

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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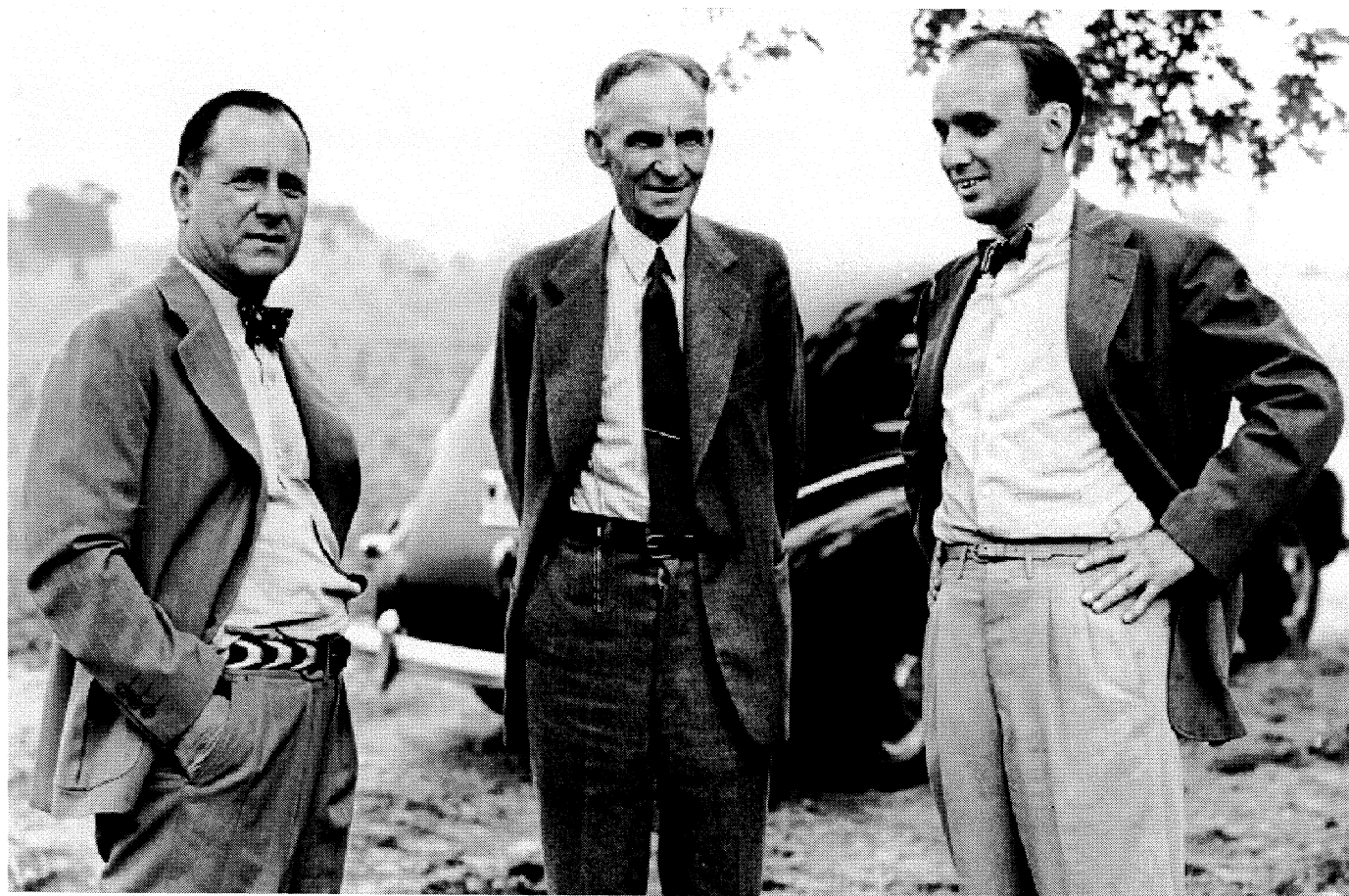
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Harry Bennett 1892-1979 (left)

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On the cover!

The photo on the front cover was apparently taken in 1939 as suggested by the very new looking 1939 Ford in the background. Harry Bennett is on the left, Henry Ford is at center, and a man identified as John Corlisle is at right. For many years Harry Bennett was Henry Ford's right hand man, confidante, and his choice to succeed him as the head of the Ford Motor Company.

Harry Bennett is described by many historians as having been of dubious character. With little or no education he came to Henry Ford's attention in 1918 when he observed the then U.S. Navy sailor and boxer engaged in a street brawl. After Harry Bennett was discharge from the navy Henry Ford hired him and eventually made him the head of his "Service Department", which in fact was an internal security organization set up to spy on its employees.

Harry Bennett maintained an office in the basement of the building that had several secret entrances to it. Whenever Henry Ford could not be found in his oak paneled office on executive row it was certain he was in the basement in Harry Bennett's office. Harry liked to talk and act tough. He furthered his tough guy image by keeping lions and tigers as pets. They roamed his western-style ranch that he built in Ann Arbor. Many Ford workers were surprised when Harry Bennett would show up at the plant with a lion or a tiger on a leash and tour the plant.

It didn't take Harry Bennett long to assemble a collection of thugs as his Service Department employees. Harry possessed no car making skills at all. His success with the company came solely from his close relationship with Henry Ford and his ability to get things done. All Henry had to do was ask, "Can you take care of that Harry?" and it was done.

One very famous incident involving Harry Bennett occurred on May 26, 1937 and has been called "The Battle of the Overpass". The United Auto Workes Union planned to pass out leaflets called "Unionism, Not Fordism" on the pedestrian overpass over Miller Road at gate 4 of the Rough

Plant. The union was demanding an \$8 six-hour work day for workers, in contrast to the \$6 eight-hour work day then in place. The campaign was planned for shift change time, with an expected 9,000 workers both entering and leaving the plant.

At approximately 2 p.m., several of the leading UAW union organizers including Walter Reuther and Richard Frankensteen, were asked by a Detroit News photographer, James E. (Scotty) Kilpatrick, to pose for a picture on the overpass, with the Ford sign in the background. While they were posing, men from Ford's Service Department, under the direction of Harry Bennett came from behind and began to beat them. The number of attackers is disputed, but may have been as many as forty.

The group then beat some of the beret-wearing women arriving to pass out leaflets, along with some reporters and photographers, while Dearborn police at the scene largely ignored the violence. The mob also attempted to destroy the news film, but they were not successful. News and photos of the brutal attack made headlines in newspapers across the country.

The incident greatly increased support for the UAW and hurt Ford's reputation. Bennett and Ford were chastised by the National Labor Relations Board for their actions. Three years later Ford signed a contract with the UAW.

When Edsel Ford died in 1943 at the age of 49 it greatly affected Henry and he became somewhat "disconnected". For the next two years the company was in a downward spiral and lost millions of dollars a month. The government considered taking over the company because of the war contracts the company was involved in. Henry was about to appoint Harry Bennett president when Henry's wife Clara, and Edsel's wife Eleanor vetoed the plan. Instead, Henry Ford II, Edsel's oldest son was appointed president and Henry retired from the company. Henry Ford II immediately fired Harry Bennett.

"We Never Called Him Henry" by Harry Bennett (as told to Paul Marcus) is a book published in 1951. ISBN 0-812 59402-9. ☺

John's Jabber!

by John Icenhower

Here in East Texas the air is getting cooler and the comfort level in Model A's is going WAY up. I know for many of you in other parts of the country and world, you have good Model A weather during our summer months and have to put the A away in the winter or prepare it for extra cold weather and in others the weather is good all year 'round, but our summers have been very hot and almost miserable in a Model A (unless you have an air conditioner). Maybe it has to do with my tolerance of hot weather as I get older... nah... But in any case, it is much nicer to get out and tool around the countryside with the windows down and windshield open. Our local club, the Autumn Trails A's had its October meeting in the park as a picnic and we had several A's that might not have come out in the higher summer.

Since this will be our last Bustle for the year, I want to take the opportunity to wish all of our members a Happy Thanksgiving and Merry Christmas. I hope that all will be able to spend some good times with their families and during those times, I hope you will be able to share the Model A hobby with your younger family members. This brings to mind that we have a new family member, our daughter and son-in-law blessed us with a grandson on July 1 and I can't wait to go riding in the Model A with him and hopefully pass on the love for Model A's to him.

Also during this time, remember to keep our troops in your thoughts and prayers. We have some friends who have sons in the service, some have returned, some are just now being deployed and at least one has come home severely injured and needs lots of hospital time. I know the war is a political "hot potato" but regardless of how you feel, please keep in mind that many young people are in harm's way because they chose to serve and defend our country and we should hold them in high regard and thank them at every opportunity regardless of how you may feel about our country's leader's decisions.

To paraphrase the closing of the host on one of my favorite TV shows, "Drive Safe, Drive Often and Share your hobby".

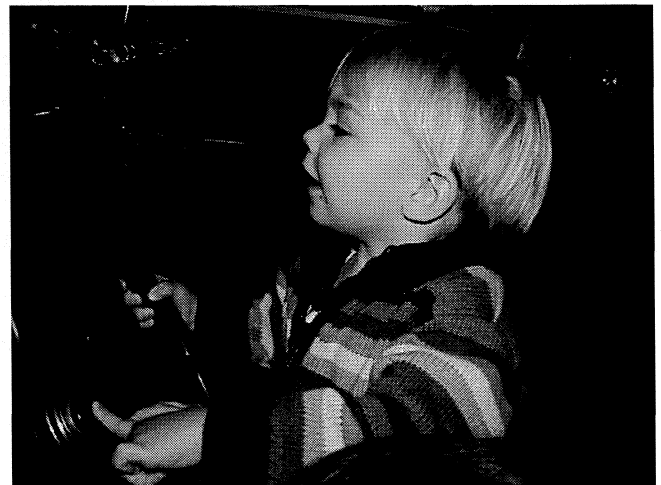
Dues are due!

Membership dues for 2009 are due. The fee is still \$10. Renewal post cards will be mailed out to existing members at the same time this publication is mailed. Please make any changes to your status on the post card and mail it back with your remittance. Mail to the return address on the card.

For those reading this newsletter that are not a member of the Victoria Association, we invite you to join. You do not have to own a Victoria to be a member; you only need to admire them. The fee is modest, and you will receive four newsletters a year. To join, send a check for \$10 to our membership director at the address below. Make your check payable to the Victoria Association.

Vern Schwebke
9330 Kahlua Way
Spring Valley, CA 91977
619-697-6945

The Victoria Association is the sponsor of the Model A Ford Youth Scholarship Program. The Association pays all administrative costs so that all money contributed goes directly to the scholarship fund. Each year the scholarship program selects a number of youth involved in the Model A hobby that are headed to college and awards them a \$4,000 scholarship. Members of the Victoria Association are instrumental in raising the funds that support the scholarship program. When renewing your membership you have the opportunity to contribute any amount you desire to the scholarship fund.



The future of the Model A hobby

A Power Inverter!

by Tom Endy

6-volt positive ground:

The Model A Ford was designed and built with a six-volt positive ground electrical system. It has for many years served the car well and will continue to do so. However, many Model A owners have converted to a 12-volt negative ground system for various reasons. This is a matter of personal choice. To make the conversion one must replace the battery, the generator (or alternator), the ignition coil, and all the light bulbs. A dropping resistor will be needed for the ahooguh horn, and it would be prudent to change the starter to a 12-volt version, however, a six-volt starter will work on 12-volts.

Personal thoughts:

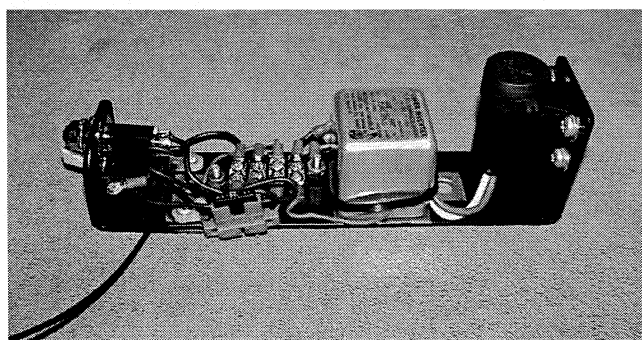
If I were starting from ground zero with a Model A restoration I would definitely convert it to 12-volts. Since I would have to buy a battery, alternator, ignition coil, starter, and all the light bulbs, the cost would be about the same regardless of which I chose, 6 or 12 volt. The advantage of the 12-volt system would be that I could recharge my cell phone and operate a portable GPS system while on a tour. I would also be able to replace a failed alternator on a tour by going to most any auto parts store. It would be difficult to obtain a 6-volt positive ground alternator while on a tour.

An alternative:

My Victoria already has a 6-volt positive ground electrical system and because I did not want to go to the expense of converting it, I found an alternative solution. Bratton sells a device called an inverter that will provide a low power 12-volt negative ground voltage from a 6-volt positive ground system that is capable of operating a cell phone, and a GPS. Bratton actually stocks two types. One has a 1.2 amp output that will support a cell phone or GPS (\$70); the other has a 2.5 amp output that will support a radio or tape player (\$100). I selected the 2.5 amp unit. The inverter is very small, just one and three quarter inches square. It uses a common ground for both input and output. The unit is grounded to the chassis and there is one lead for a negative 6-volt input, and one lead for a positive 12-volt output.

The installation:

A power outlet of the "cigarette lighter" type was obtained from an auto supply store. The inverter and the power outlet were attached to a homemade bracket that fits up under the dash rail on the passenger side of the car. It mounts to two existing bolts five inches apart. An off-on switch controls the inverter and a power on lamp was included to indicate power on. Both the inverter and the power outlet are pretty much out of sight. I now have the ability to power my GPS and recharge my cell phone while rolling down the road in my 6-volt positive ground Vic.



The complete assembly is shown above. The inverter is the square looking device in the center. The power outlet is to the right. The power outlet points straight down when installed under the dash rail. A single wire runs from the terminal strip to the negative 6-volt battery voltage. The power switch and the indicator lamp are to the left. The entire assembly is grounded by virtue of mounting it under the dash rail.



Shown above is the entire assembly installed under the dash rail on the right side of the car and ready for use. ☺

Youth Restoration Award

by Frank Vitetta

A 1931 Victoria:

It was my good fortune to have been selected to receive a 1931 Model A Ford Victoria to restore from the Give-Away Model A program. The car was awarded to me by the Youth Restoration Program at the MARC \ MAFCA National at Dallas, Texas this past June.

My trip to Texas:

When my father and I arrived at the National at Dallas we were met by Mr. Charlie Viosca who took us to where the car was parked. It was a great thrill, imagine, my own car, and I get to restore it, and best of all, it is a Victoria. A few minutes later we were bombarded by photographers and people asking us questions about the car. They wanted to know about the car, how we were going to get it home, and what we were going to name it. We were introduced to a number of people who were willing to help with the restoration of the car.

The National:

The National was great fun. We went to a number of seminars, met a lot of people, bought raffle tickets, and even went to the Victoria Association meeting where I became a member. We also went to the car games where you had to install spark plugs blindfolded, and they blew up balloons with the exhaust pipe. I only saw a few Victoria's, and only one the color I want to paint "Ellie", Brewster Green. Mr. Viosca knew I was a boy scout and brought his 1930 boy scout uniform to the meet and allowed me to wear it to the fashion awards banquet.

Getting Ellie home:

The next day for us was just a day of resting and we were waiting for the trailer to pick up my car. A car carrier arrived in the parking lot with other cars already loaded. The driver used another vehicle to tow "Ellie" on to the top. After getting it loaded there were more pictures, and "Ellie" was off to Florida. Once the truck arrived home with Ellie, my father and the driver had a bit of a problem. The car was fine, but they couldn't get the truck to the gas station! The station was on the right side of the road and the road wasn't wide

enough for the truck to turn around. So, they had to call Triple A to tow "Ellie" the last 50 feet.

The restoration:

I am very excited about the restoration project. For now I am collecting everything I can find about a Model A Ford Victoria. I plan to take my time and carefully note how I take "Ellie" apart. ☺



Frank Vitetta and his father, Michael Vitetta with "Ellie" at the National at Dallas

Editor's note:

Frank Vitetta is 15 years old and lives in Pembroke Pines, Florida. He has judged Model A's for his local club, the Gold Coast Region, at their annual Las Olas car show. He is also a member of the Victoria Association and will soon begin the process of the restoration of his Victoria "Ellie". ☺

Youth Restoration Award

by Charlie Viosca

It is my pleasure to announce that Mark Schwing has been appointed to the board of directors of the Model A Ford Youth Restoration Program. Mark will serve in the position of vice president until the MARC national in 2010. At that time he will assume the duties of President, as I will be retiring from the position. I look forward to working with Mark.

Mark is currently the president of the Orange County (Southern California) Chapter, which is one of the eleven sponsoring clubs. Mark has an impressive resume. He is a graduate of the U.S. Naval Academy at Annapolis and served 21 years in the submarine service, retiring as a full commander. He has also served 12 years on the Yorba Linda, CA city council and has twice served as the city's mayor.

The Youth Restoration Award Program makes awards to deserving youths every two years at the MAFCA and MARC national conventions. A youth need only apply and demonstrate that he is actively restoring his/her Model A Ford to receive an award. The awards are in the form of gift certificates and cash donated by the eleven sponsoring chapters. Each of the eleven chapters donates \$250 a year to the program. Various Model A parts suppliers also sponsor the award program by donating gift certificates to the youth so that they can receive parts from them. The gift certificates are as good as cash, however only for parts.

The program has also made awards of two complete Model A's (Victoria's) in need of restoration. One was donated by Jack and Jane Hamilton of Dallas, TX. The other was purchased with the proceeds from the raffle of the free week in Lake Tahoe (the raffle was won by Mary Tucker of Ft. Worth, TX). The two awards were made at the recent MAFCA MARC 3rd World Meet at Dallas. The two youths receiving the Victoria's are: Frank Vitetta of Pembroke Pines, FL and Chris Mills of Lexington, KY. These two great youths are excellent examples of what the award is all about. Teaching the youth how to restore a Model A and thereby keeping them in the hobby.

The eleven sponsoring MAFCA chapters:

- *Dallas MAFC (Texas)
- *Victoria A's (Texas)
- *Capitol City A's (Northern California)
- Palomar A's (Southern California)
- Orange County MAFC (Southern California)
- *Piney Wood A's (Texas)
- *Minuteman Chapter (Massachusetts)
- Modesto A's (Northern California)
- Pomona Valley MAFC (Southern California)
- Santa Anita A's (Southern California)
- *Victoria Association (International)

* (Denotes MARC- MAFCA chapter \ region)

Joliet Region, IL, MARC and Treasure Valley Model A Club, Idaho made one-time cash donations.

The twelve sponsoring parts vendors:

LeBaron Bonney, Snyder's, Sacramento Vintage Ford, A & L Parts specialties, Mike's "A" Ford-able Parts, Wallace Wade Specialty Tires, Bratton's, Mitchell Manufacturing, Piranio's, Aeries Mufflers, Arizona Model A and Danaher Tool Group. Cling's made a cash donation.

When purchasing your Model A Parts, please purchase them from the vendors that sponsor our youth.

A note from the RESTORATION AWARD:

Our Restoration Award treasurer, Garland Sullins, has tendered his resignation from the award. He was an excellent treasurer and we will miss him.

We are looking for a replacement treasurer. If any of you would like to volunteer to replace him as treasurer on the Restoration Award Board of Directors. Please let me know. Charlie@cjv8.com

Have fun in your Victoria.

Care and Feeding of the Borg Warner overdrive

by Tom Endy

A cottage industry:

Borg Warner overdrives modified for use in a Model A Ford are all a product of a cottage industry. Some were built very well and some were not. Bert Hiller of Washington State built the really good ones. Bert was very skilled, understood the need for precise alignment, and used only the short housings salvaged from the likes of Nash and Studebaker. Bert sold his business a number of years ago to **Bill Swigart of Redding, California (530-221-1628)**, who continues with the same expertise. As far as I know Bill is the only person still building Borg Warner overdrives for Model A Fords. Bill also provides repair service for existing Borg Warner overdrives.

The rear oil seal:

The most detrimental aspect of a Borg Warner modified for a Model A is the integrity of the rear oil seal. There have been numerous oil seal designs used. Some use the A-4245 grease seal as used on the Model A drive shaft and axle shafts, others use a grease seal that rides on the spline coupler, and some don't have a seal at all, but rely on a sealed rear bearing to hold the oil in check. Regardless of what type of seal is employed, if it starts to leak the owner will not be aware of it as the oil will not drip on the garage floor, it will drain through the pinion bearings of the differential and end up in the banjo. As the oil fills the banjo it will migrate into the axle housings toward the rear brakes. The loss of oil in the overdrive will also lead to its failure due to oil starvation. A prudent owner should check the oil level in the banjo and the overdrive frequently. If it is discovered that the banjo is manufacturing oil, it does not mean the owner will become wealthy, it means the overdrive is going to fail.

Overdrive failure:

If a Borg Warner fails to operate properly, there are only three things that can be checked and corrected while the overdrive is still installed in the car.

1. Check that the oil in the overdrive is at the proper level. It should be even with the bottom of the fill port.
2. Check that the pull cable that operates the shifting lever is moving it to each stop completely. It is possible the setscrew holding the cable has slipped and is not allowing full travel of the shift lever.
3. Check that the solenoid is operating when powered. You should be able to hear it "click" when power is applied. If the solenoid has recently been removed, check that it is correctly installed. Remove the two mounting bolts and pull straight back on the solenoid. If it is installed correctly it will not come out, it will extend on its spring.

If none of the three checks correct the problem, the overdrive will have to be removed from the car and disassembled to determine the fault.

What type of oil to use:

Motor manuals published in the 1950's and 1960's offer a wide range of oil type recommendation. They suggest that any of the following lubricants are equally acceptable.

SAE 80 gear lubricant

SAE 20W-20-engine oil

SAE 10W-30-engine oil

Automatic transmission fluid type A, AQ-ATF

From this recommendation it appears that just about any kind of oil is acceptable. I used 30W motor oil for a number of years with good results. Later I went to 60W motor oil with the thought it will be held by the rear seal better. The operation of the overdrive appears to be the same with either weight.

Overdrive repair:

The technology of the operation of a Borg Warner is somewhat complex, however, they are fairly simple to take apart and put together. Everything inside a Borg Warner is held together with snap rings. There are only two bearings, a front and a

rear, and in some models they are both the same part number. The bearings are inexpensive and can be obtained in a sealed version. Almost all internal Borg Warner parts are identical regardless of what make of vehicle they were originally made for. Therefore parts are still readily available and are interchangeable. Beside the rear seal previously described, there is a front seal, which is a Model A A-4245 drive shaft seal, a seal at the shift lever boss (**Federal Mogul U12 343 105**), a seal at the solenoid boss, and one in the solenoid itself. Both solenoid seals are the same part number (**TCM 03061 TEB**). It is prudent to replace all the seals when the unit is disassembled.

Failure modes:

The majority of Borg Warner failures are as a result of oil starvation and the end results are destroyed planetary and sun gears. Another common failure is a broken sun gear hub, which is a result of attempting to back up with the overdrive engaged. A Borg Warner is designed to operate in only the forward mode.

The myth of the rubber band:

There is a myth in the Model A hobby that in order to install the 12 rollers in the over-run clutch it is necessary to place a rubber band around the rollers and leave it inside the housing after the assembly is complete. I have taken numerous Borg Warner overdrives apart and found bits and pieces of a rubber band inside the housing that had been placed around the rollers the last time it was assembled. Leaving a rubber band inside the housing is not a prudent thing to do. There are a number of small oil holes drilled in many of the moving parts for lubrication purposes and they could easily become plugged with pieces of the rubber band.

It is possible the myth got started by the statements found in the early motors manuals that suggested a rubber band could be used to hold the rollers in place "until" installed in the housing. I interpret the word "until" to mean don't leave the rubber band in the housing. Photo figures in the motors manuals show the roller cam assembly being held in a horizontal position with a rubber band around the rollers. Holding it in this position without a rubber band will allow the bottom three rollers to fall off. A better assembly technique is to place the roller

assembly in a vertical position on top of a large coffee can and pack the rollers with Vaseline. The rollers will remain in that position indefinitely. The roller sleeve has a chamfer machined into the leading edge. As it is lowered vertical down over the rollers it will capture them in place until the input shaft is rotated to allow the roller assembly to slide completely into place. There are 12 rollers in every Borg Warner overdrive. When taking one apart, make sure you account for all 12.

The solenoid:

Borg Warner solenoids can be found in both 6-volt and 12-volt versions. They are physically identical and operate exactly the same. The solenoid plunger actuates a pawl inside the overdrive that locks the sun gear hub in place when overdrive is selected. There are two sets of contacts inside the solenoid. The large contacts are normally-closed until the solenoid is powered. When power is applied current passes through the closed contacts to power a large solenoid coil. It takes about 30-amps (6-volt solenoid) to move the plunger and pawl. Once the plunger has moved the large contacts open, discontinuing the 30-amps, and a second set of small contacts close powering a small holding coil. The holding coil draws about 1½-amps, and continues to draw this amount of current as long as power is applied to the solenoid. Should the large contacts fail to open the solenoid cannot withstand continuous operation at 30-amps, and will burn itself up. This phenomenon occurs when the solenoid is improperly installed. In order to properly engage the solenoid plunger in the pawl, the plunger must be inserted in the mounting boss 90 degrees from the normal mounting position, and then rotated into position. This will engage the plunger in the pawl. If the plunger is not properly engaged in the pawl the plunger cannot actuate to its full travel when powered and the large contacts cannot open.

Borg Warner status:

Today the Borg Warner overdrive has become overshadowed by the factory built Mitchell overdrive, and the more easily operated Volvo overdrive. However, there are still many converted Model A Borg Warner overdrives around. Many are sitting around in a damaged condition and can easily be repaired. They offer a low cost option to the more expensive overdrives being marketed today. ☺

The International Model A Ford Victoria Association is a body style chapter of the Model A Ford Club of America (MAFCA) and a region of the Model A Restorers Club (MARC). 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



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