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

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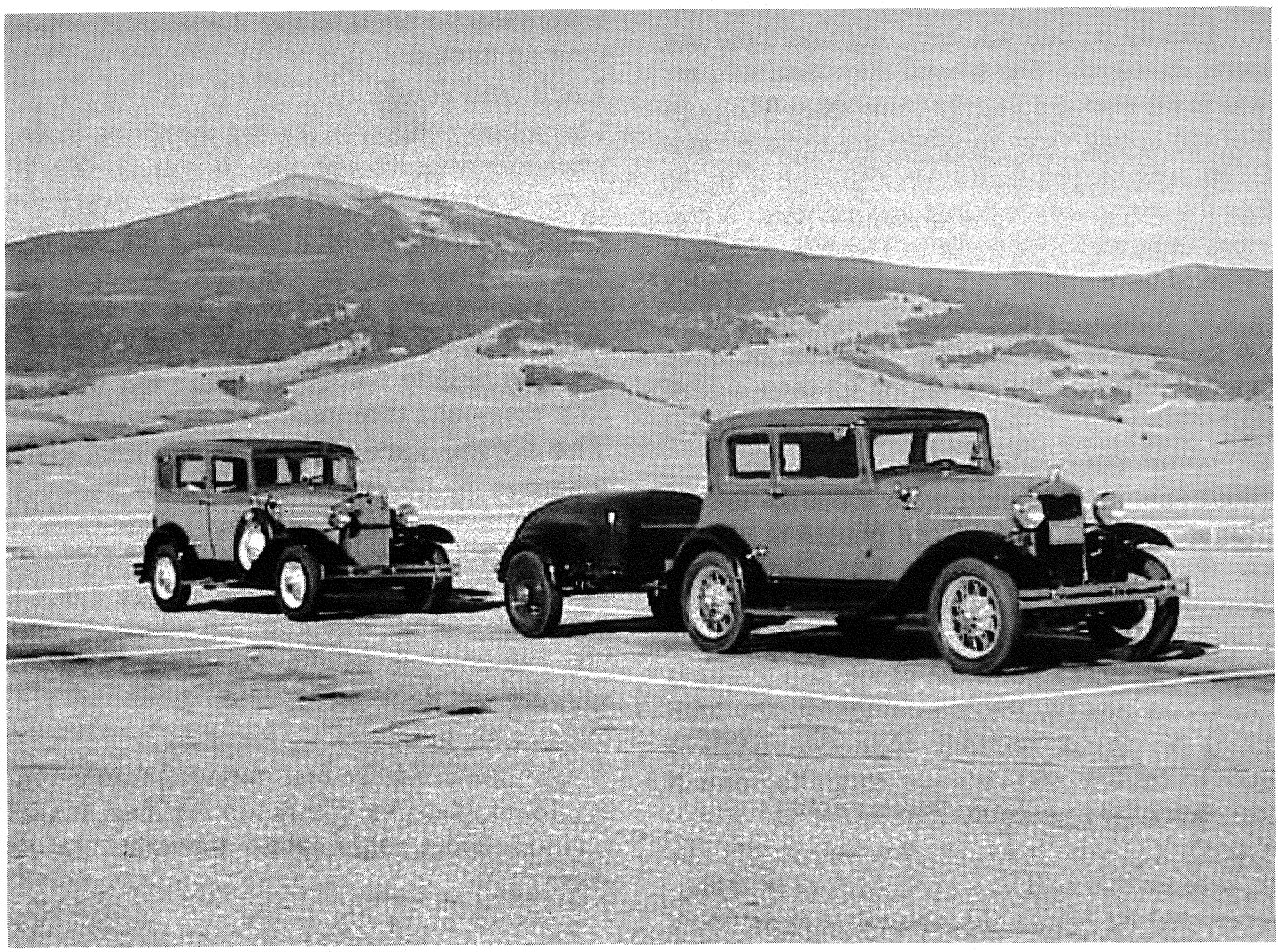
Editor: Tom Endy
Publishers: Bob & Karyn Sitter



Miss Vickie On Tour

The Falling Leaves!

by Tom Endy

Pass by my window!

Over the years I have heard and read about people being injured by the Model A Ford rear spring. The rear spring is under a tremendous amount of tension and it could be lethal.

Stories you don't want to hear!

In the past few months I have spoken with two people who have encountered a rear spring with disastrous results. Both individuals were novice Model A'ers. In both cases the rear end had been removed from the car with the rear spring still attached to it. The first person told me he was in his back yard and had removed the shackle bolt nuts and cross pieces and was pounding one of the shackles out with a hammer when the spring took off in the air over the fence and into his neighbors yard. Luckily no one was hurt, nor was there any property damaged. The second individual told me he was in his garage doing the same thing when one end of the spring flew up when the shackle came out. He was hit just below his right eye with the end of the spring and knocked unconscious. When he came to he was face down in a puddle of blood. His glasses were broken and he thought for sure his nose was broken. Fortunately it was not, and he did fully recover his injuries. Neither of these individuals knew what a rear spring spreader was all about.

A personal encounter!

Not long ago a friend and I were about the task of disassembling a rear end he had bought at a swap meet. The spring was still attached. Both of us were well aware of the danger associated with the rear spring. Before we began we placed two hefty C-clamps on either side of the center bolt. This is a precaution against the possibility of the head breaking off the center bolt when the spring is spread. If the bolt should break the top leaves will propel themselves about 20 feet in the air, and if they don't take your head off, it is best to run like heck, because they will be coming back down again. The rear end we were working on had been sitting around since the 1950's collecting crud and rust. It had also been modified by someone who had heated each end of the bottom leaf of the spring. The purpose we assumed was to make the car sit lower. This modification prevented us from installing a spring spreader because there was not enough room. We decided we would wrap a chain around the spring and the rear end and then knock the shackles out. This was something I was not looking forward to. Before we went and got the chain we decided to disassemble as much of the rear end as we could. I told my friend that I would remove the cotter pins from the shackle bolts and break the nuts loose, but leave them in place until we were ready with the chain. As I broke one of the nuts loose I noticed that it seemed to cock to one side. A closer look revealed that the shackle was breaking apart. I cautioned my friend to back away from the rear end, and I did so myself. We immediately went and got a chain and wrapped it around the end I had been working on. Very carefully we turned the shackle bolt nut another notch and the shackle broke in half. The chain prevented the escape of the spring. This is the first time I have ever seen or heard of a shackle breaking. An inspection of the broken shackle revealed that it was rusted almost all the way through.

Lock and load!

I am a firm believer in leaving the spring in the car when removing the rear end. It is much safer if the spring remains attached to the car. Every time I see a rear end out of a car with the spring still attached, I see a loaded gun with the safety off. If you must remove a rear end from a car with the spring attached, immediately put at least one big C-clamp next to the center bolt. Put two if you have them, and then tread lightly around it.

The spring spreader.

It amazes me how many Model A Ford owners do not own a rear spring spreader. This is the first tool you should go out and buy. Somewhere down the road it will be necessary to replace a clutch, a throw-out bearing, a broken rear axle, you name it. The rear end will have to come out and a spring spreader will be required.

Where to get one!

A very good quality rear spring spreader can be purchased from Pete Westler of Redding, CA. The cost is about $65. plus applicable tax and shipping. ☺

Auto Care & Restoration
Early Ford Parts & Products
3824 Alma Ave.
Redding, CA 96002
916-222-0228
Order Desk 800-452-1027

Charlie Says!

by Charlie Viosca

The new millennium!

Where has the year gone? I know it's not over, but 2000 will be here before we know it. I guess when you are having fun and enjoying your hobbies it all goes fast.

New members!

We have obtained a lot of new members this year. I welcome all of them into the Victoria Association.

Thank you!

I want to take a moment to thank Tom Endy for his excellent newsletter. And again to thank John Icenhower for doing the treasurer's job and the membership roster as well. Thanks to Kay Lee for the Index, and Bob Bidonde for the body data sheets. Without them, we'd all be up a **creek** without a paddle.

Body Tags!

A number of our members have now obtained their body tags from the Victoria Association. Several members thought this was a one time deal, but it is not. We still have about 35 body tags left, and until they are all sold, we will continue to offer them to you. Write to me and include your Victoria body number along with a check for $20.00 and I will have the number stamped on a tag and send it to you. Gwyn Machacek stamps the numbers on the tags for us. These numbers are the exact style used by Ford on the original Victoria tags. If you do not know your body number, send me the original frame or engine number from your Victoria and I will pick out a number that fits your car's date of manufacture.

Charlie Viosca
11084 Windjammer
Frisco, TX 75034

Attaching the tags!

If you want to know the correct method of attaching the body tag to your Victoria, look in the MARC\MAFCA Judging Standards in section 1-8, it explains how to do it. This information was provided by Association member O.D. Hudson of Sarasota, FL. Thanks, O.D.

Check the roster!

Please check to see that your name and address is correct in the roster printed in the July 1999 issue of the newsletter. Advise John Icenhower of any changes.

Dues are due!

Membership dues are coming due for the year 2000. The yearly fee is still $10. and it will include four newsletters per year (one at the beginning of each quarter). We will be sending out post cards again this year as a reminder. The official renewal date is January 1, 2000. The cut off date for membership retention is March 15, 2000. Mail your dues to the following address along with any change of your address. Make your check payable to the Victoria Association.

Victoria Association
c\o John Icenhower
1613 Ryan Rd.
Sulphur Springs, TX 75482

MAFCA Meets!

I will be attending the MAFCA meeting and banquet in Huntsville, AL in December, and the MAFCA National in Kansas City, MO July 10-15, 2000. Hope to see many of you there. ☺

On the cover!

Miss Vickie! Owned by Tom Endy, was photographed this past September during an Autumn tour to Missoula, Montana from Southern California. The tour lasted 14 days and covered 3,225 miles. Two Model A Fords participated in the tour and traveled through the states of Nevada, Utah, Idaho, Montana, and Wyoming. Points of interest included the Custer battlefield, Yellowstone National Park, the Grand Tetons, and the Buffalo Bill museum in Cody, Wyoming. ☺

The Multiple Disk Clutch

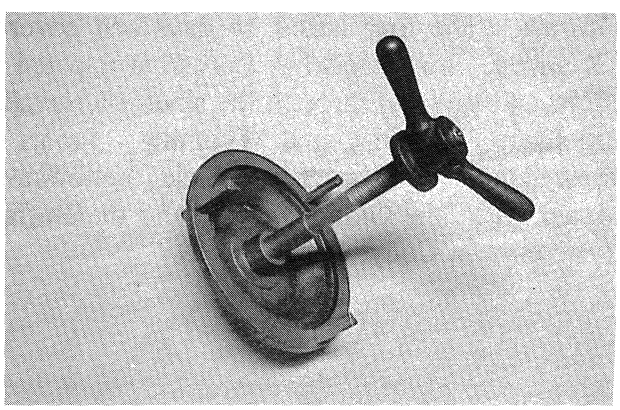
by Tom Endy

In the beginning!

From the beginning of production until November 1928, Model A Fords were delivered with a multiple disk type of clutch. The change over to a single disk clutch occurred in November 1928 and is documented in the November 1928 service bulletin, pages 296 & 297. The multiple disk clutch was a well engineered clutch, and required a lot of intricate machining to manufacture. During the Model A era many expensive cars, such as the Lincoln, featured a multiple disk clutch. I suspect the change over to a single disk clutch on the Model A Ford was done for two reasons. The first being that they were definitely cheaper to manufacture. The second reason probably had to do with the complexity of the multiple disk clutch and the difficulty mechanics and non mechanics alike encountered while trying to replace one. Unless you have an alignment tool to line up the exterior teeth of the clutch that fit inside the flywheel, you will never get it installed.

Broccoli!

The multiple disk clutch has probably gotten a bad rap over the years. Modern "How to" books don't say much about them, and when they do they treat the subject like broccoli, and advise people to avoid them. The judging standards are also silent on the multiple disk clutch. The only place I have been able to locate any documentation about them is in the service bulletins. The repair of the multiple disk clutch is described in very good detail in the service bulletin of February, 1928, pages 221 through 226. It also shows a picture of the K. R. Wilson alignment tool that is necessary to properly align the four driving disks.



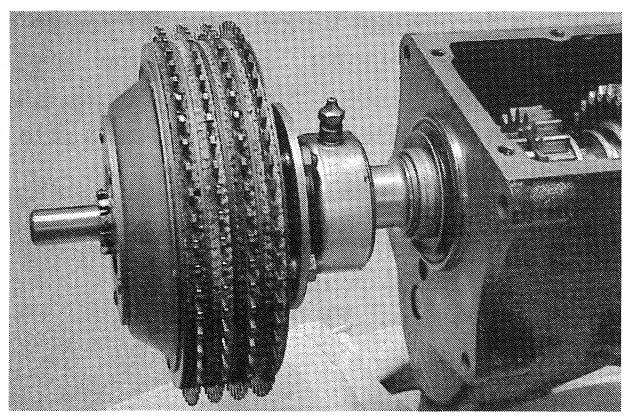
The K. R. Wilson alignment tool

The assignment!

A fellow Model A'er asked me if I would take on the task of building up a multiple disk clutch and transmission for him to install in his early 1928 Model A Ford. Since there are no new replacement parts available, it is necessary to acquire the needed original parts from the swap meet market. After accepting the task I went about learning as much as I could about the multiple disk clutch. Meanwhile the fellow Model A'er went in search of the needed hardware.

The change over!

In order to change back to a multiple disk clutch, it is necessary to change the flywheel, the bell housing, and the transmission input shaft. The multiple disk clutch transmissions were slightly different. They did not use the A7050 front bearing retainer that the throw out bearing mechanism slides on with a single disk clutch. In fact, there are no bolt holes in the front of the transmission case to mount one. You can get away with using the later transmission case provided you change out the A7017B input shaft to the A7017AR input shaft used with the multiple disk clutch. The early shaft has a threaded end with a large castle nut on it. The multiple disk clutch assembly slides onto the shaft and is held in place by the castle nut. There is also an extra oil baffle located on the outside of the transmission front ball bearing.

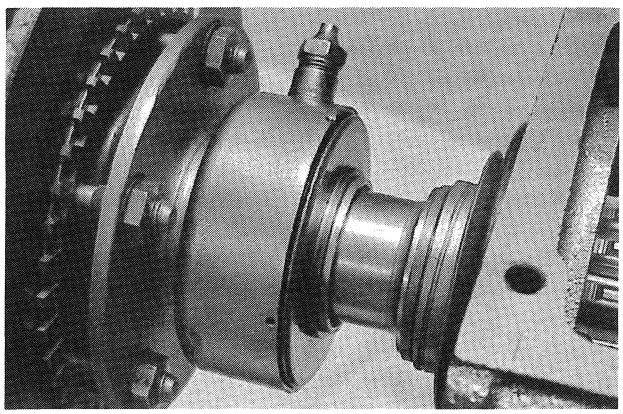


The multiple disk clutch and trans

The throw out bearing!

The multiple disk clutch used a completely different throw out bearing than the one used with the single disk clutch. There are no new replacements, you have to locate an original. Surprisingly, all of the originals that I have seen were perfectly serviceable. These early throw out bearings were

better designed and better made. The grease fitting is mounted right on the bearing, and spins with the bearing. When you grease one of these throw-out bearings you are pumping grease right into the bearing. When you grease a throw out bearing on a single disk clutch, you are only putting grease on the slider part of the front bearing retainer. You are not greasing the bearing itself. That's probably why they eventually fail. As soon as the factory applied grease is gone, so is the bearing. The multiple disk throw out bearing is mounted right on the clutch assembly and mounts backwards to the single disk throw out bearing. The smooth machined surface of the bearing is pushed on by the fork located in the bell housing.



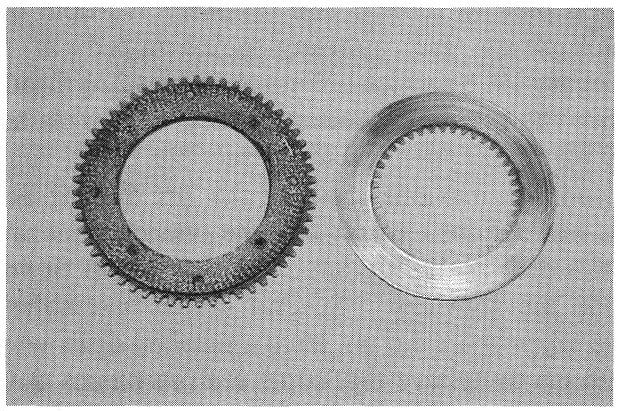
The throw-out bearing and extra oil baffle

Mr. K. R. Wilson!

It is essential to have either the K. R. Wilson alignment tool shown on page 223 of the service bulletin, or a reasonable substitute. You can easily get the multiple disk clutch assembly apart using a shop press, and you can also put it back together using a shop press. However, unless you concoct a means of lining up the outer teeth of each of the four driving disks with the composite lining material on them, you will never get the clutch installed in the flywheel. The alignment tool, or a shop press, is needed to compress yet another of Henry's "killer" springs. I was fortunate enough to acquire the loan of a K. R. Wilson alignment tool from a fellow Model A'er who is a 1928 purest and has a multiple disk clutch installed in his car.

Driving and driven!

The series of disks that make up a multiple disk clutch are divided into two categories, the driving disks, and the driven disks. There are four driving disks, each has outer teeth that mesh with the inside teeth machined into the flywheel. Both sides of the driving disks have a composite clutch material riveted on. The material is the same as used on a single disk clutch. The design provides eight sides of composite clutch surface. The driven disks are made of saw blade material and in fact look much like a circular saw blade. There are five driven disks. The inside diameter of these disks have teeth that mesh with mating teeth machined on the clutch assembly drum that is attached to the input shaft of the transmission. The driving and driven disks are alternated in the assembly providing a metal surface for each side of the eight composite surfaces to rub against. Henry's killer spring tightly sandwiches them together whenever the clutch is engaged.



Driving disk (left) driven disk (right)

The driving disks!

The composite material used on the driving disks is the same as that used on single disk clutches and any clutch rebuilding facility will have the capability of replacing the composite material on the driving disks. However, that doesn't mean they will be willing to do it. Like any production shop, they make their money by producing large quantities of whatever they are making. When you show up at their door with hat in hand and inquire if they can reline your Model A Ford multiple driving disks, they will likely quote you a "go away" price, and hope you do. On the other hand, many of the original disks, in their original condition are still serviceable. As long as the composite material is not torn or worn off, or hopelessly soaked in oil, they can be reused. I found that by bead blasting the composite surface, along with the rest of the disk, any glaze residing on the surface can easily be removed.

The driven disks!

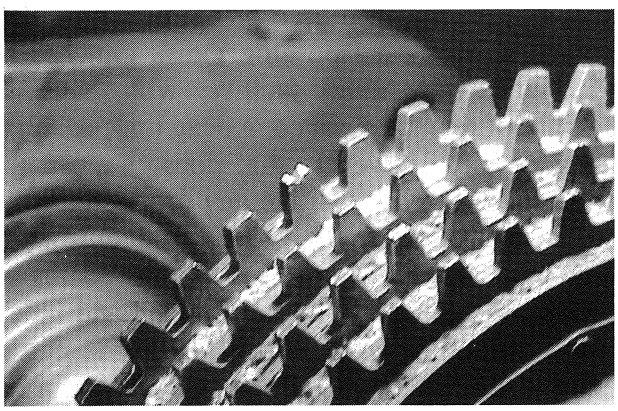
The saw blade material that make up these disks can also be cleaned up with a bead blaster. Inspect them for grooves in the surface. If they are not too bad they can be reused. I know of no way to resurface these disks. Use the best you can find.

Disk teeth!

Inspect the shape of the teeth on both the driving and the driven disks. The teeth should be flat across the top giving them something of a square look. Disks that have seen a lot of service will tend to wear the teeth such that they become pointed. Use the best you can find.

The service bulletin!

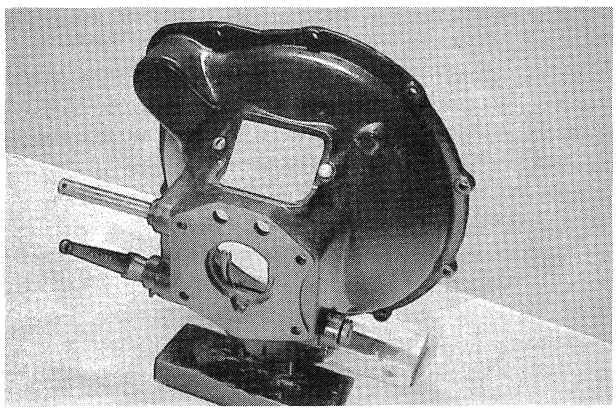
If you plan to rebuild and restore a multiple disk clutch study the information contained in the February 1928 service bulletin on pages 221 through 226. The assembly process is very well explained. Pay particular attention to instructions pertaining to a notch cut into one tooth of the last driving disk. The instructions explain that the outside dimension of this disk is slightly larger so that it will fit snug inside the flywheel. Several clutch assemblies I have taken apart did not have a notched disk, which leads me to believe that some era mechanics didn't pay attention to simple instructions very well. The repair and assembly is pretty straight forward, once you have been through one it is fairly easy.



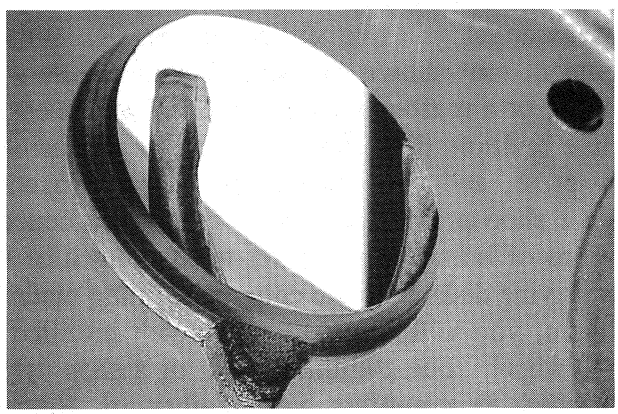
The notched driving disk

The multiple disk clutch bell housing!

The bell housing used with the multiple disk clutch is slightly different than the one used with the single disk clutch. There is another oil baffle (A7047-R) retained with a large snap ring (A7046-R) that attaches to the transmission side of the bell housing mounting surface. The bell housing must be bolted to the transmission housing before the multiple disk clutch assembly is mounted onto the transmission input shaft. To install the bell housing onto the back of the flywheel housing, it is necessary to engage the external teeth of the four driving disks of the clutch with the internal teeth of the flywheel. This is where you hope the K. R. Wilson alignment tool was used correctly. The pedal shaft used with this early bell housing is smaller in diameter than those used with the single disk clutch. Early pedals with a matching diameter must be used with this bell housing. The fork used to push against the throw-out bearing is slightly longer than the one used with the single disk clutch. The cover plate that provides access to grease the throw-out bearing is also different (A7518-AR). It is smaller, bent at an angle, and has no vent holes.



The multiple disk clutch bell housing

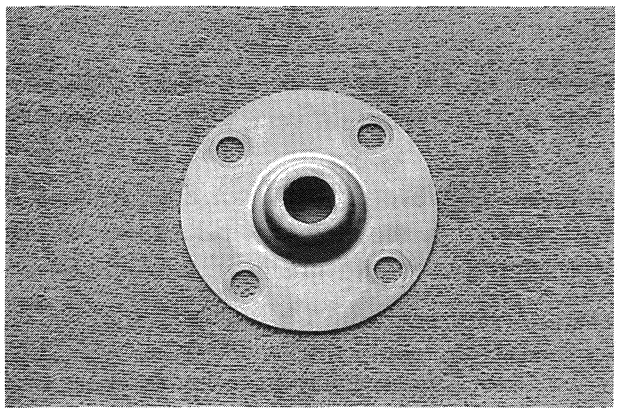


Oil baffle and snap ring mounts in recess

The multiple clutch flywheel!

The flywheel used with the multiple disk clutch is completely different from the one used with the single disk clutch. The distinguishing feature is the internal teeth machined into the flywheel to accept the teeth of the driving disks. It is important that the flywheel teeth be clean and in good condition. Flywheels that have seen a lot of service will tend

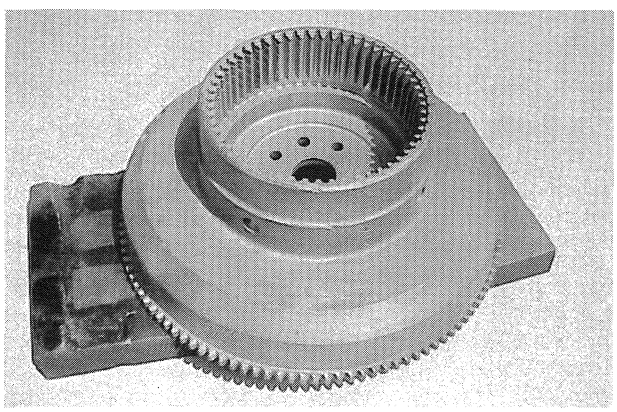
to have grooves worn into one side of the internal teeth caused by the mating teeth on the driving disks. Select the best flywheel for use that you can find. The pilot bearing that is mounted in the center of the flywheel is held in place with a retainer plate (A7609-AR), and includes a felt insert (A7608-R).



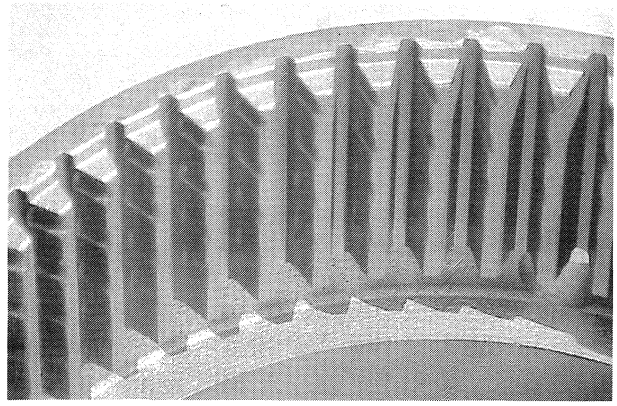
The A7609-AR retainer (felt not shown)

Transmission oil control!

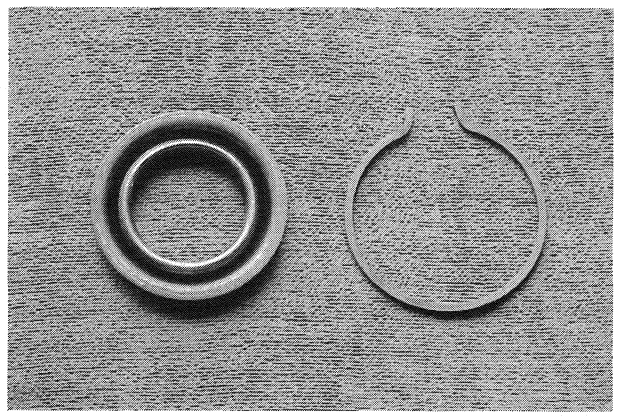
Neither the single disk clutch nor the multiple disk clutch like to have oil on them. One area where I believe oil tended to migrate onto the multiple disk clutch is through the front ball bearing in the transmission. The multiple disk clutch transmission does not use a A7050 front bearing retainer as does the single disk clutch. These front retainers provide some shielding and drain back for any oil that may migrate through the transmission front ball bearing. The only protection the multiple disk clutch has is the addition of two extra oil baffles just forward of the transmission front bearing. This may not have been enough protection. It would be very prudent to install one of the new sealed ball bearings in the front of the transmission. This I believe will help prevent oil from reaching the clutch.



The multi-disk flywheel



Notches worn in flywheel teeth



A7047-R oil baffle and A7046-R snap ring

Engine oil control!

A metal retainer with felt is installed on the flywheel just behind the pilot bearing. It is shown in the service bulletin of February 1928 on page 221, figure 448 and referred to as "clutch pilot bearing felt and retainer". The service bulletin does not explain it's purpose, but I suspect it is to prevent oil from the engine from reaching the clutch. It may also provide protection from dirt migrating into the pilot bearing.

A smooth clutch!

I had the opportunity to drive a Model A Ford with a multiple disk clutch and I was impressed with how smooth the clutch operated. I would certainly install one if I had an early 1928 car. However, I think I will take former President George Bush's advice and stay away from broccoli. ☺

A letter!
From Down Under!

by Keith Watson

Hi Charlie:

Just a quick note to let you know that the wanted ad we ran in the last two Victoria Bustle newsletters worked really well for us. A Mr. Jim McGeary of Dana Point, California has sold us the rear spare tyre mounting bracket, and a Mr. Jack Simmons of Downey, California wrote to say he had a right rear fender, and his son Andy and his wife Edelle would bring it with them on their honeymoon trip to New Zealand. Without a doubt Model A folks are certainly wonderful genuine people and we are just so pleased to be a part of the Model A family.

The restoration of our Victoria is progressing well, although a little slow. We will shortly be joining the two body halves together. I still have further woodwork to perform, including completely rebuilding the rear window framework. When the body is joined up again I will send you some before and after photos. I will also take some detailed photos of the woodwork.

In regard to the woodwork, I plan to paint ours in an attempt to preserve the wood for as long as possible. Is this generally done or not? I guess some restorers do and some don't.

The article in the last newsletter about the fitting of the window glass and regulators will certainly be of good use to me. Many thanks to Gene Taylor.

As always, looking forward to receiving the next issue of the Victoria Bustle.

Regards,
Keith Watson
Auckland, New Zealand

Tom & Sunshine!

Tom and Sunshine (yes, that is her real name) Hayes of La Porte, Texas won the People's Choice award for their Model A Ford Victoria at the Texas Tour this past June in Victoria, Texas. ☺

Editor's Note!

Charlie Viosca sent me a very nice picture of Tom and Sunshine. It is easy to see why she is called Sunshine. However, I was not able to have the photo printed in the newsletter because it was a Xerox copy and would not have reproduced well. I invite Tom and Sunshine to send me an article and some pictures of themselves and their Victoria so that we may feature them in a future issue of the newsletter. ☺

A Little Thin!

This publication of the newsletter would have been a little thin had I not published the article about the multiple disk clutch. I realize it is not used in the Model A Ford Victoria, but since it was Model A related, and I had nothing else to include, I went ahead and ran it. I also apologize to the membership for featuring my own car on the cover, but again, I had nothing else to use.

The membership is invited and encouraged to submit articles and photos for publication. Human interest stories about your car, a tour, a restoration, a breakdown, or a how to article are always welcome. ☺

Editor

Classified Ad's!

FOR SALE:
new sheet metal door opening headers.
Leatherback door opening header (the piece with the tabs and fingers) $68.50 plus 10% postage.
Steelback door opening header strip (the piece that goes just under the drip rail). $28.50 plus 10% postage. Don Vargasky 757-890-9547 after 6PM 108 Beatties Landing Rd. Yorktown, VA 23692

FOR SALE:
1931 Victoria. (Leatherback) Green with black fenders, 6 volt alternator, Mallory distributor, Weber down draft carburetor, electric fan. $14,000. Marilyn Chambers 714-540-6332 Santa Ana, CA (Appeared in the September 1998 issue Orange County Model A Ford Club newsletter, the ***Distributor.***)
SOLD!
The price has been reduced to $10,000. 6-99

FOR SALE:
1931 Victoria. Inserted "C" engine (blown head gasket), chassis mechanically rebuilt, body unrestored, new top wood, needs top. 3-54 rear end, cruise at 60 mph. $5,500.
Bud Lacey 714-990-0750
(Appeared in the June 1999 issue of Orange County Model A Ford Club newsletter, The ***Distributor.***)

WANTED:
Dome light and pillar switch for 1930 Victoria.
Marshall Daut, 5102 E. Fellars Dr. Scottsdale, AZ 85254 602-554-4554

WANTED:
1930/1931 Victoria Steel or Leatherback body.
Jim Sutch, 11104 Cherokee Dr., St. Petersburg, FL 33708-4034 727-394-2724

WANTED:
I have been searching for the authentic type two-tone diagonal grain top material for the Leatherback Victoria. If anyone knows where this type of material is available, I would greatly appreciate your response.

Walter Ramsey
745 Hilltop Ave.
Kent, WA 98031

Or, please call me collect at 253-852-3228

First Class Mail

11084 Windjammer
Frisco, Texas 75034

International Model A Ford
Victoria Association

The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America and a region of the Model A Restorers Club. The association was founded in 1986 at Frisco, Texas by Charlie Viosca. The purpose of the association is to aid the membership in the authentic restoration of the Model A Ford A-190 Victoria body style. To achieve the purpose this periodic newsletter is published for the association membership. The intent is to furnish accurate and complete information concerning the Model A Ford Victoria body style. Permission to reprint or quote from this publication is expressly given provided acknowledgement and credit is given to the author and to the publication.