have a Victoria Association meeting there. I will also be conducting a seminar on how to restore license plates.

NO MARK NEWS

I will have MARC news in the January newsletter and also at that time I will give you the new Officers in both MARC and MAFCA.

NEW MEMBER

I received a call last night from Hawaii. The gentleman, Mr. Rodney Souza has a Victoria and needs help and parts. It was interesting to talk to him and hear about his Victoria. He said that he spent over a $100 calling all over to suppliers but didn't accomplish anything. He didn't tell me how he heard about the Victoria Association.

WANT AD SECTION

ITEMS FOR SALE

Paul Gilliatt, 7320 Birchett Dr., Prince George, Va. 23875, (804) 541-0944 is selling a LeBaron Bonney top kit for a Leatherback Victoria. Cost $104 - sell for $75 or best offer. He'll pay shipping and the kit is brand new.

Al Sparrow has two NOS visor brackets for sale. Needs plating. Also other NOS items. (Al needs to write to me and list the items and prices so I can list them in this section).

Hershey space 2 BE 38.
Al Sparrow, 3810 Wood Ave., Parma, OH. 44134, (216) 884-2444.

Model A Wood for sale, let me know your needs. Steve Cannon, 1418 NC 150W, Summerfield, NC. 27358 (919) 643-7373.

ITEMS WANTED

Internal parts for RH & LH doors. Window riser mechanism, gears, latches, locks, guides, etc. Drawings and photos would also help.
R.D.Behm, 14250 152nd Ave., Grand Haven, MI. 49417, (616) 842-2264 after 5 PM.

Wanted, driver side RAIN GUTTER for Leatherback Victoria.

Also, rear fenders for a late 1931 Steel top cab pickup with the late 31 bed.

Carter Fite, 3552 Hatch Rd., Merced, CA. 95340. (209) 732-5977

Wanted: All garnish moldings, both ¼ window frames, windshield frame original or reproduction, lower body panel between fenders at bottom of body, both doc locks and mechanism and window items (everything) for both doors. Male and Female dove tails, and all window regulators. Contact our new member from Hawaii: Rodney Souza, 98856 Naukecwai Pl., Aiea, Honolulu, Hawaii 96701.

For your Victoria VISOR BRACKETS, FLOOR BOARD STEERING COLUMN cover plates and FEMALE DOVE TAILS, contact: William Bond, 1040 Old Squaw Pass, Evergreen, CO. 80439, (303) 670-3283.

I have a Victoria Dome light base and socket, plated and ready for installation - $20, and I have a drivers side door handle in very good condition, ready for installation but probably not quite up to show condition because a few very small dings. Will send for inspection if you pay postage - $30.
Charlie Viosca, 68 Windjammer, Frisco, TX. 75034, (214) 370-2922.

Warren Mc Williams, 603 Pheasant Dr., Harrisonville, MO., 64701, (816) 884-4013, Needs the inside spare tire carrier for a Leatherback Victoria. He has two extra ¼ window garnish moldings that he will sell or trade front garnish moldings.

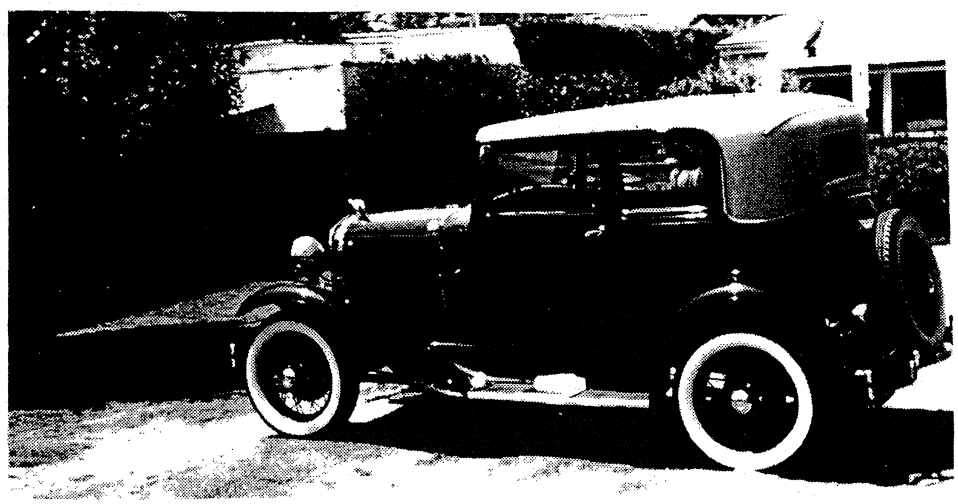
I would like to let the members know that I have just purchased the wood for my 1929 Roadster Pickup from Steve Cannon and it was excellent. I was very pleased with the wood, his service and the price. It would be nice if you members would let me know when you are pleased with the products and service of companies and individuals so this can be passed on the membership.

MONTH	FIRST NO.	LAST NO.
October 20, 1927 ..	1.....	137
November	138.....	971
December	972.....	5275
1928		
January	5276.....	17251
February	17252.....	36016
March	36017.....	67700
April	67701.....	109740
May	109741.....	165726
June	165727.....	224276
July	224277.....	295707
August	295708.....	384867
September	384868.....	473012
October	473013.....	585696
November	585697.....	697829
December	697830.....	810122
1929		
January	810123.....	983136
February	983137.....	1127171
March	1127172.....	1298827
April	1298828.....	1478647
May	1478648.....	1663401
June	1663402.....	1854831
July	1854832.....	2045422
August	2045423.....	2243920
September	2243921.....	2396932
October	2396933.....	2571781
November	2571782.....	2678140
December	2678141.....	2742695

MONTH	FIRST NO.	LAST NO.
January	2742696.....	2826649
February	2826650.....	2940776
March	2940777.....	3114465
April	3114466.....	3304703
May	3304704.....	3509306
June	3509307.....	3702547
July	3702548.....	3771362
August	3771363.....	3883888
September	3883889.....	4005973
October	4005974.....	4093995
November	4093996.....	4177733
December	4177734.....	4237500
1931		
January	4237501.....	4310300
February	4310301.....	4393627
March	4393628.....	4520831
April	4520832.....	4611921
May	4611922.....	4695999
June	4696000.....	4746730
July	4746731.....	4777282
August		
September	4777283.....	4824809
October	4824810.....	4826746
November	4826747.....	4830806
December		
1932		
January	4830807.....	4842983
February	4842984.....	4846691
March	4846692.....	4849340

Victoria Exterior Colors:

Lower Body & Reveals	Upper Body, Belt and Moulding	Stripe
Brewster Green Medium	Black	Apple Green
Ford Maroon	Black	Vermilion
Kewanee Green	Elkpoint Green	Apple Green
Chicle Drab	Copra Drab	Tacoma Cream
Black	Black	Apple Green



This Maroon Leatherback with Crimson wheels belongs to Mr. J.W. Rummel of Glendale, CA. A very nice looking Victoria.

Will "Old Faithful" Ever Get Restored?

It's hard to believe that 31 years have gone by since I found and bought my '31 Victoria for $250. I bought the car because I liked old cars and not because it was a Model A or Victoria, which didn't mean anything to me at that time. It became my first car, my learning car, my college car and a buddy. During my college years, I spent time getting the car in reliable working condition even though it ran when I bought it. As a boy, I lived in a two bedroom apartment with a family of six and no garage. Therefore, I rented a garage four blocks away where I housed the car and worked on it. As I went through college, I had no place to study after the libraries closed and therefore, I resorted to going to my garage and sitting in the back seat of my Victoria with a droplight inside and a heavy coat (many times snowing outside).

Well, by my senior year I was determined to put the car on the road and use it for transportation, which I did. She ran great and didn't let me down. I, therefore, appropriately named her "old faithful". By now I was introduced to the Model A club in Boston, Massachusetts, where I lived and at that time realized what I had in "old faithful". I joined the club and began appreciating my Vicky even more. It became more than just an old car for transportation but a "buddy".

After graduating college in 1961, I bought my first everyday modern car (a red '57 Chevy 4-door hardtop which I wish now I had kept). Now my Vicky - "old faithful" - was used as an antique for club activities only.

In 1965, I was transferred to Dallas for only a year and, therefore, left "old faithful" behind at home in Boston. I joined the Model A club in Dallas and missed my car very much. After returning to Boston, I felt the timing was right to really restore the car. Then in 1967, I was transferred to Los Angeles where I thought I would be for 1-2 years. Again, I left "old faithful" in Boston. It was still registered and running and I would drive it on return visits to Boston. The 1-2 years became 5 years and at that point I missed my Model A so much (even though I joined the L.A. club) that I went out and bought a '30 deluxe Roadster which I semi-restored in L.A. and still have today with me. "Old faithful" was now taken off the road and preserved in my parents garage. Well, the 5 years became 9 years, after which I was transferred to Atlanta, Georgia. I took my '30 Roadster with me and thought maybe now's the time to get "old faithful" back with me and restore it. Wrong again.... I was so involved with my job that I didn't have time for much "old car" fun other than club tours, which I did participate in.

Then in 1979, I was transferred again (same company) to Washington, DC. I took my Roadster with me but kept thinking of "old faithful". While in Washington, I got married, and my wife became pregnant. That obviously now put a damper on any Model A restoration.

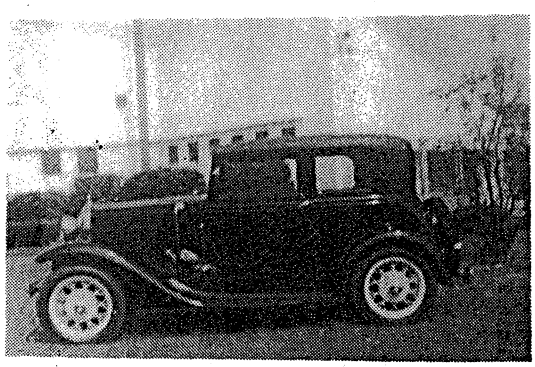
You guessed it -- after three years in DC I was transferred back to Atlanta, Georgia and got used to married life. After four years in Atlanta, everything was starting to settle for the first time where my job was not overdemanding, we were settled as a family and I had some money which I felt I could spend on "old faithful". Therefore, I started laying down the best of plans. "Old faithful" was finally going to be restored! Everyone in the Model A club was excited about helping me tear down a car that was never restored. I had airline tickets for my son and myself to fly to Boston (the Vicky was still preserved in my parents garage). I had lined up a moving truck to ship the car to Georgia, and by now I was really getting excited about rolling out the car, taking pictures of it with my four year old son ... figuring this would be his car someday. Then, two days before we were ready to fly to Boston, the trucking company called me and said "sorry, but other cars cancelled out and my car couldn't be shipped for another month". Well ... I waited 20 years, what's another month!!!

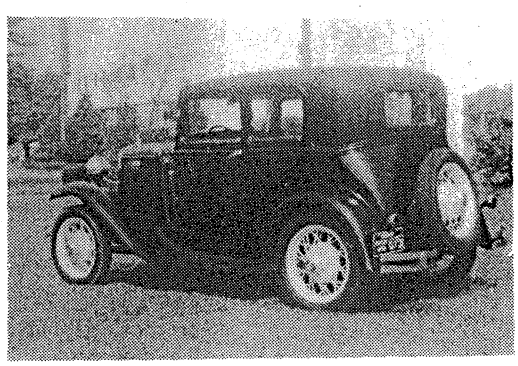
Are you ready for this? ... Two weeks later my boss came to visit me and said, "We're closing the office in Atlanta and we want you to go to St. Louis!" At that moment, I know that "old faithful" would have to wait some more. In a way I now am thankful that the trucking company postponed shipping my car because if they didn't, the car would have been totally torn down and parts farmed out everywhere all over Georgia, with me in St. Louis. --- At least the car is still intact and I'm now starting to make plans again. --- Will I make it this time? --- Your guess is as good as mine! It may end up being my retirement project, but at least I still have the car (my first car) and my son is as excited about restoring it as I am ... so ... who knows?

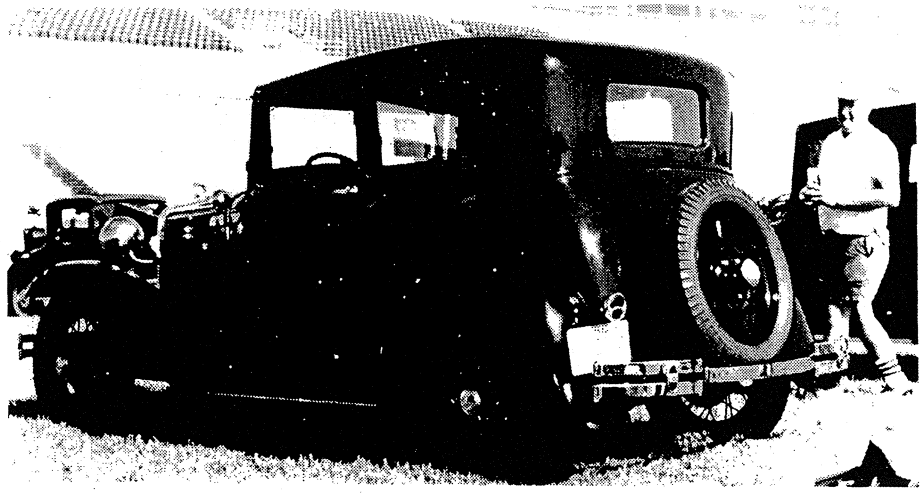
I know one thing that's for sure, when the car is finally restored (whenever that is), it will be a surprise to Model A club friends that I've made in Massachusetts, Texas, California, Georgia, Virginia and Missouri. They all feel that the car doesn't exist and you know, I'm beginning to wonder about it myself!

A frustrated Model A enthusiast.

Philip N. Ierardi

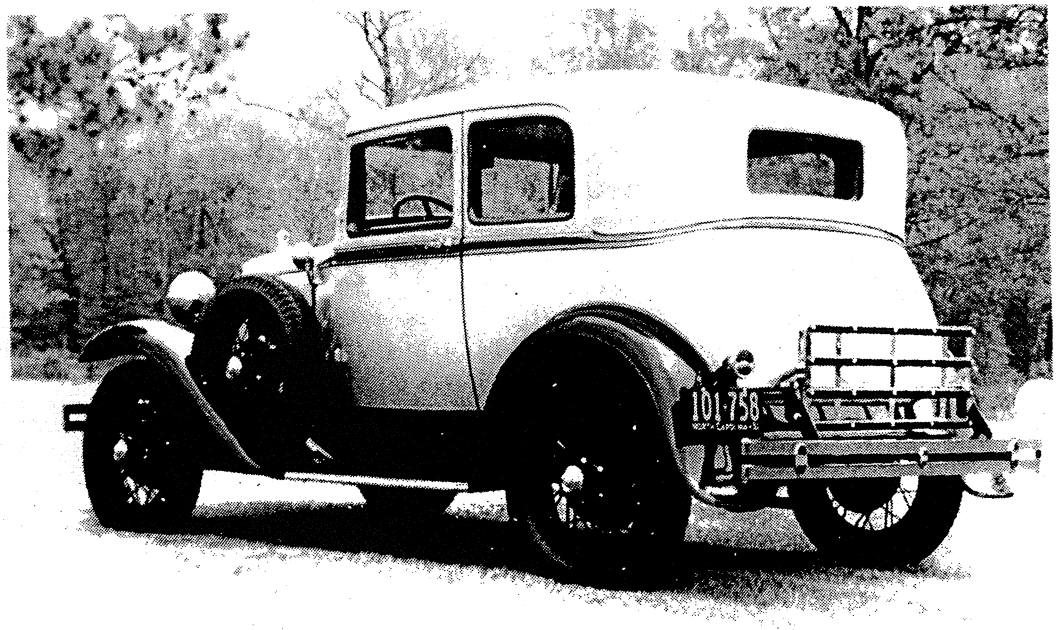






This nice Maroon and Black Steelback with black wheels belongs to Mr. Tom Boyd of Hillsboro, NC.

At the 1988 AACA National Meet at the Charlotte Motor Speedway, Tom took 2nd Junior.

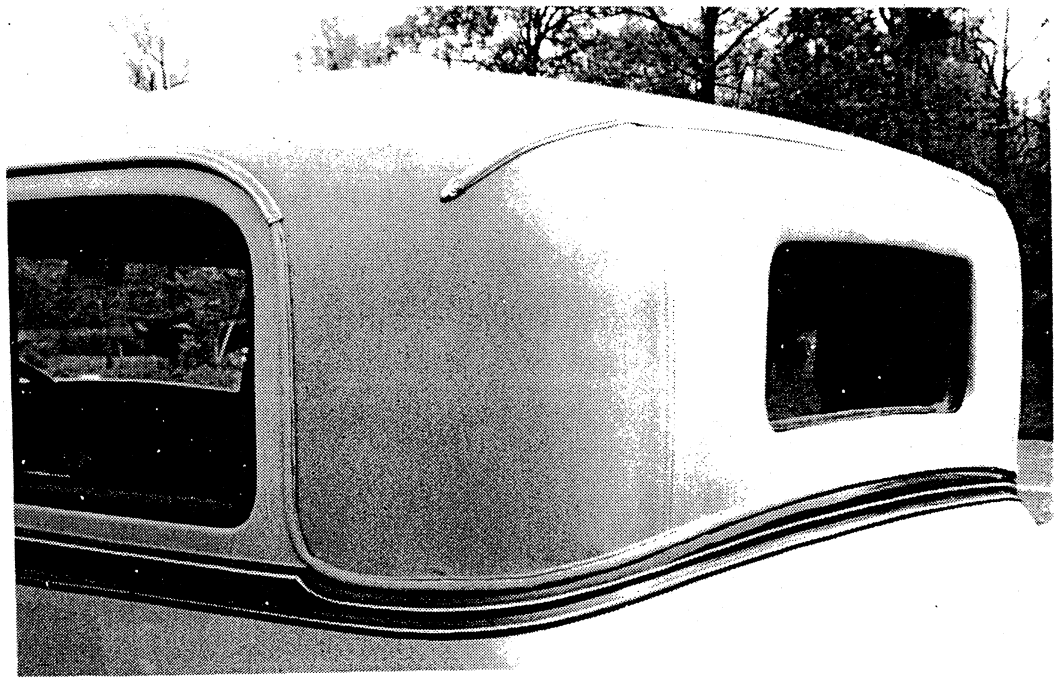


The two photos at the right are of Floyd Bradsher Hurdle Mills, NC. It is a good photo of his Leatherback Victoria. The close up of the top gives good detail of how it is installed.

I would ask all of you to send photos of your Victorias so I can run thim in this photo section.

Remember, good quality photos copy well.

Be sure to write your name on the photos and send any information you have to include with the photos.



Originally Issued in 1976

DALLAS MODEL "A" FORD CLUB, INC.

VEHICLE SAFETY STANDARDS

Purpose: To establish a set of minimum safety standards for Model "A" Fords driven on today's Highways. To create an awareness in the mind of the Model "A" owner concerning the safe operation of his antique vehicle in modern day transportation and the discerning public attention during this bicentennial year.

I Brakes
- a) Must have two (2) means of applying brakes.
- b) Emergency brake must hold on gradual incline.
- c) Foot brake must stop vehicle within 25 feet at 20 MPH.

II Exhaust System
- a) Must be complete (manifold, muffler and tail pipe).
- b) Tail pipe must extend to rear axle.
- c) No exhaust leaks should be evident.
- d) Exhaust sound or gases should not be annoying or offensive.

III Glass
- a) Windshields shall be equipped with safety or heat tempered glass.
- b) Visibility through all windows should be unimpaired (judgement factor).

IV Horn
- a) In good working order providing warning signal equivalent to original volume.

V Responsible Driver Data
- a) Current operators license.
- b) Valid license plates properly mounted front and rear on registered vehicle.
- *c) Minimum Public Liability Insurance verification (may be verbal statement).

VI Lights
- a) Headlights in good working order (reflectors should not be badly tarnished).
- b) Tail light or lights in good working order. (Recommend 6CP lamps #81, over 3CP #63*.)
- c) Stop lights in working order.
- d) Parking lights in working order.
- e) Rear license plate properly illuminated with white light.
- f) Turn signals operational or demonstrated knowledge of hand signals as approved by Texas law.
- g) A red reflector must be present on the rear of the car.

VII Rear View Mirrors
- a) Inside car - properly silvered for good unobstructed viewing.
- *b) Outside car - in working order

VIII Windshield Wipers
- a) Operable from inside driver's position and in good working order.
- b) Blade rubber in good condition.

IX Safety Equipment
- a) 2 1/2# minimum fire extinguisher of dry chemical type class 5-BC or equivalent.
- *b). Minimum of two 30 minute road flares when touring.

X Front End/Steering/Shock Absorbers
- a) No excessive king pin play.
- b) Steering linkage properly tightened.
- c) Steering wheel play - should not exceed 1 1/2" - 2" maximum, measured at the steering wheel rim.
- *d) Working shock absorbers.

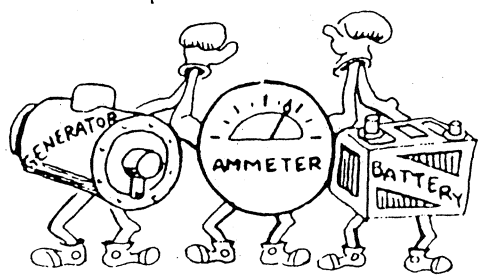
XI Tires/Wheels
- a) Good condition with no bulges, breaks or thrown tread.
- b) Tread depth in no place should be less than 1/16". (Check with Lincoln penny - if top of head visible, tire is not acceptable.)
- c) No cracked or badly bent wheels.

XIII Fuel System
- a) No leaks inside car ie. guage, shutoff, line, connections.
- b) No leaks engine compartment ie. filter, lines, carburator body.

* Recommended

READING THE AMMETER SCALE

1- No movement of the pointer with the ignition key turned "on" and the engine is being started or a steady "Discharge" reading. Engine fails to start.
2- No "Charge" reading while the engine is running or idling rapidly to normally allow the generator to produce charging current for the battery.
3- The pointer indicates full "Discharge" when an electrical circuit is turned "on".
4- The pointer indicates an abnormal "Discharge" with the engine idling or stopped.
5. A small "Discharge" reading is indicated with the engine running rapidly, increasing with the use of lights or horn.
6- No "Charge" reading with the engine running rapidly, followed by intermittent "Charge" readings on the ammeter scale.
7- The engine cuts out intermittently or stops after running a short time with fluctuations of the pointer on the ammeter scale.



WHAT TO LOOK FOR

1- With ignition current flowing through the ammeter, the pointer should fluctuate as the engine is being turned over, indicating the ignition breaker points are interrupting the flow of current in the primary ignition circuit. See that the key is turned "on". Check the ignition breaker points to see that they open and close as the engine is cranked. Check for loose connections at the ignition coil terminals, junction box terminals and the ignition switch. If a normal "Discharge" reading is indicated when the lights are turned "on" and the starter motor operates normally, the possibility of loose battery or starter switch terminals is not too likely. A small steady "Discharge" reading might indicate ignition breaker points that fail to open, a completely "shorted" ignition condenser or a "short" at the flexible wire between the plates inside the distributor body.
2- An open generator circuit, possibly a broken wire in the generator, brushes failing to seat on the commutator bars, open generator windings or a loose output terminal. Failure of the cut-out contacts to close. The latter may be checked with a "jumper wire", connected to each cut-out terminal. If the ammeter indicates "Charge" at a fast engine idle, cut-out failure is indicated. In an emergency, the "jumper wire" may be left in place across the cut-out terminals. The "jumper wire" must be removed when the engine is stopped to prevent generator failure. If no reading is seen, replace the generator.
3- The ammeter indicates full "Discharge". Cut-out contacts fail to open, disconnect either terminal on the cut-out as the battery will discharge through the generator burning it out. A possible "short in the instrument panel, main wiring harness or lamp housings. Turn all switches "off". If the "short" is still present as indicated by the ammeter or smoke from wiring, disconnect the battery cable at the grounded end. In case of a real emergency, disconnect the battery cable at the starter switch terminal or cut the wire running from the starter terminal to the junction box.

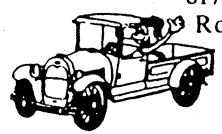
To locate the "short", disconnect suspected electrical circuits, unplug headlights one at a time, tail lamp plugs, horn wires, instrument panel wires, etc. As each circuit is disconnected, touch the battery cable to the battery post, if a spark is seen, the short is still present. All switches must be "off". Make a visual check for burnt wiring also.

4- Check the generator cut-out contacts for failure to open.
5- The generator is not connected to the battery circuit due to loose connections or cut-out failure. Possible generator failure or a broken fan belt. If the fan belt breaks, engine temperature will rise. These two indications will say "Broken fan belt" without raising the hood!
6- Cut-out contact may be too great, resulting in the opening and closing of the cut-out contacts as the generator output varies with engine speed.
7- Loose terminals at the ammeter or inside the junction box. Tighten the ammeter stud nuts after the wires are removed. Then tighten the nuts for the terminals of the wires firmly. Lock washers will help keep connections tight.

Feel the instrument panel around the ammeter, loose connections create heat, indicating trouble at the ammeter. This is a common source of trouble that is easily overlooked.

CONCLUSION

Learn to read the ammeter scale when everything is normal. This will be very helpful in reading the ammeter scale when things are abnormal.



WIPER HARDWARE

ARMS - ORIGINAL STYLE

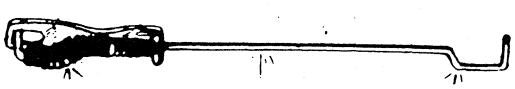
		I.D. NO.
ELECTRIC		
ELECTRIC (FLAT) TENSION ARM - CAD PLATE ..... (INCLUDES SPECIAL SQ. HD. TENSION BOLT-KNURL KNOB & COTTER)	$9.95	E-1
VACUUM		
6-1/4" BLACK - CLIP TYPE - 1930-1 CLOSED CAR & SOME 1932 MODELS.....	4.95	A-1
6-1/4" CHROME CLIP TYPE - SOME 1932 - SEDAN & PICKUP MODELS	5.95	A-2
6-3/4" BLACK - CLIP TYPE - 1930-1 STD. OPEN CARS & 30-1 SEDAN.....	4.95	A-3
6-3/4" CHROME CLIP TYPE - 1930-1 DELUXE OPEN CARS	5.95	A-4
7-1/2" BLACK CLIP TYPE - 1932-34 CARS & TRUCKS	5.95	B-3
7-1/2" CHROME - CLIP TYPE - 1932-34 CARS & TRUCKS	5.95	B-4
→ 8-1/4" BLACK - CLIP TYPE - 1931 VICTORIA/SLANT-WINDOW SEDAN.....	4.95	A-5
8-1/4" CHROME - CLIP TYPE - 1931-32 DELUXE SLANT WINDOW SEDAN	5.95	A-6
8-1/4" CHROME COVERED STYLE "A" & "V-8" IN PROCESS	9.95	
ALL SPRING TENSION CLIPS WITH ORIGINAL TYPE LETTERING		
BLADES		
8-1/4" BLACK WITH COTTER HOLE - ELECTRIC WIPERS.....	5.95	A-10
→ 6-1/4" BLACK - SINGLE RIVIT - 1930-1 VICTORIA - TOWN SEDANS	5.95	A-11
6-1/4" CHROME - SINGLE RIVIT - 1930-1 400A - 68B-C.....	6.95	A-12
→ 6-1/4" BLACK-DOUBLE RIVIT - OCT-DEC 1931 VIC-TOWN SEDAN 32 & 4 PICKUP.....	8.95	A-13
→ 6-1/4" CHROME - TWO RIVIT - OCT-DEC 1931 VIC-TOWN SEDAN - SOME 33-4 CARS...	9.95	A-14
7-1/4" BLACK - TWO RIVIT - 1932-4 STD. SEDAN/PICKUP	8.95	B-5
7-1/4" CHROME - TWO RIVIT - 1932-4 DELUXE SEDANS	9.95	B-6
7-1/2" BLACK - DOUBLE RIVIT - 1932-4 STD. OPEN CARS	8.95	A-15
7-1/2" CHROME - DOUBLE RIVIT 1932-4 DELUXE OPEN & CONV. CARS.....	9.95	A-16
8-1/4" BLACK - SINGLE RIVIT 1929-31 CLOSED & STD. OPEN CARS (ALSO 1935) ...	5.95	A-17
8-1/4" CHROME - SINGLE RIVIT - 1930-1 DELUXE OPEN CARS	6.95	A-18
8-1/4" BLACK - TWO RIVIT - OCT-DEC 1931 (& 32-4) CLOSED & STD OPEN CARS....	8.95	A-19
8-1/4" CHROME - TWO RIVIT - OCT-DEC 1931 OPEN CARS - 1932-4 DEL. CLOSED CARS	9.95	A-20

ALL BLADES ARE ASSEMBLED WITH FIVE PLYS RUBBER, MULTI-COLORED (BLACK-GREY-RED) AS ORIGINAL. BLADES (& CLIPS) ARE PAINTED BLACK OR CHROMED AND HAVE ORIGINAL LETTERING EMBOSSED AND ARM CLIP RIVITED ON. THE SPECIAL DOUBLE RIVIT ARM CLIP USED AFTER SEPT. 1931 HAS THE LETTERING AS ORIGINALLY ISSUED.

THE SQUARE END OF THE ARM (WITH 3 BENDS) FITS THE BLADE CLIP THROUGH THE OPEN END INTO THE SQUARE HOLE. THE TENSION CLIP FITS INTO A GROOVE ON WIPER SHAFT & ANGLED END OF ARM GOES INTO SHAFT HOLE. THE TENSION CLIP MAY HAVE TO BE POSITIONED FIRST DEPENDING ON MODEL. DO NOT CRIMP BLADE CLIP TIGHT AS THIS STYLE IS DESIGNED TO WORK AS A FLIP-FLOP CHATTER-FREE WIPING ACTION. ON OPEN CARS CHECK THAT TOP HEADER DOES NOT INTERFERE WITH BLADE MOVEMENT.

→ AUTHENTIC WIPER HOSE . . . . .  . . . . . $1.50 FT

CLOTH IMPRESSION FINISH BLACK GUM RUBBER - LIMITED SUPPLY



PRICES SUBJECT TO CHANGE - SHIPPING/HANDLING $2.00

→ *A & L Parts Specialties*
Canton, Connecticut 06019

When the Model A Ford was first delivered in early 1928 it was, for a while, really a "speedster," with greater practical speed and power than most other cars then on the road.

Those who drove those early Model A Fords had the thrill of driving a car that could pass almost every car on the road. But that thrill passed. Because, when other car makers found the Ford so much faster, they speeded up their cars by adding extra cylinders (changing from 4 to 6 cylinders, as in Chevrolet, or from 6 to 8-cylinders, as in many other makes). As the chief engineer for one expensive maker told us, "We had to add a supercharger — to keep the Model A Fords out of our hair!"

While owners who compete for prizes like to keep their Model A Fords in "original factory tune"; there are other owners of Model A Ford who use the highways more frequently and may wish to tune up their cars for greater speed and power, in order to keep their cars more nearly in accord with modern speeds of driving in traffic.

There are two ways of doing this; (a) By the use of "special equipment." In the early Thirties, much special equipment was made for Model A Ford engines; such as 16-valve cylinder heads, special carburetors, etc. But this is now usually more difficult to find than some parts for special models of Model A Fords. Although you may find them by chance . . . when looking for parts for the car.

The Model T Ford had a compression ratio of only 3.6-to-one and one of the reasons for the increased speed and power of the Model A Ford was the use of 4.22-to-one compression ratio.

However, that is still a very modest compression ratio, as compared with compression ratios nearly twice as high on some modern cars — made possible by the improved anti-knock qualities of modern gasolines.

It is, of course, more difficult to make as much improvement on a Model A as it was on a Model T. Because the Model A starts at a higher level of engineering. When the maximum speed of a Model T was only 40 to 45 miles an hour, it was not too difficult to make changes that would give 60 mile speeds, a 50 percent increase!

Since Model A Fords began where Model T "speedsters" left off, it is more difficult, but not impossible, to make some improvements in the Model A since it was designed for the "average" driver.

But since the readers of this magazine are not average drivers, there are some "modifications" which can be made to increase the speed of Model A Fords . . . without the use of the special equipment that is now so difficult to find.

We all know there may be considerable difference in performance between several Model A Fords as found on the road. Some may be only capable of 55 miles an hour, while others can do as much as 70 or 72 miles an hour . . . and the difference may not all be in the speedometers!

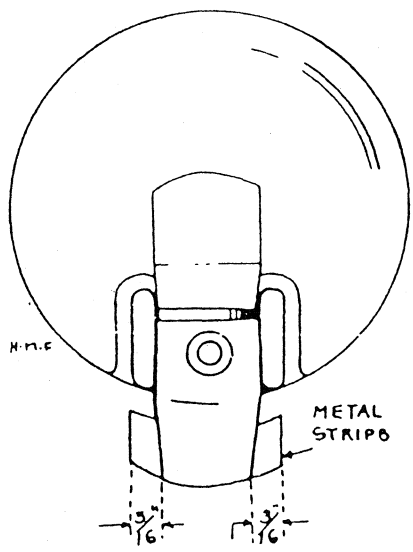
If the difference is not due to worn parts, it may be due to differences in one or more "adjustments" on the car. Tuning up for increased speed is a fine art, which requires care be given to those little details which may make a big difference at high speeds, that things then happen so fast that accuracy is essential.

In the 1930s, Ford dealers often delivered cars with the ignition slightly retarded, as a wise protection for the engine when it was new and stiff. As delivered from the factory, it was customary to have the breaker points separate when the spark lever was pulled down to the third notch.

But after a rebored block and new pistons have been in use for 500 to a thousand miles, the spark advance can often be increased to advantage by having the breaker points open when the spark lever is at the first notch; thus securing more speed and power and more economy in fuel consumption.

Model T owners often "planed off" some metal from the bottom of the cylinder head to raise the compression ratio. But, better check carefully before trying this on a Model A cylinder head! Because limited clearance (between surface of the cylinder head and the valves) may cause the valves to strike when they are open. And double-check, if you have increased the "lift" of the valves by changing the contour of the cams. Also, check for carbon on tops of valves.

Other Model A owners tried increasing the compression by milling off the bottom of the cylinder head on a "slant." But this involved troubles with cylinder head bolts.



Distributor brush widened by metal strip

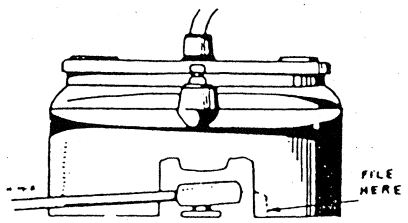
Robert M. Roof told us that, when a certain modified Model A failed to develop expected speed, after trying various carburetor and valve changes, he suspected the ignition. He found that the spark was jumping entirely from one side of the distributor brush, thus "stretching out" the spark and causing a weaker spark at the plugs. The remedy?

It was simple. Mr. Roof soldered a piece of metal to the side of the distributor brush, thus extending its range of action. In order to allow a still greater range, for starting and idling, he also soldered a bit of metal to the other side of the distributor brush, see sketch.

Our own method, of increasing the spark range on Model A Fords, has been to file wider notch (in the base of the distributor housing) so that the distributor case could be moved through a wider range; thus causing the

Our own method, of increasing the spark range on Model A Fords, has been to file wider notch (in the base of the distributor housing) so that the distributor case could be moved through a wider range, thus causing the

breaker points to open at a different relative position with regard to the crankshaft. However, when this is done, we should also widen the distributor brush.



Do not file slot in distributor housing — unless you also widen the brush.

Many drivers use only two positions for the spark lever—either "full retard" for starting and "full advance" for all other running. But more intelligent drivers move the spark lever in accordance with changes in speed and load over a wider range and secure better results.

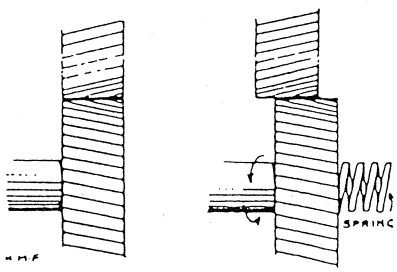
Gap between breaker points should be set at usual .018 to .022 inch. Some consider the smaller gap preferable for high speeds to secure greater duration of contact.

Experiments may be made as to the gap between spark plug points, although the standard gap of .032 to .035 inch is generally preferred. For high speed, the wider gap is often better as it seems to give a larger spark, tending to secure quicker ignition.

If you wish extremely high speeds and do not mind risking an ignition coil, take a spare coil with you in the car and experiment with spark plug gaps of .040 and even .050 inch! This throws a severe strain on the ignition coil and, when a coil then breaks down, the coil is not necessarily defective . . . it has just been abused.

If spark plugs have been in use for 10,000 miles or more, they should be replaced.

Camshaft Endplay . . . Some owners have reported engines which ran well at moderate speeds but seemed to lose power at high speeds. This has sometimes been found to be due to a "weak spring" at the front end of the camshaft. This weak spring allowed the camshaft to move forward, due to the end thrust of the slanting or helical gears, and altered the valve timing! The remedy is to install a new spring.



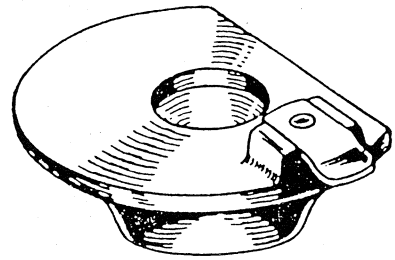
Weak spring allows camshaft to move forward, changing timing.

Condenser . . . When breaker points separate, the excess current (due to self-inductance in the primary windings of the coil) is dumped into the condenser. Since Ford condensers have been chosen for best general results, at from 30 to 60 miles an hour, isn't it possible that a condenser of greater capacity, (to take care of the quicker break at higher speeds) might give better results for high speed use?

FACTORS AFFECTING SPEED

1. Air pressure in tires.
2. Alignment of wheels.
3. Dragging brakes.
4. Chassis friction.
5. Chassis lubrication.
6. Engine lubrication.
7. Spark advance.
8. Breaker gap.
9. Spark plug gap.
10. Condenser.
11. Distributor.
12. Coil.
13. Camshaft endplay.
14. Tappet clearance.
15. Leaky valves.
16. Leaky piston rings.
17. Carbon in engine.
18. Carburetor adjustment.
19. Gasoline.
20. Engine warmed up.

Earlier Model A Fords had slightly different condensers than those used on later models, as can be checked by numbers stamped on the condensers. Since condensers are inexpensive, it might pay to install a new one. The Ford coil should also be checked, as a weak coil will noticeably affect the power of the engine by causing partial misfiring at high speeds even though firing regularly at slow speeds.



Timing the Ford Distributor . . . Break off the spring brush from an old Model A distributor rotor, by bending back and forth. Drill a 7/16 inch hole in the center of the rotor and saw off one side as shown. Using this rotor, when timing gives a firm grip on the rotor, so the cam cannot move while you tighten the locking screw. The cut side of the rotor allows you to see the action of the points.

Tappet Clearance, Compression . . . Of course, tappet clearance should be checked (with piston 2⅛ inches down on its stroke) to standard .010 to .013 inch clearance. And compression should be tested, either by starting crank or with use of a compression gauge to see whether compression and power are being lost past pistons or valves.

Carburetor . . . If car is an earlier Model A, it may be worthwhile to install a "single venturi" as used on the later models, rather than the double venturi which was used on earlier Model A carburetors. Also check gasoline level. Examine the main jet to see if it is free from dirt. Also, that no one has tampered with it! The original orifice in the jet usually gives best results.

Tire Pressure . . . While 35 pounds air pressure is enough for average driving, 40 pounds is suggested for cars driven at higher speeds. Pressures less than 35 pounds have a decided retarding effect on car speed as it makes the car climb a "rubber hill." As you may remember ,if you ever pedalled a bicycle with a soft tire!

Wheel Alignment . . . An important factor in speed. It wastes power to shove wheels along the road at an angle, when the alignment is not perfect. Wheels should roll rather than slide along.

Experts have told us that cars with perfect "power line" alignment, (including transmission, drive shaft and clutch) and which seem to be a little "loose in the joints" are apt to be faster than those in which there is some binding due to misalignment of parts.

Brakes . . . With six brakes to ensure quick stops, be sure that none are dragging because of worn bearings. Feel temperature of brake drums after a long, fast, non-stopping drive. Ease of pushing car on level road, or the rolling distance when stopping, are quick checks of brake adjustment. Also check front wheel bearings.

Lubrication . . . Another factor in easy running. Old, gummed oil should be washed out. But do not use too light an oil or parts will not be properly lubricated. Some drivers like to use castor oil — but here it is every man to his taste.

Gasoline . . . Since there are often considerable differences between the mileages obtainable with different makes of gasoline, it is logical to expect some but perhaps not equal differences in speed. Some gasoline refiners supply a gasoline with higher anti-knock rating in hilly than in level country. so experimenting with local fuels is the best answer. Other experiments can be made with methanol, benzine, etc.

I'M FINALLY FINISHED! AREN'T I?

After four years, I am finally finished with the restoration of my 31' Victoria Leatherback or am I?

It all started when looking for a body for a chassis I was putting together from donated parts, flea market jewels and mail order gems. While pouring over an interesting table of model A flea market items, I saw it! It was parked against the back of the flea market field, a "For Sale" sign prominently displayed on the windshield.

After looking it over for an hour or so with a host of others, I knew I just had to have it, even thought I had to be told what it was. "A Leatherback?", I responded. "Must be rare huh?". I was hooked!

Well after four years of restoring the car with the goal of putting together a reliable driver for parades and tours, I thought I was finished. Then I had it judged in a local car meet. I thought I had a chance to at least place but the competition turned out to be quite stiff. Last year's winner at Hershey, a Deluxe Roadster and a 29' Pheaton restored professionally this year, took first and second place. Third place went to a nicely restored Victoria Leatherback.

I left disappointed, talking to myself all the way home. Once back in the garage, I looked at my car with a different eye. I immediately decided changes were in order! I started by swapping a fair 30-31 hood for some cash and a generator to replace the aftermarket generator I had. A plated cutout is to be installed in place of the painted one and the quail radiator cap with the thermometer (located you know where) was replaced with a standard cap. The 58 year old radiator was removed to fix that last little leak and all the grease fittings were replaced with original style ones. I'm planning to repaint the front fenders after improving the lower edge bead and replace one piece of glass which is chipped on the top edge.

The list goes on. So am I finished? Not yet! But some day I hope to be.

[by - Dean Larson - Hanson, MA.]

Until next time,

Charlie Vaccia