International Model A Ford
Victoria Association

Model A Ford Club of America - Model A Restorers Club

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Newsletter

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Editor: Tom Endy
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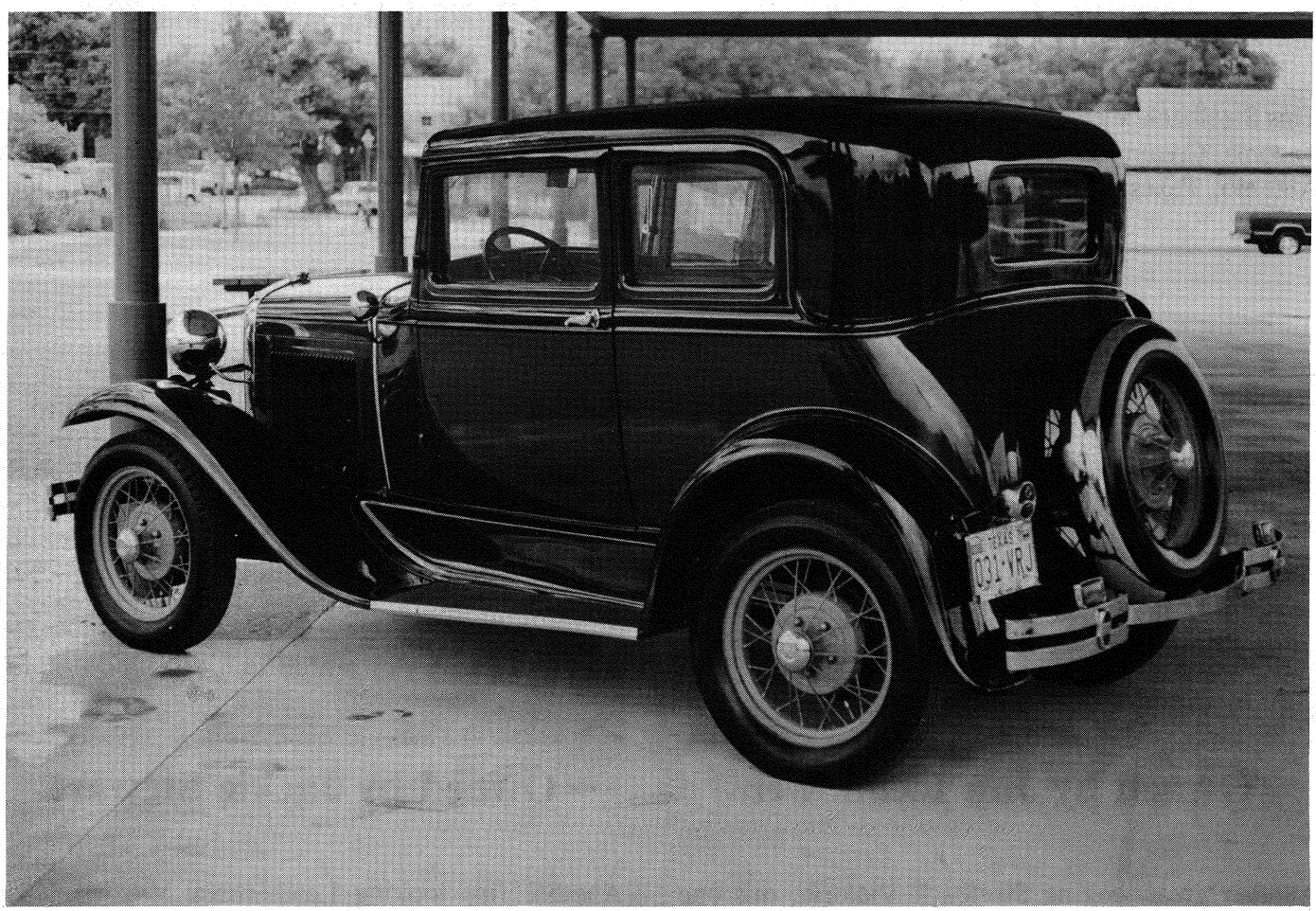
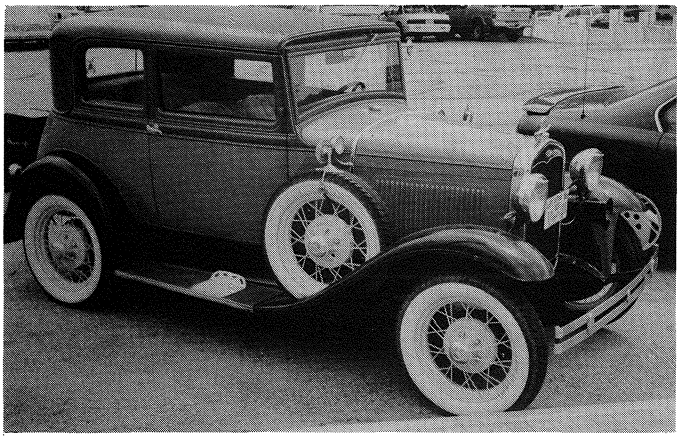


East of the Pecos!

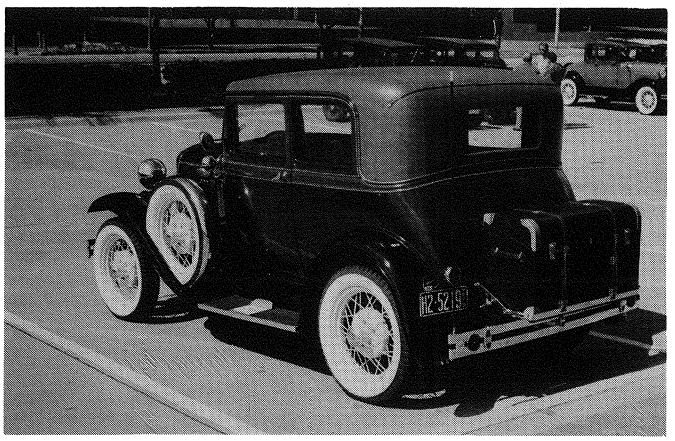
Still East of the Pecos!

The four photos appearing on this page were taken by John Icenhower at the 1997 Texas Tour, Fredericksburg, Texas, June 1997.☺



Owned by Al Avery

This Steelback Victoria is Kewanees' Elkpoint, with Tacoma Cream wheels. Al Avery is from San Antonio, Texas.☺

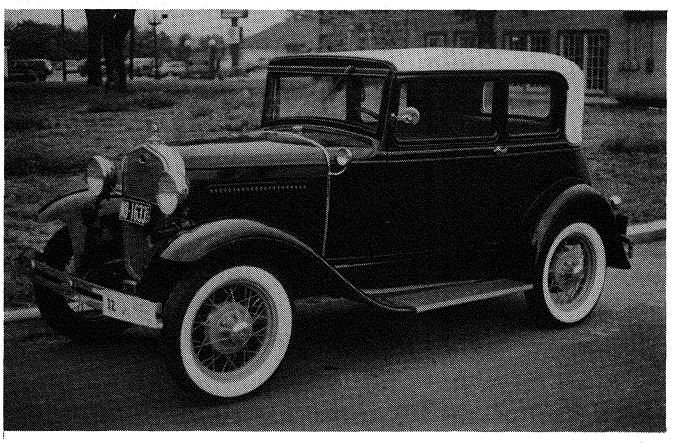


Owned by Jerry Rogers

An excellent looking Leatherback Victoria. The colors are blue and blue on black, with yellow wheels. The leatherback top is brown. Jerry Rogers is from Dallas, Texas.☺

Owned by Jim Icenhower

Another great looking Steelback Victoria, this one is Ford Maroon\black, with black wheels. The cow bell is a gold color. In fact it may even be solid gold. Jim Icenhower is from Mansfield, Texas and is the father of John Icenhower.☺



Owned by Jackie Stewart

Another fine looking Leatherback Victoria. The colors are Brewster Black with apple wheels. The leatherback top in white. Jackie Stewart is from Universal City, Texas.☺

Charlie Says!

by Charlie Viosca

Greetings!

I hope all of you had a great Christmas holiday and that 1998 is a good year for you. I hope, too, that Santa brought all the Model A parts you wanted.

Dues Are Due!

For those who have not paid their 1998 dues, let this be a reminder to get right on it. You do not want to miss out on any newsletter issues. If you do not get any more issues after this one, you will know you forgot to pay your dues. Please mail all dues ($10.00) direct to the Association treasurer;

John Icenhower
1613 Ryan Rd.
Sulphur Springs, TX 75482

The Newsletter!

We have had many fine comments on our newsletter and Tom Endy and I appreciate these comments. While we have not had any negative comments, we are always open to constructive criticism. If you have some, let us hear it.

Thanks To The Members!

My thanks again to the members who have helped the Association, and to the special members who have helped make this organization what it is today. A special thanks to them: Tom Endy - Editor, John Icenhower-Treasurer, Bob Bidonde-Body Features listing and articles, and to Kay Lee for our fine newsletter index.

Where is Don Vagasky?

An appeal to the membership for help in locating Don Vagasky. We can't find him! He is the fellow who makes garnish moldings, etc. for the Victoria. We have his address listed as Rt. 4, Box 390, Raeford, NC 28376, 910-875-7571. I recently phoned him and he was no longer at this phone number. If anyone knows his where-abouts, please let me know, as we need to advise members where they can obtain garnish moldings.

Wood Graining!

Mr. O.D. Hudson of Sarasota, FL told me that Bennie Estes does great wood graining. We have listed him in the newsletter before, however, I think it is time to run his address again.

Bennie Estes
7550 Richerson Road
Sarasota, FL 34240
941-379-3669

Patches!

We still have a supply of Victoria Association patches for your jackets and vest. The cost is $3.00 each and it includes postage.

Glass Patterns and Ooops!

There was a mistake in the last newsletter concerning the price of the glass patterns. The price is $3.00 per single print, or $12.00 for the set of four patterns, (windshield, door glass, ¼ window glass, and the rear glass). This is our cost to reproduce the patterns. We have had quite a run on the glass patterns and I have had more printed. I have also had the patterns for the front seat wood bottom reprinted.

Merchants List!

I would like to update our merchants list and request that members please send in the names and addresses of merchants that you know of that carry Victoria parts. Send to **Charlie Viosca, 11084 Windjammer, Frisco, Texas 75034.**

Victoria Rear Seat Clip!

We have had a number of inquiries about obtaining the rear seat clip. The male clip can be obtained from **Bert's Model A Ford Center, 3560 Chestnut Pl., Denver, CO 80216, 800-321-1931.** The cost is $9.00 each. The female clip is the same part used on the Model A Woody Wagon seat leg clip, and is known as the ***seat leg to floor plate spring clip***, and can be obtained from **S&S Industries, Hartfield-Centralia Rd., DeWittvile, NY 14728.** The cost is $15.00 each.

E-Mail!

A number of our members have become computer whizzes and have their own E-Mail address. For those of you who would like to have them listed in the newsletter, please send the information to our editor, Tom Endy and he will compile a list for publishing in a future newsletter.

1998!

We have some good things coming up in 1998. I hope to hear from you. Remember, we welcome photos, car stories, and articles from the membership. ☺

On The Cover!

This excellent looking Victoria is owned by Tom O'Connor of San Antonio, Texas. The colors are Brewster Green and black, with Apple Green wheels. Photo by John Icenhower, taken at the 1997 Texas Tour, Fredericksburg, Texas. ☺

Twelve Volts!

by Ken Miller

The Model A Ford 12 Volt Conversion!

This article is to pass on information about how I converted my 1931 Victoria to a 12 volt negative ground electric system. There have been a multitude of articles written about the subject, but it seems that everyone forgets about the horn.

The Battery!

Any good 12 volt battery will do as long as it will fit your battery box and hold down. I selected a 72 month, 675 cranking amp, universal battery.

The Generator!

I installed a GM 63 amp alternator with an internal self exciting voltage regulator. The hook up is one wire, the same as the existing Model A generator. You will have to make two small brackets to mount the alternator, or you can use two shackle bars and drill out for the proper size bolts. An alternator pulley can be purchased from your friendly Model A parts supplier.

The Starter!

No modifications are necessary to the starter. Just touch the pedal and enjoy the really fast starts.

The Ammeter!

I changed the standard 20 amp ammeter to a 30 amp ammeter as an alternator will peg out the standard meter. You must reverse the leads on the ammeter due to the change in polarity of the battery. Your neighborhood Model A parts supplier carries the 30 amp ammeter.

The Headlights!

Since I had installed an alternator I opted to go all the way for headlights and converted to Halogen bulbs. The conversion is relatively easy, you can purchase a kit to modify your existing reflectors, or you can purchase new reflectors with the Halogen sockets installed. You must install an alternator to successfully operate Halogen bulbs. Six volt Halogen bulb kits are also available. What a pleasure to be able to really see while driving at night.

The Ignition!

You could install a 12 volt coil and a resistor to reduce the voltage to the points. I elected to install a PerTronix IGNITOR electronic ignition system. This is an extremely easy system to install as it fits entirely inside the distributor; no outside boxes are required. Kits are available for the standard Model A or B, early V8, and Mallory distributors. Both 6 volt and 12 volt kits are available. Kits are furnished with a new coil as the correct coil resistance is very important for proper operation. Kits are distributed by;

Resmund Ignitions, Inc.
P.O. Box 857
Lemon Grove, CA 91946-0857
619-460-3620

The Horn!

Getting the horn to work properly was the most perplexing part of the conversion. I tried several "voltage reducers" from local parts stores, but none could handle the current demands of the Model A horn. I finally purchased a 0 to 2 Ohm variable power resistor with a 100 Watt power rating from an electronics supply house. I selected a variable resistor in order to optimize the voltage to the horn. The resistor I purchased was an Ohmite D100K2R0 ($15.87) with two type 12 brackets (0.55 ea.) (Newark stock numbers 13F671 and 13F099 from;

Newark Electronics
1-800-463-9275

Branch offices of Newark are located throughout the United States. Minimum order is $25.00. An alternate approach would be to purchase a 12 volt horn.

The Light Bulbs!

The following bulbs can be used with a 12 volt system:
Cowl, Tail, and Dash lights - #89, 6cp
Dome light - #67/97, 4cp
Stop lights - #1156/10, 32cp

The Turn Signals!

If you have Signal-Stat turn signals it will be necessary to change the flasher to a Signal-Stat #180 and the pilot bulb to a #1445.

I hope that my experience may be of value if you decide to convert your Model A Ford to a 12 volt electric system. ☺

Editor's Note!
Ken Miller is from Greeneville, Tennessee. ☺

A Major Event!

by Major Steven K. Bryson

My wife DeEtte and I have been Victoria owners for almost three years now and that's been just about how long since we last saw and drove our "Vickie". Since I am stationed in Germany, we rarely have an opportunity to travel back to the States, and when we are able to, we usually end up on the East Coast. Our Vickie is presently under wraps and garaged in Hesperia, California, under the watchful eye of my grandfather. I proudly display all kinds of pictures of the car at work and at home. Wherever we travel throughout Europe, I make sure to collect old license plates from that country, which will adorn our car once we're home.

For the Brysons, a perfect day is going to flea markets and visiting automotive museums. They are abundant in Europe. My favorites are the ones located in Speyer and Sinsheim, Germany. They are about an hour away from Wiesbaden (where we call home). My very favorite is located in Hillegom, Holland.

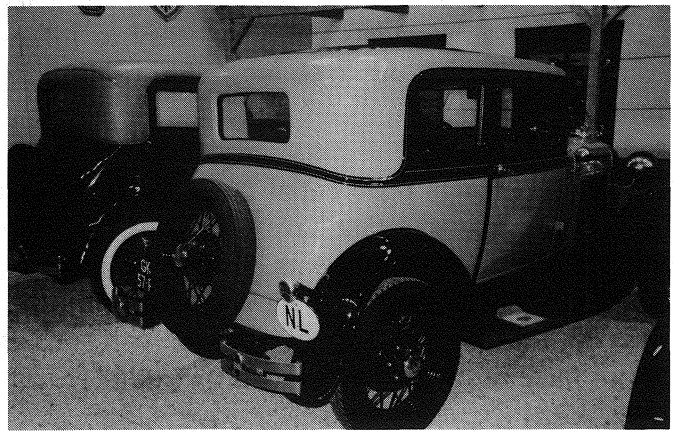
With some British friends we take the ferry over from Cambridge to Hook Van, Holland, where we enjoy a reunion every Spring. We spend one day at the famous Keukenhof Tulip Festival and the other at the Den Hartogh Ford Museum. They have quite an extensive collection dedicated only to the Ford automobile. The curators do not speak a lick of English, but once we showed them a picture of our Ford Victoria, the **red carpet** was laid out for us. The human retainer ropes came down and we were able to spend four hours in Ford Heaven. I even saw a full scale, working model, as well as other unique Ford automobiles. In the sea of Model A Fords we located three Victorias. When you decide to visit Europe, take the time to visit this museum. You will be glad you did.

I just want to say that our Victoria does not have to be here with us in Germany for us to be an active member of the Victoria Family. ☺

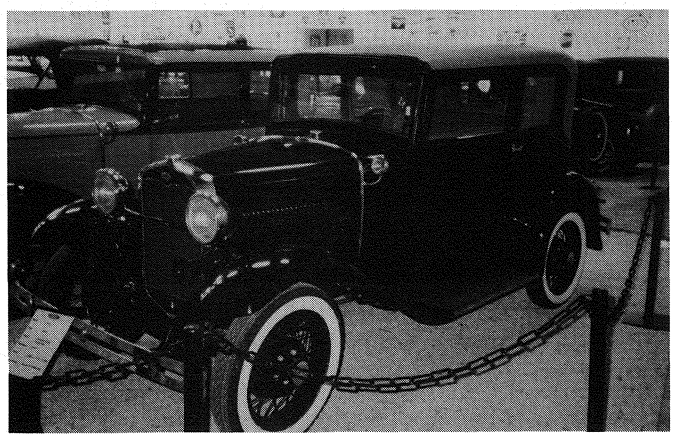
Editor's Note!

To the best of our knowledge, Major Bryson is the only current active duty military member of the Victoria Association. We appreciate the article. Thank you sir, and.....you may stand at ease. ☺

Den Hartogh Ford Museum, Holland



A Pair of Dutch Victorias



A Single Dutch Victoria

Correction!

As I was printing out the mailing labels, I discovered that we indeed have another active duty military member. He is Col. Wm. Reynolds, stationed at Randolph AFB, Texas. My profound apologies to you Colonel....Sir! **Editor**

Quick Change!

by Derek Thomason

Down Under!

I am going to manufacture Model A Ford Quick Change Differential units here in New Zealand. Based on a race-proven design, they will be completely new, using new gears, bearings, seals, etc. Just think! A chance to run a brand new quick change differential unit in that vintage racer, speedster, or fast Model A Ford you own. The Quick Change differential unit will use the existing Model A torque tube, axle housings, ring & pinion, axles, etc. Just install the new center section, make a few minor adjustments using my easy to follow instructions, and set out to be the fastest racer at the track.

A Little History!

The Quick Change differential units are being cast from vintage patterns that have been used by racers here in New Zealand for years. I have been testing one in my car for some time now with no problems. With the exception of the housing, the components are all modern items that are readily available.

Up Over!

In order to better understand the market and your needs, I went to the United States in October, 1997 with my Quick Change differential unit, where I displayed it at the Fall Meet in Hershey, Pennsylvania The reception was nothing short of amazing. Be assured that Model A Ford racing is still alive and well up there.

Let's Build Em!

As a result of my trip, I am developing plans to manufacture the Quick Change differential unit immediately. I am also developing contacts to ease importation into the United States as well as other countries. Finally, I will be offering Quick Change differential units in a number of configurations, each suited to specific applications; be it race car or tour car.

A Preliminary!

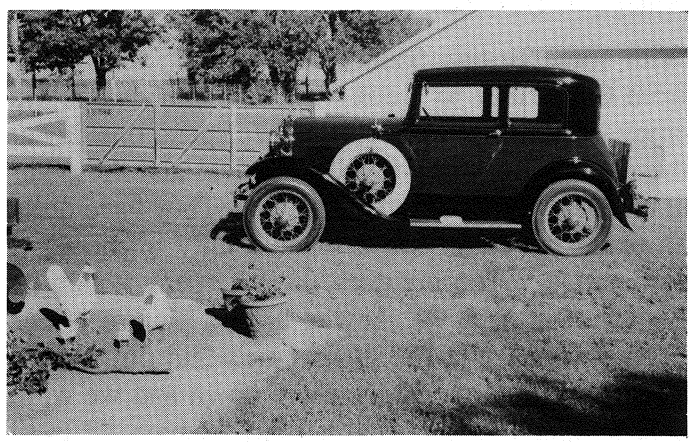
This note is designed to be an update on the status of this project. As details are finalized in the next couple of months, I will forward another newsletter article with ordering information and prices. ☺

Antique Ford Parts!
Derek & Judy Thomason
492 Main Road, Hope
RD1, Richmond, Nelson
New Zealand
Ph\FAX 64 3 5447826

Editor's Note!

Derek states in his letter that he will be attending the 1998 MAFCA National in Reno in July. He also states that the Quick Change differential unit allows any final drive ratio desired, but cannot be changed while driving. The Quick Change differential unit can be installed in a Victoria without modification to the dropped floor pan. ☺

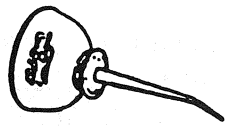
A Nebraska Victoria!



Albert Heitzenrader of Western, Nebraska is the proud owner of this recently restored Steelback Victoria. The car is green\black, with apple wheels. Albert says that it has won one best of show, three first place, and two second place awards. ☺

Editor's Note!

A very fine looking Victoria, and some excellent looking chickens I might add. But wait! Good grief! They appear to be repo chickens! Could it be there is a shortage of original chickens in Nebraska? ☺



Properly Oiled!

by Ben Hadd

The Zenith Carburetor!

Good grief! Another article on the Model A Ford Zenith carburetor. Enough already! There must be a whole floor in the library of congress devoted to articles written about this carburetor. But wait! If you are into rebuilding Zenith carburetors you might want to read this. This article is about an easy way to check if the internal passageways in the carburetor are open or plugged.

The Secret Passageways!

Most of the articles written about the Zenith carburetor speak of these mystic passageways and the importance of them not being plugged up with crud. Several describe various confusing ways to check to see if they are clear by using specially made tools and employing exotic methods. Some also describe how you can drill out the brass plugs installed by the manufacturer to allow access for cleaning out the various passageways. Replacement plugs are readily available from your favorite Model A Ford parts store under part number A-9593. My own experience has been that the plugs should not be drilled out unless it is certain a passageway is plugged and can't be cleared, then only drill out the plug that provides the access to that passageway. Drilling the plugs out on every carburetor being rebuilt is not a good idea, since it is easy to inflict damage to the carburetor.

Lessons Learned!

It is easy to break a drill bit off halfway through the brass plug. It is also easy to drill the hole off center, ending up with an oversize hole. It is possible to wedge a piece of the drilled out plug material deep inside the passageway. The new repo plugs may not seal off the hole when they are installed causing the carburetor to leak either air or gas. I also managed to crack an upper housing once when I was in the process of tapping a new plug into the large hole in the throat. The new repo plug was larger than it needed to be, and as I made the last tap, the cast iron cracked top and bottom of the hole.

The Proper Tools!

The only tools you need to check the passageways in both the upper and lower castings is an ordinary garden variety paper clip and a penlight.

How To Check The Lower Casting!

Remove all of the hardware from the lower casting including the jets, the secondary well, and the gas adjust needle housing. Straighten the paper clip out so that it is a straight piece of wire and bend a slight curve at one end. Refer to **figure one** and follow the four steps below.

Step one: Insert the curved end of the paper clip in the main jet feed hole labeled hole "A" at item #1. The passageway curves inward toward the center of the casting. Wiggle and push the wire and the end should emerge and be visible at the hole for the main jet at Item #2. These are the only two openings to this passageway.

Step two: Insert the curved end of the paper clip into the hole for the compensator jet at item #3. The wire should enter a hole at the bottom of one side of the secondary well at item #4, pass through the well to a hole on the opposite side, and the end of the wire should emerge at the hole for the cap jet at item #5. Shine the penlight down into the secondary well and you should see the wire passing through at the bottom of the well. Shine the penlight down into the hole for the cap jet and you should see the end of the wire at the bottom of the hole.

Step three: Insert the curved end of the wire into the gas adjust needle feed hole labeled hole "B" at item #6. The other end should emerge at the bottom of the hole for the gas adjust needle valve at item #7. Shine the penlight down into the gas adjust hole and you should be able to see the end of the wire below the valve seat.

Step four: The last passageway to check is a little more difficult, but it can still be easily done. Shine the penlight down into the gas adjust needle hole at item #7 and locate a small hole just above the valve seat at either the 10 O'clock position or the 5 O'clock position. There is a variation in castings. Insert the curved end of the paper clip into this hole. You may have to curve the end of the wire slightly more. Wiggle and push the wire and if the hole is at the 10 O'clock position it should emerge into the secondary well at item #4. Shine the penlight down into the secondary well and you should be able to see the end of wire at the bottom of the well. If the hole is at the 5 O'clock position the wire will emerge in the hole for the cap jet at item #5. Shine the penlight down into the hole for

the cap jet and you should be able to see the end of the wire at the bottom of the hole. If you were successful in passing the paper clip wire though the passageways in all of the steps above, you can be confident that all of the passageways in the bottom casting are clear.

How To Check The Upper Casting!

Remove all of the hardware from the upper casting, including the idle jet and the air idle adjust valve screw. Refer to **figure two** and follow the three steps below.

Step one: Insert the paper clip wire into the air idle adjust valve screw hole at item #1. The end of the wire should be visible passing through the hole for the idle jet at item #2 and emerging at the air vent hole labeled hole "C" at item #3.

Step two: It may be possible to insert the paper clip wire into the idle jet hole at item #2, and push and wiggle it until it reaches the small hole in the throat of the carburetor next to the throttle plate edge at item #4. This hole is labeled hole "D". This is very difficult to do since you have to get the wire around two bends in the passage way. An easier method is to get a can of WD40 with the little red straw that normally comes with it and insert the end of the straw into the throat hole labeled hole "D", at item #4, and give it a shot of WD40. The WD40 should come shooting out of the idle jet hole at item #2.

Step three: There is a ½" long passageway drilled underneath the gasket surface between the recessed area for the idle jet and the recessed area for the gas bowl. The two holes are indicated at item #5 and item #6 and are labeled holes "E" and "F". Pass the paper clip wire through the passageway to make certain that it is open. If you were successful in passing the paper clip wire or WD40 through the passageways indicated in the steps above you can be confident that all of the passageways in the upper casting are open.

Checking Valve Functions!

Now that you are certain that all the passageways are open, it is a good idea to check to see how well the air idle adjust valve and gas adjust valve work. There is an easy way to test for each of these.

The Air Idle Adjust Check!

The check is done with the upper casting completely assembled except for the float. The float can be left off just for convenience. Refer to **figure two.** Close the air idle valve by screwing down the air idle adjust screw until it hits the valve seat. Hold your finger over the small hole in the throat labeled hole "D" at item #4. Suck on the end of the idle jet (probably taste like WD40). No air should pass, if it does it means that the valve does not seat and it is allowing air to get past it. Continue sucking on the end of the idle jet, and at the same time back off on the air idle adjust screw. Air should begin to pass. This is a test ***you should always do*** because there are a lot of repo adjusting screws around that are not long enough to close the valve. Check the length of the screw to make sure it hits the valve seat.

The Gas Adjust Needle Valve!

To check the gas adjust valve, the lower casting must be completely assembled. Refer to **figure one.** Remove the compensator jet. The compensator jet is the stubby little fellow in the gas bowl at item #3. Replace the jet with a 10-32 screw. The threads are actually a 10-34, but they will accept the 10-32 screw without inflicting damage to the threads. Open the gas adjust needle valve at Item #7 by backing the needle out two full turns. Place the lower casting on a flat surface and prop it up so that it is also level. Fill the gas bowl with gasoline up to about ½" from the top. If you are squeamish about using gasoline, you can use water. Place your finger over the secondary well at item #4 and press firmly. Again using the WD40 with the little red straw. Put the end of the straw over the end of the cap jet at item #5 and give it a shot of WD40. Bubbles should be visible emerging from the gas adjust needle feed hole, labeled hole "B" at item #6. Close the gas adjust needle valve all the way down and repeat the process. No bubbles should enter the gas bowl at the gas adjust feed hole when you apply the WD-40, and you should feel a pressure pushing against your finger that you have over the secondary well. This test shows that the valve will open to allow gas through and has the ability to be closed off completely.

A Little Gas Theory!

Refer to **figure three** for a description of how the gas flows through the carburetor. When the gas bowl is filled with gas, usually to about 5\8" from the top surface of the lower casting, the gas will pass through the main jet feed hole (hole "A") and fill up the main jet to a level equal to that of the level in the bowl. It is important that the main jet be long enough so as to position the end of the jet

above the gas level, otherwise gas will leak from the jet. Gas will also flow from the bowl through the compensator jet into the secondary well and on to the cap jet that sits parallel and at the same height as the main jet. The cap jet will also fill with gas to the level of the bowl just as the main jet did. The height of the cap jet must also be above the gas level in the bowl to preclude a gas leak. The gas that flows into the secondary well is used to supply gas to the idle jet that sticks down into the secondary well from the upper casting. The hole in the end of the idle jet is extremely small compared to the hole in both the cap jet and the main jet. The amount of gas drawn for idle is relatively small. The hole in the compensator jet is smaller than the hole in the cap jet. The main and cap jets have the same size hole.

Start The Engine!

As the throttle plate is opened on a running engine, air is drawn into the opening of the carburetor. When it passes through the venturi area, there is a pressure drop, and it causes gas to be drawn out of both the main jet and the cap jet. The gas mixes with the air and it is supplied to the engine as combustible fuel. The main jet and the cap jet are both supplying gas through the same size hole, but the cap jet is limited in the amount of gas it can supply because the compensator jet hole at the other end of the supply line is smaller than the cap jet hole and is restricting the flow of gas from the gas bowl. The secondary well is no longer a factor when the engine is above idle speed. The amount of gas supplied to the cap jet may be increased by opening the gas adjust needle valve. When the valve is opened it allows gas to flow from the gas adjust feed hole (hole "B") in the gas bowl to the gas adjust needle valve, through the valve and on to the secondary well, where it joins the gas flowing to the cap jet. This additional supply of gas will allow the cap jet to emit up to the same amount of gas as does the main jet. By varying the setting of the gas adjust valve, the amount of gas emitting from the cap jet can be manually controlled. Increasing the gas emitted from the cap jet increases the richness of the combustible fuel going to the engine.

Let It Idle!

When the engine is at idle a small amount of air is drawn through the passageway from the air hole at hole "C", past the air idle mixture adjust valve screw and into the throat through the hole at hole "D". This causes gas to be drawn from the idle jet, which combines with the air and produces a small amount of combustible fuel that is supplied to the engine to sustain the idle. The mixture is controlled by the air idle adjust screw. The speed of the engine at idle is controlled by the throttle plate stop screw located on the throttle shaft. The stop screw allows the throttle plate to be opened slightly to allow air to pass around it. This allows the main jet and the cap jet to contribute a small amount of gas to the engine at idle speed.

Gas Supply!

The gas level in the gas bowl is maintained by the float valve. As gas is used the float is lowered and it opens the float valve to allow more gas to enter the bowl. When there is sufficient gas in the bowl the float valve shuts off the supply of gas. On a running engine the float valve is constantly metering a flow of gas into the bowl. It is important that the float valve be ***accurately set***. If the float level is set too high it will cause the gas levels in both the main jet and cap jet to be too high and allow them to leak gas. If the float valve is set too low the gas level in the main jet and cap jet will be too low and it will be difficult for the gas to be drawn out, causing the combustible fuel supplied to the engine to be lean.

Floorboard It!

One last word about the Zenith carburetor. When you get it installed on the engine, have a helper sit in the driver's seat and press the gas pedal down to the floor. Check that the throttle shaft arm is all the way forward positioning the butterfly valve at the stop at the full open position. You may be surprised to find that the valve is not fully open, meaning you won't be able to reach the top speed. The problem is that the throttle shaft arm is not bent to the correct position. The throttle shaft arm is the widget with the little round ball on the end that you snap the throttle rod that comes from the fire wall over. An easy way to tell is to note how far you had to move the throttle rod against it's spring before it reached the little round ball. Gently (gently that is) bend the throttle shaft arm toward the firewall a tad. Check it, and maybe bend it some more until you can open the valve all the way with the gas pedal. ☺

Figure One

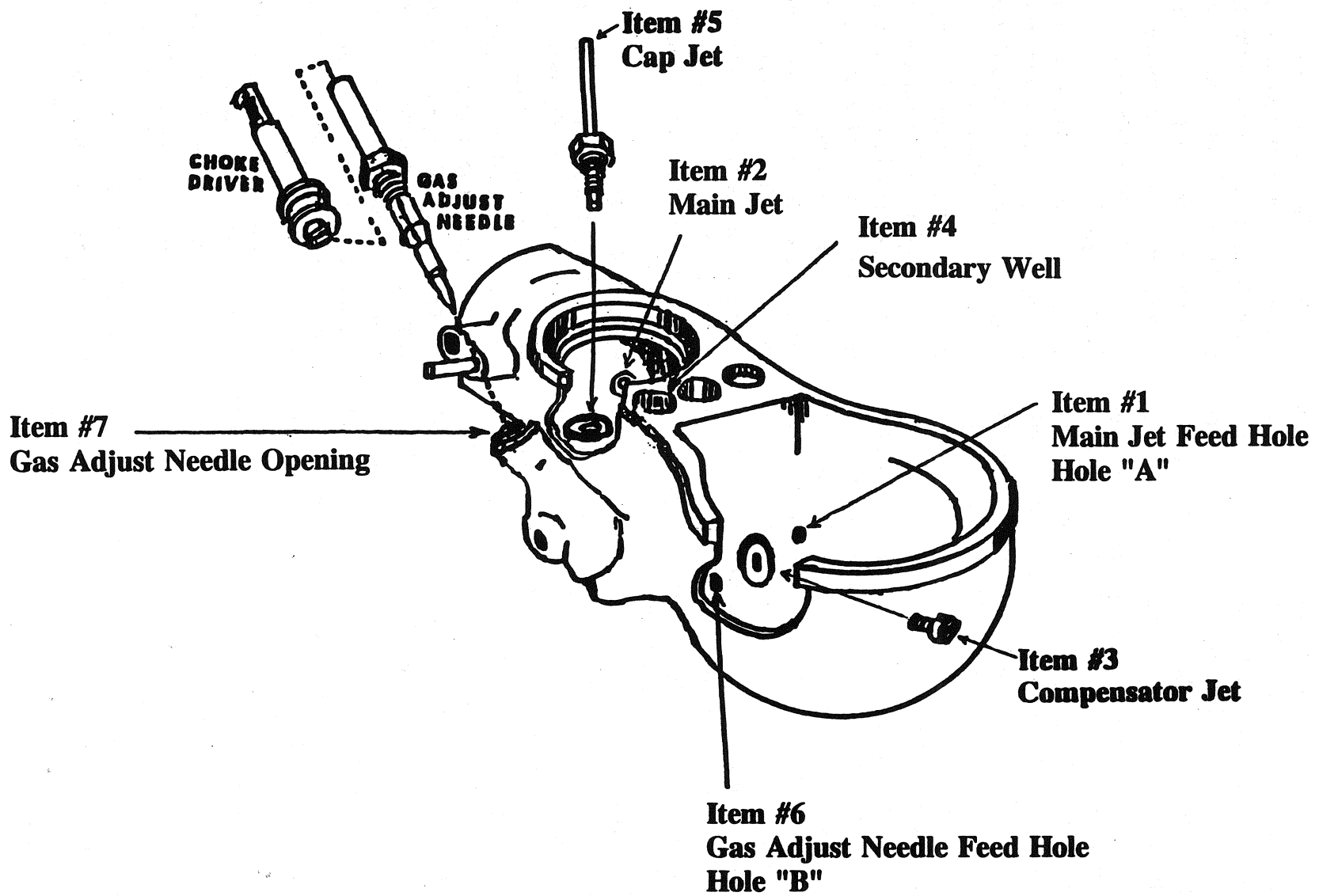

Item #5
Cap Jet
CHOKE DRIVER
GAS ADJUST NEEDLE
Item #2
Main Jet
Item #4
Secondary Well
Item #7
Gas Adjust Needle Opening
Item #1
Main Jet Feed Hole
Hole "A"
Item #3
Compensator Jet
Item #6
Gas Adjust Needle Feed Hole
Hole "B"

Figure Two

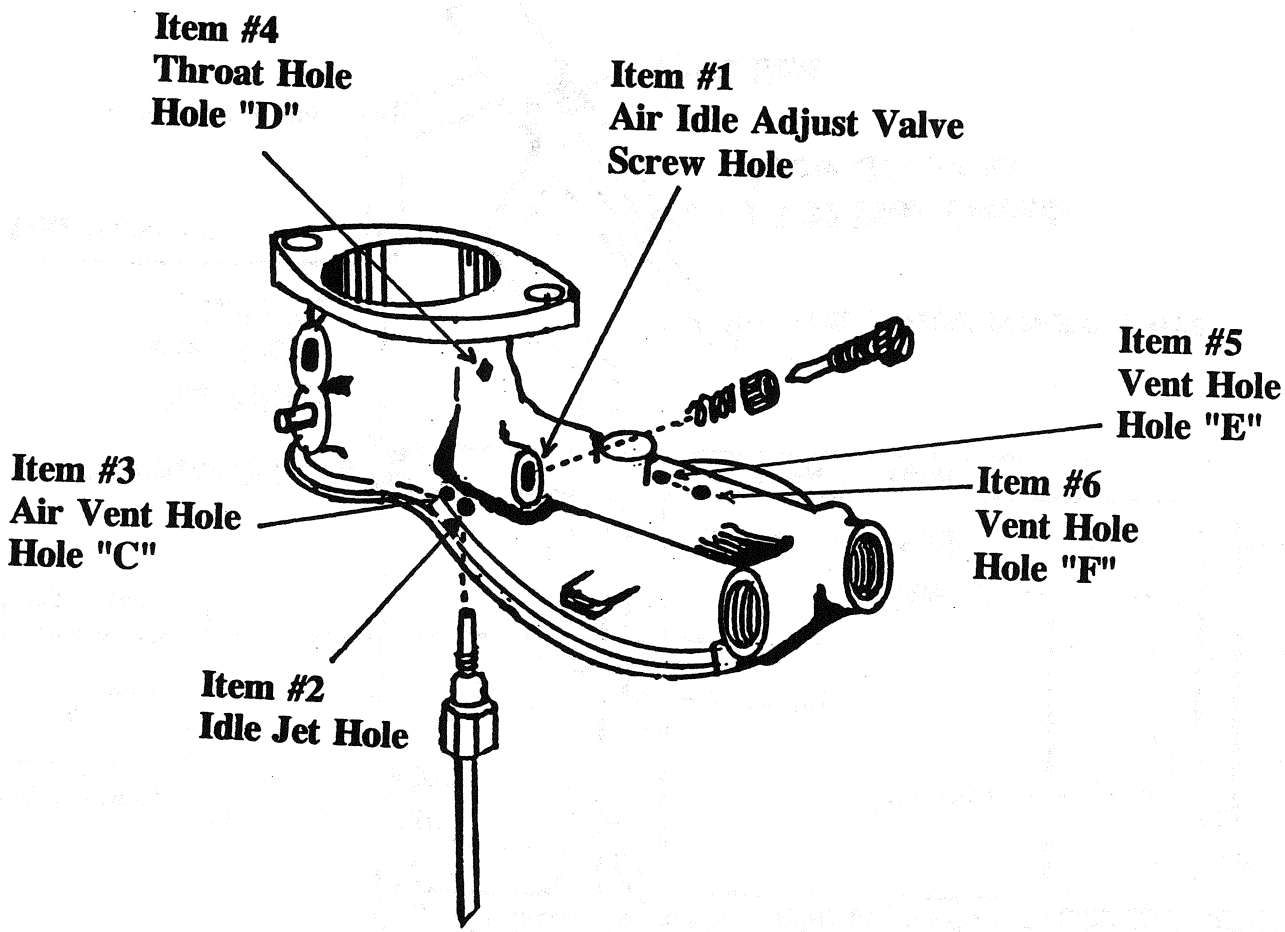
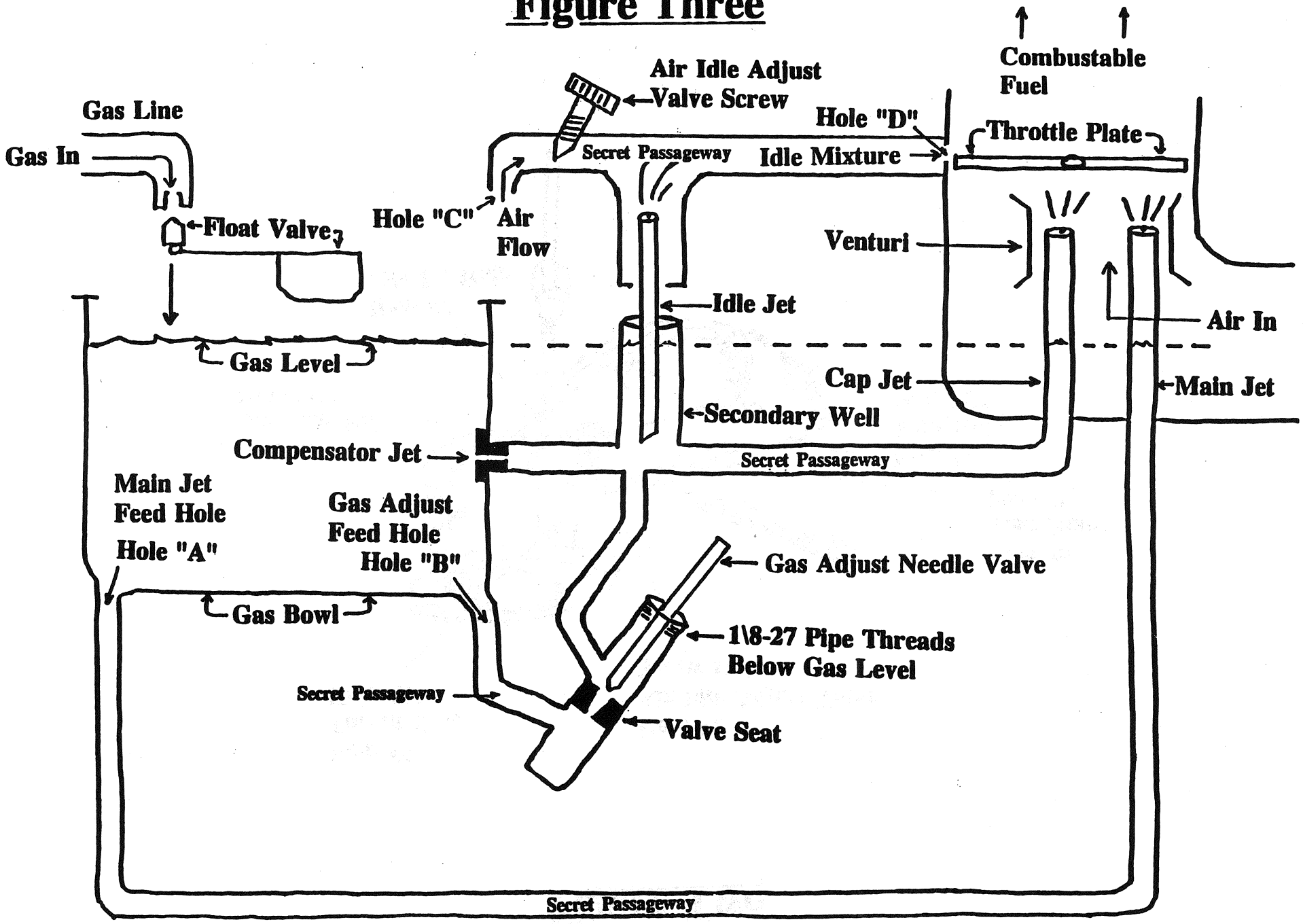

Item #4
Throat Hole
Hole "D"
Item #1
Air Idle Adjust Valve
Screw Hole
Item #5
Vent Hole
Hole "E"
Item #3
Air Vent Hole
Hole "C"
Item #6
Vent Hole
Hole "F"
Item #2
Idle Jet Hole

Figure Three



Stripping Victoria!

by Bob Bidonde

It sounds X-rated, but this article is about taking **paint** off of Victoria - the **Bidonde's** Model A Victoria. You knew this article wouldn't be dirty, didn't you? Wrong - it is a dirty job. One could ask, why is **Bob** doing this, stripping Victoria like some chorus line hussy for all the world to see? Well Victoria was peeling bare all by herself. She is suffering from poor preparation, surface rust, blistering, crows foot, orange peel, and a few other things. Preparation for paint accounts for the preponderance of cost, time and effort when a paint job is done right. Unfortunately, improper preparation is not apparent in a fresh paint job and the results of poor preparation usually show months and sometimes years after the car leaves the shop. So let the restorer beware. Stripping Victoria is a do-it-yourself project. However, many restorers will opt to have their Model A's refinished by professionals. Here are a few recommendations to help you get the job done right. Talk to other restorers, especially those knowledgeable about paint systems, and collect recommendations for paint types, and recommendations for professional shops. Once the paint system is chosen, learn the manufacturer's directions for preparation of the job. Witness the preparation work and question things you don't understand. Call the paint manufacturer if necessary. Deal with a professional who guarantees the work for years, not months! Go visit a few of the shop's customers and see how their paint jobs are holding up.

An Alternative To Stripping!

There is an alternative to stripping the car to bare metal. Provided the existing paint film and body metal are in very good condition, you can overcoat the existing finish. However, painting over the existing finish is a gamble at best. Here are a few tests to help you assess the condition of the existing paint.

Paint Adhesion Test. ***This test may remove paint from the car! Don't do it unless you are seriously considering refinishing the car.***

Use a fresh roll of 1" wide masking tape. Thoroughly wash the car with a strong detergent to remove wax and dirt. When the car is dry, park it in a shady place outdoors and do the tape test when the body is not warm or hot to the touch.

1. Cut several strips of tape 12" long and fold one end back onto itself about ½" to make a pull tab;
2. On various panels of the car, rub the tape into place so it sticks well;
3. See Figure 1. Pulling 90° away from the panel and remove each tape strip within 3 seconds;
4. Examine the panel & the sticky side of the tape for evidence of paint adhesion failure;
5. If the paint comes off with the tape, determine the extent of the problem by repeating the test in circles around the failure site.

If the car fails the paint adhesion test, and you determine that the failure goes beyond just an isolated place, then the existing paint job is no good and the car should be stripped to bare metal.

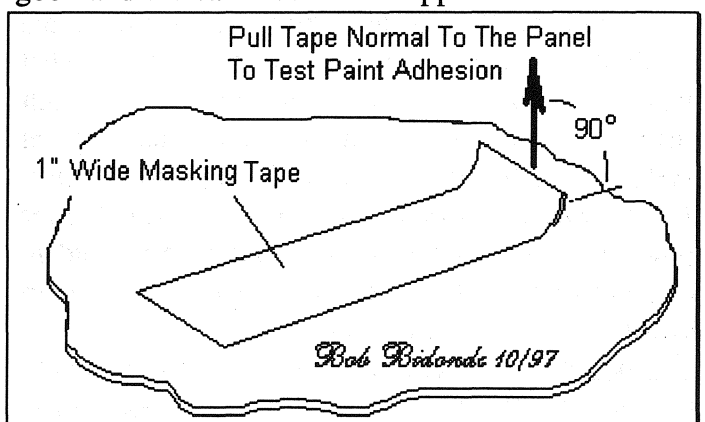


Figure 1 - Tape Test For Paint Adhesion

Paint Thickness Test. Another structural concern is paint thickness because thick paint films are not durable (chip easily) and can be difficult to spot repair. Pick a spot in an inconspicuous place and cut a slice through the paint to bare metal. Look for evidence of more than one paint job, a sure sign the paint film is already too thick for over coating again. If possible, measure the thickness of the paint film. See Figure 2. Victoria has an existing enamel body color coat 0.012" thick and primer coats just as thick in some places. So the overall thickness of paint on Victoria reaches 0.02". Assuming I overcoat it again, and accounting for sanding some of the existing color off, the finished job could exceed 0.03" thickness.

That is too much for my liking. A total paint film thickness of .020" or less is my goal.

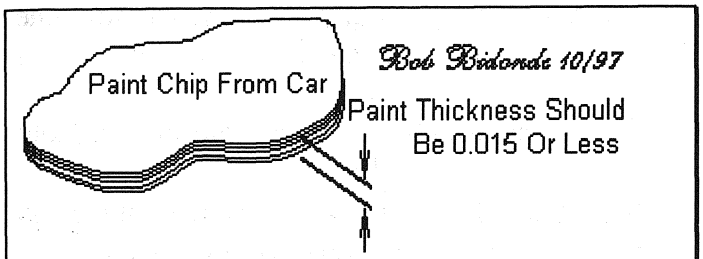


Figure 2 - Paint thickness

Compatibility. Not all paint systems are compatible. Lacquer should not be put on enamel, but some enamels can be put over lacquer. Urethane and epoxy systems may not be compatible with existing coats of enamel and lacquer, or each other. Mixing paint types can lead to structural failure and ugly wrinkle effects shown in Figure 3. If you are going to overcoat the existing finish, have a professional determine what type of paint is already on the car. Consult manufacturers to determine what new paint systems may be compatible with the existing paint. Using sealers to isolate the existing finish is poor practice. Try brushing the new paint on the old in an inconspicuous place and see what happens. If in doubt, strip the existing finish.

Cosmetics. Either you like the paint that is already on the car or you don't. If it just looks tired because of chips and scratches, maybe some less expensive spot repair work will make her look good as new? You decide. A complete new paint job is expensive and work intensive.

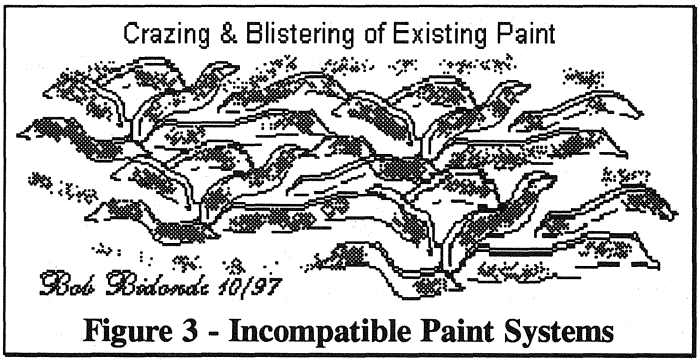


Figure 3 - Incompatible Paint Systems

Availability of Paint. Some types of paint systems are fast disappearing from the market because of environmental laws. Lacquers and enamels commonplace in the 1970s and 1980s are getting hard to come by and very expensive. Choose a new paint system likely to be on the market for several years in case your car needs to be touched-up in the future.

My Coupe, which I painted with Acrylic Lacquer in 1980, will be getting spot repairs to make him look good as new. **Jim Brand** purchased the Ford Maroon Acrylic Lacquer paint to touchup my Coupe from a friend in Connecticut. In 1980, I bought the paint from a local Ditzler dealer.

Methods of Paint Removal. Sand blasting, plastic media blasting, grinding and chemical stripping are doable in your own backyard. Sand blasting and grinding can do a lot of costly damage. Sand blasting and plastic media blasting will cost in the neighborhood of $400 to $700. Chemical paint removal is inexpensive, it has the least propensity for damage to the metal, but chemical stripping is labor intensive. My project is a low budget do-it-yourself type, so I chose chemical paint stripping.

Chemical Stripper. Stripper is readily available and a few simple tools are needed. You will acquire intimate knowledge of every square inch of your Model A this way. Follow the manufacturer's instructions. Chemical strippers have a shelf life of 6 months or less once the can is opened. As the air space in the can increases, the alcohol vaporizes out and the stripper becomes less effective. So buy two one-quart cans and open just one at a time. I used chemical stripper to take the original factory finish off of my Coupe. Ford's primer is tough stuff and difficult to remove with paint stripper. It took 5, and sometimes 6 applications of stripper combined with wire brushing to get Ford's paint off. In contrast, Victoria was previously stripped to bare metal and has modern acrylic lacquer and acrylic enamel paints that are relatively easier to remove with paint stripper. The surfaces to be stripped should not be warm or hot to the touch - cool is better. Heat will evaporate the stripper before it gets a chance to work on the paint. I use KS-3 Premium Stripper made by Keri Klean, which costs $6.41 per quart at Home Depot. Stripper comes in two consistencies, a brushable paste and a liquid. Use the brushable paste to get down to bare metal, then spray on the liquid type to clean-off the remaining splotches of primer and plastic body filler. Chemical stripper will not

affect leaded body seams. Do not use chemical stripper on fiberglass panels because it will soften the gel coat. Stripper will destroy fender welting and vinyl roof covering, but it doesn't seem to hurt rubber found on running boards and windshield gaskets.

Tools. Necessary tools are shown in Figure 4. Gather a ☐3 gallon plastic bucket, ☐some rags, ☐a roll of paper towels, ☐a round parts cleaning brush, ☐ a tooth brush size wire brush with steel or stainless steel bristles, ☐a scraper with a thin metal blade, ☐some abrasive pads (Scotchbrite or steel wool), and ☐two plastic spray bottles with no metal parts. The ☐stripping brush is a Keri Klean Strip product costing about $3.50.

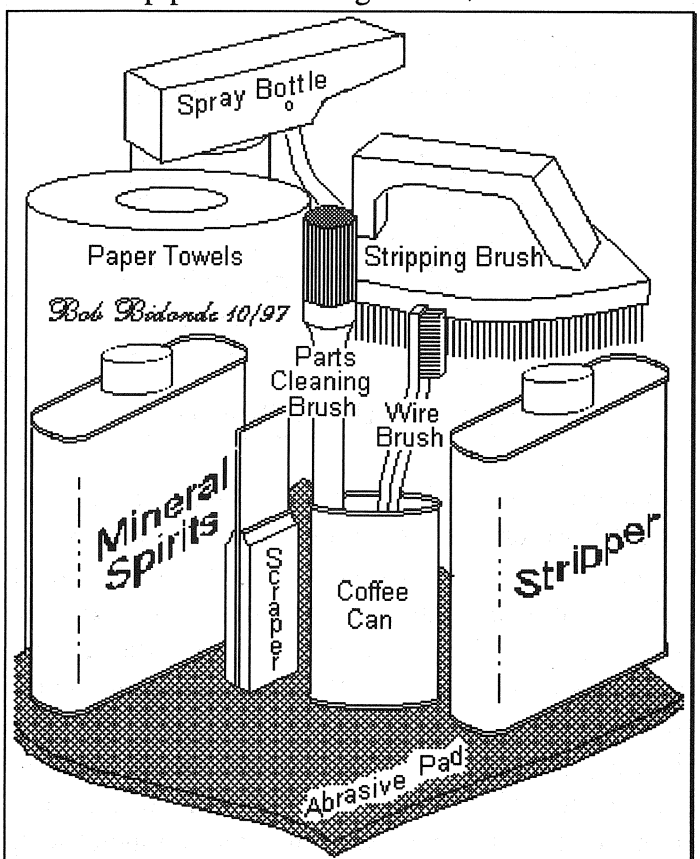


Figure 4 - Tools & Materials

Precautions. Chemical paint stripper contains Methylene Chloride which is a carcinogen to laboratory test animals, Isopropanol, Ethylene Glycol Monobutyl Ether and Methanol. Most of these chemicals are alcohol. Use chemical paint stripper outside in the open air, but the car must not be exposed to direct sun light. The chemical stripper is hazardous to your eyes and will irritate your skin. Wear eye protection and plastic gloves. The stripper dissolves the paint into a paste that will permanently stain clothing and shoes. So wear old clothes for this chore. Have a garden hose nearby to rinse off any stripper that gets on your skin and to rinse off the car when you are done stripping paint for the day. To protect bare metal from rusting, make a solution of 50% motor oil and 50% kerosene. Apply to it to the car with a spray bottle. Spread the oil-kerosene solution uniformly with an abrasive pad dedicated to this use. Store the abrasive pad in a plastic bag. Victoria is undergoing a driving restoration, so things like door handles, cowl lights, cowl band. spare tire carrier, etc., that are in the immediate work area are removed for access, then reinstalled once the area is stripped. Lacquer thinner will clean-off paint residue from metal parts. Never use lacquer thinner on rubber or vinyl materials. Stripper will soften plastic body filler and it will remove glazing putty. Going through all the trouble to strip the finish, I am not leaving any body filler on that I know nothing about. I also don't know the long term affects of how the stripper will affect plastic body filler - will it harden again? So any plastic filler I find is coming off.

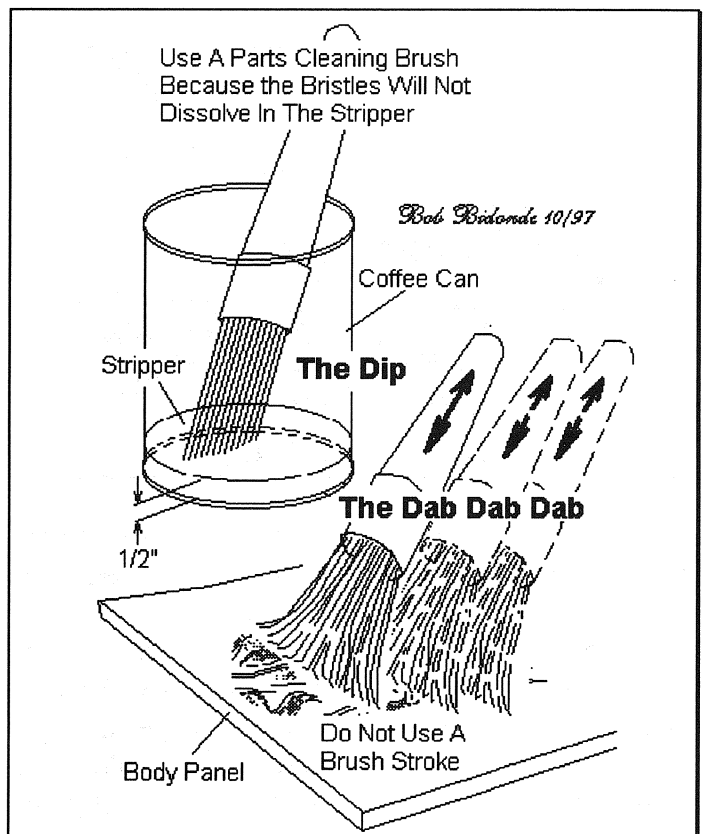


Figure 5 - Stripper Application Technique

Mask fiberglass panels and the running boards. No effort was made to protect the vinyl top material as it will be replaced in my case, but the stripper has damaged the vinyl covering beyond salvage. Fender and gas tank welting will also be damaged by the stripper and need replacement. The fenders will remain on Victoria until I need access to the wheel wells, which will be the last areas to be stripped. If not a driving restoration, then take off the fenders, lights, door handles, running boards, spare tire carrier, etc., but leave the doors on to protect the interior moldings and upholstery.

Technique. Poor stripper into a coffee can until it is ½" deep as shown in Figure 5. Using the parts cleaning brush, apply the stripper onto an area of about 2 square feet. Other type brushes will melt in the stripper! Keep all of car's windows and doors closed! Start at the top of the car and work down. Use a "Dip, Dab-Dab-Dab" action. Dip the brush into the stripper then Dab-Dab-Dab the stripper onto the car by pushing the brush into the body. Do not use a brush stroke and do not go over recently applied wet stripper. If paint comes off onto the brush, clean it in mineral spirits before putting the brush back into the stripper.

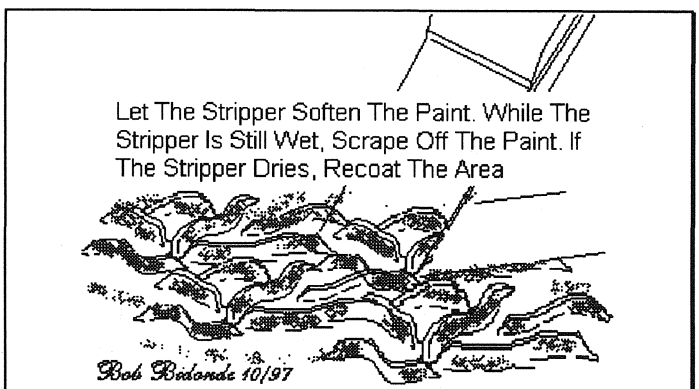


Figure 6 - The Scrape

See Figure 6 - let the stripper soften the paint. Wait at least 5 minutes, less in hot weather, then test a spot with the scrapper. Don't expect to reach bare metal on the first application of stripper. Try to get the color coat on the first pass. It will likely take another 2 or more applications to get through the primer. If you strike plastic body filler, the filler will soften, but don't try to take the filler out with the stripper. Grind the filler out with a sander and use the stripper to clean out any small pockets the sanding disk did not reach. Stripping paint from rain gutters, door hinges, hood louvers, hood hinges, belt moldings, window reveals and other nooks and crevices may look like a challenging problem, but the solution is easy. Look at Figure 7. Use brushes instead of a scrapper. Figure 5 shows a tooth brush size wire brush and a larger stripping brush. Apply the stripper and substitute the brushes for the scrapper in the process.

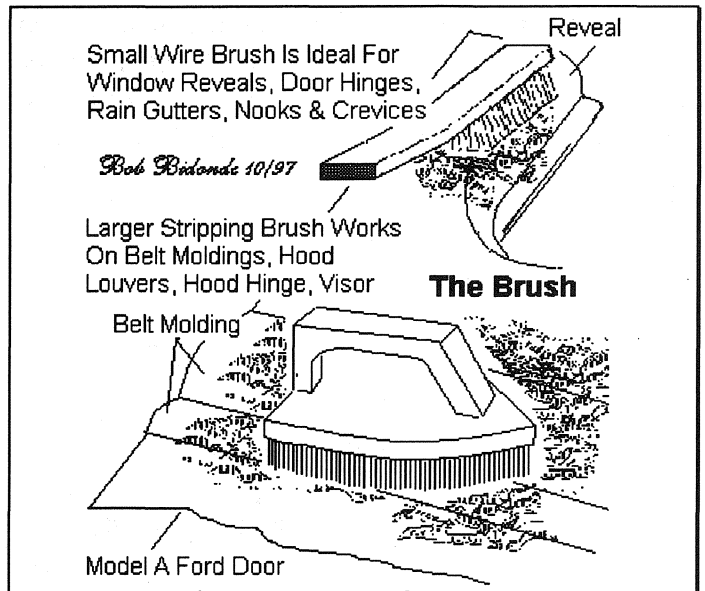


Figure 7 - Use of Brushes

Continue the "Dip, Dab-Dab-Dab, Scrape & Brush" to expose the bare metal of the body, hood, fenders, aprons and radiator shell. There will be lots of minute paint spots and probably some rust on the metal. So the final step in the stripping process is the "Scrub," shown in Figure 8. For this, you will need an abrasive pad and liquid paint stripper instead of the paste stripper. Spray the stripper onto an area of 2 to 3 square feet, wait a few minutes, then scrub the metal with the abrasive pad. This should take off remaining traces of paint. Do the "Dip, Dab-Dab-Dab, Scrape, Brush & Scrub" until you are done for the day. Eventually, your Model A will be nude. The "Dip, Dab-Dab-Dab, Scrape, Brush & Scrub" is good exercise - it strengthens the wrist and forearms, and burns calories too. At the end of each stripping session, flush the work site with water and wipe the car dry. There is no need to chemically neutralize residual stripper that may be on the car because it will evaporate away. Spray a

50%-50% solution of oil & kerosene onto the bare metal and uniformly spread it with another abrasive pad dedicated to this purpose. Periodically renew the coating to protect the bare metal from rusting.

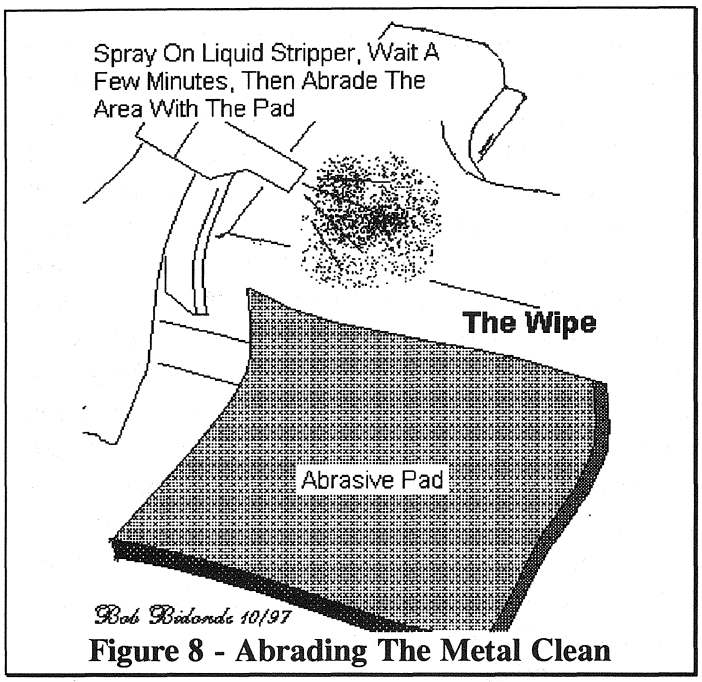


Figure 8 - Abrading The Metal Clean

When its time to do body work and priming, clean-off the oil-kerosene coating by thoroughly treating the car with Gunk. Follow this with a soap & water washing. Complete the cleaning by wiping the metal with a degreasing fluid such as lacquer thinner, PreSol or Acryli-Clean, changing the wiping cloth often.

"Dip, Dab-Dab-Dab, Scrape, Brush & Scrub" worked well on my Coupe 17 years ago - there are no paint adhesion problems today as a result of chemically stripping its finish. So "Dip, Dab-Dab-Dab, Scrape, Brush & Scrub" is currently in use stripping Victoria. I have given some thought to having a party in my yard and teaching some of my friends to do the "Dip, Dab-Dab-Dab, Scrape, Brush & Scrub" to get the job done in a day. Wishful thinking. I will be driving Victoria naked for awhile. ☺

Association Dues!

In order to continue your Victoria Association membership and to be included in this year's roster (1998), dues must be received by March 31, 1998.

More Charlie!

by Charlie Viosca

Rear Spare Tire Cover Stuff!

There are three spare tire cover braces listed in the Ford Body Parts List for the Victoria.

A-192062-AR

Bracket (back panel tire carrier) and support assembly - Leatherback 190-A (from rear cross sill to back panel).

A-192062-BR

The same description as above except (from rear cross sill to back belt rail).

A-192062-C

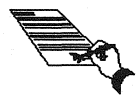
Bracket (back panel tire carrier) and support assembly- Metalback 190-A.

How It All Works!

It is obvious from the above parts list that the first part is an early version, we have seen, which only goes from the sill to the panel where the tire is mounted. It probably was not sturdy enough, so Ford came out with the BR version which went from the floor sill to the panel where the tire carrier bolted on, to the belt rail, which made it more sturdy. These two carriers were for the Leatherback as it says in the part description. The C version is for the Metalback as stated in the part description. I surmise that the difference between the AB version and the C version is because of the difference in the wood belt rail from the ¼ window to the other ¼ window, which is different in the Metalback from the Leatherback.

We Want To Know!

If anyone in the membership has both a Leatherback and a Metalback (we call it a Steelback) please note the difference and tell us about it. Also if anyone has the AR bracket installed please advise. It would help to have some good photos for the newsletter. ☺



Financial Report!

It Is Available!

The Victoria Association's financial report is available to any member who desires a copy. As a member you have the right to know the Association's financial status. To receive a copy, contact John Icenhower, the Association Treasurer. ☺

Editor!

Properly Oiled!

by Ben Hadd

A Human Endeavor!

During the course of human events, and sometimes newsletters, it becomes necessary to add a page now and then to make everything come out even. That's what this page is all about.

Pinion Gear Removal!

For those folks who have had a Model A Ford differential apart, or they plan to have one apart, they have been, or will be, faced with the prospect of trying to get the pinion gear off of the end of the drive shaft. The pinion gear is a sleeve affair with a tapered intestine that fits onto the tapered end of the drive shaft in the same manner that the rear wheel hub fits onto the rear axle. They can be wedged on there pretty tight. The thing you don't want to do is to try to pound the shaft out of the pinion gear sleeve with a hammer. You will only succeed in damaging the threaded end of the drive shaft. Besides messing up the threads, you will also collapse the cotter pin hole that is at the very tippy end of the drive shaft. Since the pinion gear sleeve is attached to a 5 foot long drive shaft, it precludes using a shop press to press the shaft out of the gear.

How To Do It Without Pain!

This is the method I have come up with, and it works for me. You need two tools that are easily obtained. The most important is a flywheel puller of the type generally used to pull the flywheel off of a lawn mower engine. I bought one years ago at Sears & Roebucks (Craftsman part number 4691). It is a sturdy device with two arms that are each 6" long and it has a point on the end of the center bolt. The other tool you need is a clam shell type bearing puller. The one I use is about 3½" square. A substitute could be a 3½" square piece of steel, a ½" thick, with a 1½" hole bored through the center. It also helps if you have a bench vise. You will also need the hammer that you are not supposed to pound on the end of the drive shaft with.

Ready, Set, Go!

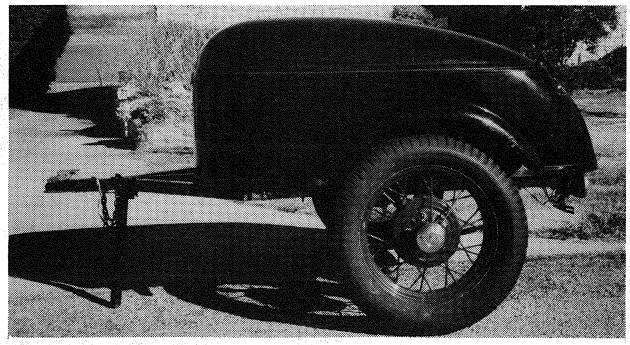
With the drive shaft removed from the car, place it in the bench vice using the little grabbers located below the vice jaws that are normally used to hold a piece of pipe. Tighten the vice just enough to hold the shaft in place. Slide the clam shaped bearing puller (or the piece of steel) over the shaft until it is up against the forward end of the pinion gear sleeve (the threaded end of the sleeve). Remove the cotter pin from the end of the drive shaft and loosen the nut and back it off about a ¼". Don't take the nut off yet, leave it on the end of the shaft as it will protect the threads from becoming damaged during the process. Take the Sears & Roebucks flywheel puller and place it over the end of the pinion gear. Grab the sides of the clam shaped bearing puller (or the piece of steel) with the arms of the puller. Place the pointed end of the center bolt of the puller in the hole at the end of the drive shaft. Tighten the puller down tight, then just a little more. Take the hammer and smack the end of the puller briskly and the pinion gear sleeve should come loose. If it doesn't come loose with the first whack of the hammer, tighten the puller down another notch and smack it again. Repeat the process until the gear comes off. I have never seen one require any more than about four whacks. If you have a helper assisting you have him tighten the puller and you wield the hammer. When he tightens down the puller and nods his head, smack it briskly with the hammer.

An Overdrive!

If the project calls for the installation of an overdrive, you definitely will have to remove the pinion gear sleeve from the original Henry drive shaft in order to replace it with the overdrive stub shaft. If you are fortunate enough to have a tool that will pull the pinion bearing assembly out of the banjo as a complete unit, the job is a lot easier. The two large nuts on the end of the pinion gear sleeve are for the purpose of holding the two bearings and the tapered bearing race all together on the pinion bearing sleeve. They also are (or should have been) adjusted to provide the proper bearing pre-load. If you are able to get the entire assembly out of the banjo, you do not have to disturb the adjustment of these two nuts. The Henry drive shaft can be removed from the pinion gear as described above with the bearing assembly still attached. Then it is a simple job to install the overdrive stub shaft into the pinion gear sleeve and tighten it down. Press the pinion gear and bearing assembly back into the banjo and you are ready for overdrive. To press the bearing back in, get some bolts that are longer than the standard flange bolts and alternate tightening them into the banjo against the flange until the bearing pulls in far enough to be able to use the standard bolts. ☺

Classified Ad's!

FOR SALE:
Mullins Trailer (replica) teardrop shape, fiberglass. black\maroon, 30\31 Model A Ford wheels. Tow it along behind your Model A. $1500. Charlie Viosca 972-625-2922



FOR SALE:
Complete shade set for Victoria. Purchased new from the Victoria Association and never used. $115. plus shipping. Archie Jackson 815-777-2117 RTE 20 E., Galena, IL 61036

FOR SALE:
I have several Model B parts I would like to sell. Two water pumps, one fuel pump (might be Ford V8), one exhaust manifold, one front motor mount, one valve cover. Make offer.
Dave Wilgus P.O. Box 763 Hebron, IN 46341
219-475-4089

WANTED:
Dome light for a Victoria. Want correct, original, complete assembly. Jack Rebu
704-683-0424 60 Sherry lane
Asheville, NC 28806

WANTED:
Model A Ford Victoria, Steelback. Want rust free older restoration or complete unrestored. Running or not. Richard Morje 27 Prouse St.
Levin, New Zealand

Original Victoria Parts!

by Frank Young

The membership may recall that in the October 1996 publication of the newsletter there was a name and address of a man by the name of Buddy Frazier, of Quinton, VA who has a treasure chest full of hard to find original Victoria parts. I had the occasion to contact Buddy and purchase some parts from him. Below is compiled a list of some of the Victoria parts that Buddy currently has for sale. Buddy is very knowledgeable about Victoria parts and is extremely accurate with his description of the condition of the part and he is a very honest man to do business with. Buddy does not operate a discount business, but he does offer a 15 day money back guarantee if you are not satisfied with the purchase. ☺

Parts For Sale!

One rear spare tire carrier (mount).

Two sets of rear ¼ window metal frames.

Compl. set, metal front & rear window frames.

One right door metal window frame.

Two windshield wiper motors (Vacuum).

Two dash rails.

One set of rear bumper brackets.

Window regulator for passenger door.

Dome light, complete assembly.

Buddy Frazier
1601 Quaker Rd.
Quinton, VA 23141
804-932-3330

Editor's Note!

Frank Young lives in West Los Angeles, California. ☺

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.