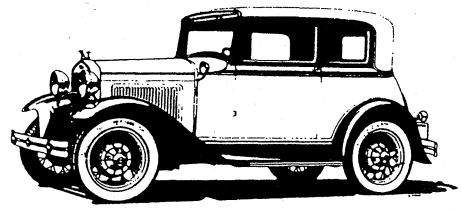
Victoria Association



Vol. 7 No. 2 **NEWSLETTER** April 1992

When you are busy and active, time really flies. So it is with me and I am trying to get this April newsletter out without too much delay.

What, with the 17th MAFCA National convention coming up in 2½ months, I am real busy as you can expect.

There are many Victoria Association members coming to the convention and I am looking forward to seeing the members at the Victoria meeting. If you have any questions or problems we can help you with, please bring them.

The Victoria Meeting will be held on Wednesday, June 24, at the Sheraton Hotel in the World Series room from 1 to 3PM. See you there.

VICTORIA SHADE COLOR

Several members told me that the original Victoria shades were not brown as stated in the Judging Standards nor or they the color sold by LeBaron Bonney. I wrote to our member that has an original Victoria, Bill Cilker and he sent a color paint chip that matches his shade. The color chip name is Frosty Walnut Q4-58T. I'll ask Bill what kind of paint so that you members can go to a paint store and see the chip.I think the best way to describe the color is a pale tan. It definitely is not Brown.

Le Baron Bonney sent me two color samples of shade material that they offer for the Victoria. One is Tan the other Brown. I would order the Tan even though it is a bit darker than Bill Cilker's chip.

I asked the membership in a previous newsletter if any members would be willing to help get the Judging Standards updated as to the Victoria. I asked if some would be willing to take a section for review and when all sections would be presented to me we could submit them to the committee for revising the standards. So far, I have had no takers and I don't see where I can do it alone for some time to come.

RAFFLE TICKETS

I would like to mention the raffle tickets one final time. We are selling engine raffle tickets for $1 each or 6 for $5. This completely restored Model A Engine is complete with transmission and all accessories. It is running and those coming to the convention will see it run on display. It will be shipped anywhere in the lower 48 states. Anyone living out of the lower 48 states will pay the difference in shipping.

When ordering engine tickets, please make your check out to: 17th MAFCA National.

MAFCA has sent the club some overdrive tickets for sale at $1 each.

I have sold some through the Victoria Association but I would hope more of you out there would like to participate in this endeavor. A couple of Model A'ers are going to be very happy to receive these two fine items.

Overdrive checks should be made out to MAFCA.

Send your money and orders to me, I'll take care of it and mail your receipts to you.

TOP MATERIAL

I have talked to Le Baron Bonney about the Victoria top material for the Leatherback Victoria. They told me they now have a material that is close to the original sample that I sent them. If the sample they sent to me is what they have to offer, it is just like the original. They did not explain the sample, just sent it back with mine. You might look into Le Baron Bonney's new material if you need this item.

PLYWOOD FRONT SEAT BASES

Our member Steve Cannon that sells Model A wood wrote about the front seat wood bottom material and here's what he has to say.

"One comment on the early front seat wood. You mentioned that you should only use 3/4 Oak. 3/4" Birch may be a little less expensive and more readily available. Most cabinet shops and building suppliers carry it. I <u>think</u> Fir would also be satisfactory. What the members need to be sure to buy whether it be Oak, Birch or Fir 3/4" plywood is to specify <u>7 ply solid core plywood</u>. The regular 3/4 A/B, A/C plywood is full of voids & this makes it weak. Any 7 ply solid core plywood will be suitable for this purpose".

Thanks for the information, Steve.

DOOR GLASS BOTTOM CHANNEL

George Dinius wrote to tell me that his door glass bottom channels were all rotted out. He purchased a pair of channels from Snyders Antique Parts #45963-A and #45963-B. He cut off the bad part of his channel and brazed the new channels on to make a new glass bottom riser. If you need to do this, try his suggestion. Please see the two photos, in the photo section, one of the rotted and one of the new channel as well as one of George and his Victoria.

WINDOW GLASS PATTERNS

I have all of the Victoria glass patterns <u>EXCEPT</u> the ¼ window patterns. George wrote to say that he has all the glass patterns. George, how about sending me the ¼ patterns?

If any of you need these patterns, let me know and I'll send them to you. I'm assuming George is going to send the ¼ patterns.

George please send a copy of the ¼ window patterns to: Mr. Walt Smith, Rt. 1, Box 106-S, Superior, WI. 54880. I know he'll appreciate it.

1991 FINANCIAL STATEMENT

1991 income - Dues initiation fees and back issues of newsletter.	2,025.16
1992 Dues (same items as above)	2,156.01
Total	4,181.17
1991 expenses	2,025.16
In bank as of 1-6-92	2,156.01

1991 expenses

newsletter printing	1,343.76
mail above	345.48
mail back issues and other postage	104.29
make copies of old back issues of the newsletters	124.13
Victoria Association joined the Model A Ford Foundation fee	100.00
MARC dues (Vict.Assn.)	7.50
Total expenses	2,025.16

FRONT SEAT SIZE

Do you remember when I wrote that several members were told that the larger (1"wider) front seat was the passenger seat? I said that was wrong as the driver's seat is larger. I wrote our seat expert about this and he confirms that the driver's front seat is the larger (wider) seat.

Robert Moore told me to pass this hint on to you members. The 4" electrical receptacle boxes have punch out plugs. He says these plugs fit the firewall holes. Works great to weld the holes shut.

VICTORIA PATCH PANELS

I have been asked where to get patch panels, particularly the ¼ cowl front for the Victoria and I am sorry that I don't know. Do any of you members out there know the answer? Please let me know so I can put it in the newsletter. If there are none available, what are you members using?

REAR SEAT WOOD BOTTOM PATTERN

Thanks to George Dinius, I now have all of the wood seat patterns. George sent the rear seat bottom pattern which was the last one I needed. If you are a good wood worker, I can lend the patterns to you, let me know.

CADMIUM PLATING

I have the following from a very reliable source but I am not at liberty to reveal where I got it. Take it for what it's worth.

EEC - Prohibits use of Cadmium plated metallic products and as a stabilizer or pigment in plastics or paints.

OSHA - Requires reducing airborne Cadmium in the workplace.

Ford Motor Co. requests ALL suppliers to supply Cadmium free parts starting with 1995 Model year.

I suggest that you start stocking up on Cadmium parts you think you will need as it looks like Cadmium is on the way out. I wonder what effect this will have on the Judging Standards and show cars of the future?

ROSTER AND LABELS

Once again, I want to thank Kay Lee for furnishing me with the newsletter labels and roster. This has been a big help to me and of course, it's a free service to the association from Kay.

Kay is coming to the MAFCA Convention and I am looking forward to meeting her and her husband John.

Kay, thanks a million.

EPOXY PRIMERS

I purchase most of my paint from Ellis Color Supply, Inc. in Dallas. Mr. Ellis sent me an article out of the January 1990 / Body Shop Business magazine. I have included the article in this newsletter. If you switch to this primer, you will like it, I am sure. I like the fact that it comes in different colors which you can coordinate with for your top coat.

I thank Mr. Ellis for sending the article.

JUDGING STANDARDS COMMITTEE

On November 6, 1991 I sent a letter to the Judging Standards Committee requesting answers to some questions. This was the second time in two years that I had written them. I want to let you know that on both occasions, I never did receive an answer from them. If nothing else, this is certainly being impolite. I feel an answer to all letters is a requirement. You form you own opinion.

USE OF ANTIFREEZE

I clipped an article from the newspaper, called "Click & Clack Talk Cars" by Tom & Ray Magliozzi. Possibly your paper has this King Features Syndicate article. If you missed it, look for it in this newsletter. It is very interesting.

When I was in the Great Race, Zerex furnished the Anti Freeze and they said the best mixture was 50/50.

I'll bet many of you will learn something from this article.

PAINT BOOK FROM MAFCA

I talked to Jerry Wilhelm, the Chief Judge for our 17th MAFCA National Convention in Arlington this June. Jerry told me that while the paint book contains the latest information on painting a Model A, it is not yet official. However, if any MAFCA members use the paint book as a guide in painting their car, he will allow it to pass. So if any of you have done this and are showing your car in Dallas, be sure to point this out to the judges.

Eventually, the judging standards will be updated to include the information in the paint book.

RUSSIAN MODEL A's

Gordon Berry sent in the following information. Thanks Gordon.

Did You Know.....

That the Russians continued to build the Model A Fords long after they went out of production in the U.S.A.? Yes, it's a fact. Recently a member of the Bay State Antique Auto Club turned up a book about the military vehicles of World War II - and there was the story of the Russian Model A Fords!

In Russia they were named GAZ and production included many trucks as well as some sedans and phaetons. The Russian version of our Jeep was powered by Model A Ford engines until as late as 1953. They were designated as GAZ-67 and 67B. Some saw service in Korea!

How about that?

THE A-400 GROUP

I received a letter from Phil Allin telling me that the A-400 group is being revised. He said that he was planning to get out a newsletter in January but so far I have not received one. I will write Phil and see what is going on and update you members interested in belonging to this group. Besides myself, I know there are several members of the Victoria Association who own A-400's.

MEMBER'S ADVERTISEMENTS

FOR SALE * * FOR SALE

For those of you that may be looking for the windshield rubber sets, I still have some. This item is sold to members at our cost of $17 plus postage which brings the price to $20. If you need a set, let me know.

Charlie Viosca

WANT TO TRADE

One drivers side Victoria door (excellent condition) for one passenger side Victoria door.

Robert Lowry, 414 Lowell St., Dallas, TX. 75214 (214) 823-6225.

WANTED * * WANTED

Metal Spare Tire Cover, Part number A 1395E or C.

Richard Punchard, 8600 Queen Avenue South, Bloomington, MN. 55431. (612) 888-1079.

WANTED * * WANTED

Wanted --- to buy, one accessory rear metal spare tire cover #A-1395E. State price and condition and phone number. Reply to George Dinius, 811 59th St. NW., Bradenton, FL. 34209 or call collect (813) 576-5588 daytime.

WANTED * * WANTED

I need the male rear seat catch, the backing strips and rain gutters and a pop-out switch for my Leatherback Victoria.

Winfred Taylor, 5204 Simmons Dr., Lumberton, NC. 28358 (919) 739-7350.

WANTED * * WANTED

I need the inner steel brace for the spare tire. Walter Peters, 9995 Sunnyview N.E., Salem, OR. 97301 (503) 399-7931.

The right recipe for your radiator's cocktail

TOM & RAY MAGLIOZZI

CLICK AND CLACK TALK CARS

Dear Tom and Ray: My husband insists it is OK to use antifreeze only — no water — in our car's cooling system. He says a number of mechanics have told him it's perfectly all right. But the owner's manual of our '88 Chevy Nova says to use a 50/50 mixture of antifreeze and water. I'd really appreciate your opinion on this. Sandy

Tom: Sandy, our opinion is you should never listen to your husband when it comes to cars. Husbands are always wrong about car stuff. Especially when they "insist" they're right. Trust me. I'm absolutely sure of this.

Ray: Unless you live where they play ice hockey outdoors in the summer (in which case you can use a 70/30 mixture of antifreeze to water), you should always use a 50/50 mixture.

Tom: Here's why. There are three things you want your coolant to do: You want it to protect against freezing in the winter, you want it to absorb heat to keep the engine from overheating, and you want it to keep the cooling passages inside the engine from rusting.

Ray: Straight antifreeze freezes at about zero degrees Fahrenheit. But when you mix it half and half with water, the freezing point drops to about 40 below zero! So, believe it or not, you have better protection against freezing with a 50/50 mixture.

Tom: It turns out you also get better heat absorption in hot weather with a 50/50 mixture. Although that's harder to explain in numbers that make any sense to you or me, our Chief Bottle Washer and Staff Thermochemist Doug Berman has assured us that a 50/50 mixture will absorb more of the engine's heat than straight antifreeze. And although straight water is a pretty good heat absorber, its boiling point isn't as high as the 50/50 mixture.

Ray: The final frontier is rust. Antifreezes contain rust inhibitors, which keep rust from forming inside the little cooling passages in the engine. If rust forms there, it can block the passages and lead to the automotive equivalent of hardening of the arteries.

Tom: Here, straight antifreeze would probably give you the best rust protection. But research shows that as long as you have 50 percent antifreeze in the mixture, the rust inhibitors will do their job just fine.

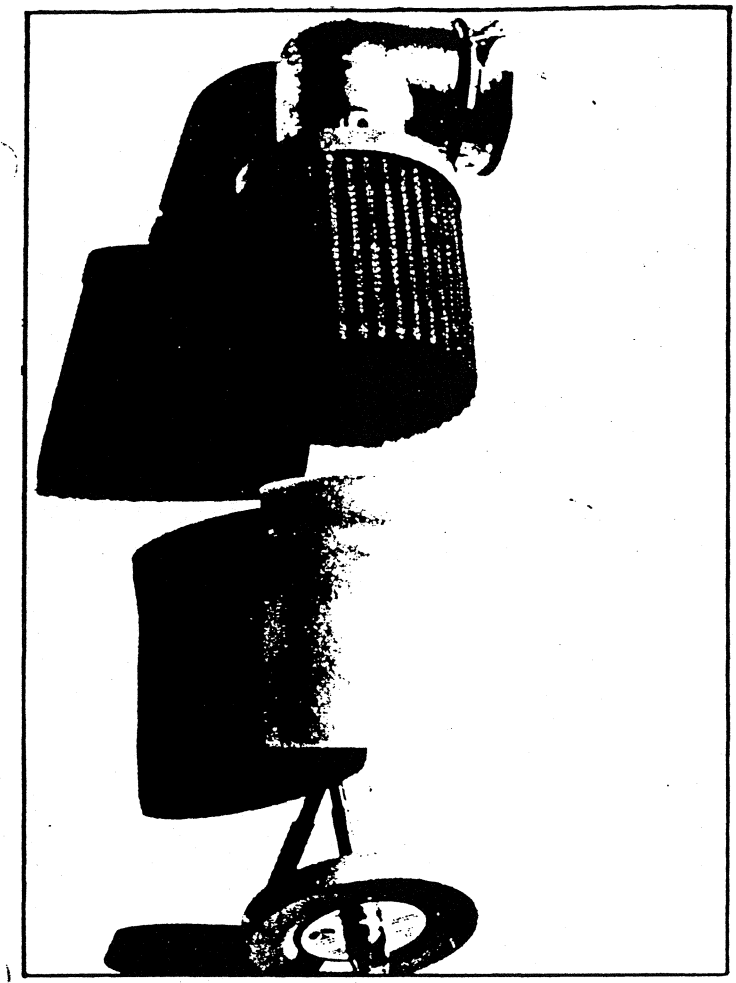
Ray: So the 50/50 mix really is the optimal mixture to balance freezing point, heat absorption, boiling point and rust protection. Not only that, but it also saves you 50 percent on your annual antifreeze bill. So tell your husband that if he uses a 50/50 mix, he'll not only be treating his car better, but he'll also save enough money to take his wife out to dinner more often.

Got a question about cars? Write to Click and Clack Talk Cars in care of King Features Syndicate, 235 E. 45th St., New York, N.Y. 10017.

Until next time,

Charlie Viosca

Charlie Viosca



Filtered Air for Longer Engine Life

by Bob Rentz
Albuquerque, New Mexico

Most of us usually drive a modern car in our day-to-day routine, using the Model A on special occasions. Most of us use an air filter on our modern cars. Conversely, many of us do not use one on our A's, which we continually strive to restore and preserve. This constitutes a paradox which deserves some thoughtful concern. To understand this better, let's look into this in some detail. Keep in mind that is exactly what we cannot do very well, because the air and dust entering the engine through the carburetor is not visible.

A very large amount of air passes through an engine during operation. Fuel is mixed with air in the carburetor and this mixture passes on into the engine cylinders where it is ignited and burned. During normal running of the engine, the carburetor supplies a mixture ratio of about 15:1 (15 pounds of air for each pound of gasoline). To say it another way, each gallon of gasoline requires as much as 1200 cubic feet of air for normal combustion in the engine. As much as 100,000 cubic feet of air may pass through the engine every 1000 car miles. This is a great volume of air and it is likely to contain large quantities of floating dust and grit. Since this dirt and grit could cause serious damage to the engine parts if allowed to enter the cylinders, an air cleaner is used to filter such particles from the air.

The air cleaner is mounted on the atmospheric side of the carburetor air horn and is usually made of filter material such as fine mesh metal, special paper, cellulose fiber, or polyurethane, through which the air must pass. This material provides a fine maze that filters out the dust particles.

The air cleaner has a second function; it muffles the noise resulting from the intake of air through the carburetor and intake manifold and past the intake valves.

The air cleaner also acts as a flame arrester in case the engine backfires through the carburetor. Backfiring may occur at certain times as a result of ignition of the air fuel charge in the cylinder before the intake valve closes. When this happens, there is a momentary flash back through the intake manifold and carburetor. The air cleaner prevents the flame from erupting from the carburetor and possibly igniting fuel or gasoline fumes outside the carburetor.

An internal combustion engine is an air pump and the amount of power developed is dependent on the amount of air the engine can get. If the filter is dirty, the air flow is restricted and the power output is cut in direct proportion.

Of the different types of air filters, all must have four major qualities:

Efficiency — They must remove a high percentage of the dirt in the air. Experts say if an air filter removes only sixty percent of the dirt from the air your engine will wear as fast as if no filter at all were used.

Large capacity — Any filter must be able to hold a large amount of dirt and be good for thousands of miles before it needs servicing. The limit for dust capacity is reached when the restriction has increased to the extent that further operation of the filter would cause an unacceptable loss of power.

Low in-air-flow restriction — The restriction of the air flow through the filter when new and after use must be sufficient so as not to limit engine power.

Fit into space available.

While all four qualities are equally important, the last one may determine the types of air filtering devices being used today. The Air Maze is the oil wetted mesh type and is probably the least

effective. The oil bath type came into use later and is still being used in some applications. The oil-wetted paper elements are primarily used by GM and maintenance is critical. They must never be oiled, washed, tapped, or blown because this type of paper is fragile. The two most common types are the pleated dry paper and polyurethane. The different types of filter materials have different levels of restriction for each square inch of face area. Tests show that most commercial paper filter materials have quite similar restrictions per square inch of face area, though the foam types have somewhat less restriction than most pleated paper types.

The most important factor governing engine performance, after the elimination of parasitic restrictions such as closed housings, is filter size. The Holley carburetor people ran some interesting air flow tests on different filter configurations to check out some of these points, and to aid in the selection of an optimum filter for a given engine. They used a conventional 4 barrel performance carburetor, of a little over 700 CFM capacity rating and measured the air flow through it with different types of air cleaners. The bare carburetor with no filter provided 713 CFM, while a domed funnel type foam and a low restriction 14 x 3 inch filter were identical at 675 CFM. When two of the 14 x 3 elements were stacked, 713 CFM resulted. This shows that restriction varies as the size of the element changes, and to a less extent on the filter material. However, in this test, the foam filter had less effective face area. The foam filter material thus has less restriction per square inch of face area than pleated paper.

Basically, what this proves is that if a large enough filter us used, there is no restriction to air flow. The typical factory system using a single snorkel housing resulted in a restriction down to 480 CFM in the Holley tests.

In the Model A production configuration, the air horn is pointed toward the rear of the car. In this position anything moving past it will tend to continue moving in the same direction due to inertia. Obviously, the heavier moving particles will be less affected by engine vacuum which is trying to pull everything thru the carburetor. It should be very evident then that at idle the carburetor is pulling nearly everything the air can carry into the engine, and as speed increases, a natural filtering action is occurring. This is good as far as filtering is concerned, but the increasing speed has an adverse effect on air intake with respect to vacuum. At idle the intake vacuum is maximum and approaches zero as speed increases. Therefore, it becomes increasingly difficult to draw air into the air horn until top speed is achieved when no additional air is available.

What this means is that at any speed the intake air must change direction 180 degrees. When using an Air Maze, the air must still make a U-turn, but it is picked up with only a directional change of 90 degrees into the filter which would improve intake volume.

A couple years ago I found a polyurethane foam type filter, made by Uni Filter, with the exact dimensions to slip inside the Air Maze. It can also be attached to the outside of the air horn with an increase in filtering face area. Those who are primarily interested in driving can use it either way, while those interested in showing their car can install it inside the Air Maze where it doesn't show, but still protects the engine.

These filters are designed primarily for use on motorcycles and would therefore be available thru some motorcycle shops. The part number for the A carburetor size is U-402 and the B size is PK-8.

However, engine protection is NOT the same unless the intake system is sealed. The foam filter attached to the carburetor provides its own seal when mounted, while the Air Maze elbow does not provide a good seal. While I have not tried this, probably easiest way to seal the elbow is to lay a good bead of silicone sealant around the carburetor air horn before attaching the air Maze. The small hole in the bottom of the carburetor air horn must also be sealed to assure only clean air enters the engine. This is important. The use of an air filter should be disregarded in judging competition so that removal should not be necessary. It is hoped the judging committee will take this into consideration.

Uni was very cooperative in providing me with different sizes to test. To date I have not yet tested the longer elements. Stewart Warner has provided a vacuum gauge with which I have monitored this filter for a few thousand miles with no noticeable negative effects. I recently received an air restriction gauge from Baldwin Mfg. Co. and hope to utilize it soon to monitor air restriction.

Uni also provided a size to fit the Zenith B carburetor. This element has a chrome cover on the bottom, or the rear when mounted. This may have an advantage of preheating the air due to the close proximity to the exhaust manifold. Uni says this special foam represents a major advancement in air filtration technology and according to their comparative air filter characteristics chart, had the best characteristics overall of any material available.

For those of you who are not presently using an air filter on your Model A and are not convinced of its value, I would suggest you give some additional thought to whether you should. Possibly you feel that since you drive in the city all the time or live in a particular area, the air your carburetor is breathing will not harm the engine. As I mentioned earlier, the engine requires approximately 1200 cubic feet of air at sea level. Then add dirt to the air on the basis of about 400 tons per cubic mile of air over cities and much more in farming areas and above secondary roads. Mixed with oil, these foreign materials would grind away the metal of internal engine parts. An air cleaner may prevent this.

All filters are used for a good reason, providing they are efficient, and are largely responsible for a more durable engine. It stands to reason then, that an air filter should be used on your Model A engine to increase its durability. There is no doubt in my mind that if the Model A were being designed or produced today, it would have an air filter. It's true, the Air Maze is called an air filter, but, at best, these filters protect engines from only the largest abrasive particles, providing minimal prevention of damage.

The technology of filtration has progressed extremely quickly during the past twenty years. Earlier it was, at best, an inexact science. It has been said that a total air cleaning system may be as much as 99.9% efficient. One key to good air filtration is to keep all parts of the air intake system well sealed. Any leaks should be corrected immediately as it takes only a small leak to "dust" an engine. Your engine is only as good as the air going into it. Air full of dust, dirt and other contaminants can ruin your engine, and too little air won't allow it to operate properly.

I would like to express appreciation to Baldwin Mfg. Co., Stewart Warner, and Uni Filter for their help by making gauges and filters available for this study.

This article was re-printed from the Restorer magazine.
The Restorer is the magazine of the Model A Ford Club of America.

Keeping pace with epoxy primers

by Ron Bruesch

It's always better to keep pace with technological advancements instead of lagging behind and trying to catch up later.

But, as is the case with the usage of two-part epoxy chromate primers, these steps are not always taken.

Although epoxy primers aren't new to the industry, they have been overlooked for many years. These primers were ignored primarily because many painters assumed that lacquer primer surfacers offered comparable adhesion and corrosion protection. Not true.

Granted, lacquer primer-surfacers do offer an acceptable degree of adhesion and fill, but not enough for today's high standards. One industry instructor once commented that lacquer primers are only Band-Aids and not a cure for the problems painters are now experiencing.

Furthermore, the new basecoats and clearcoats soften lacquers under them and may cause sandscratches, solvent popping and a possible loss of intercoat adhesion.

Epoxy primers are catalyzed and, when fully cured, will not shrink or re-soften. These primers can be applied to all substrates, except elastomeric flexible parts, and underneath urethane and polyurethane topcoats to produce two of the most durable paint systems now available. In order to increase adhesion and resistance to moisture, some manufacturers suggest applying plastic body filler over the epoxy primers.

There are a couple of reasons why epoxy primers produce maximum long-term adhesion.

First, the epoxies behave more like enamel than lacquer, producing a better flow-out, or wetting action.

Second, these primers are thin enough to penetrate the substrate, producing an adhesion almost equal to factory primer and closely duplicating the E-coat used in production by the OEM car and truck manufacturers.

With an induction time of approximately one-half hour, the zinc-rich epoxies also provide superior, anti-corrosion protection.

So, if epoxies are better, why aren't refinishers using them more often?

Most painters are reluctant to change their methods, and, unless forced to do so, will not. But the higher price tags on new cars and the extended warranties of five years or more for corrosion resistance, dictate a greater variety and better quality of products used to repair new vehicles.

In addition, original equipment and replacement parts, constructed of the lighter gauge sheet metal, need top quality materials for top quality repairs.

For example, a light coat of zinc-rich, weld-through primer applied to all joints and seams before welding bare metal and once again after sealing the seams helps resist corrosion. An epoxy chromate primer also makes a good foundation for most topcoats.

Currently, epoxy primers are the only primers fully recommended for first-coat corrosion protection by the Inter-Industry Conference on Auto Collision Repair. (Unibody Course Unit Six, Restoring Corrosion Protection, is a course offered by I-CAR that addresses this topic.)

Some body shop owners are heeding this recommendation. Those who use all the necessary products to ensure top-quality repairs deserve full compensation from the insurance companies for their efforts.

Those who don't, may be left behind and eventually shoved out by competition altogether.

For shop owners who are already using this product or for those of you who plan to do so, the following information and suggestions will help ensure the appropriate storage and use of epoxy primers.

Depending on room temperature, activated epoxy can be saved for three or four days by simply storing the leftover material in a coffee can. At the North Dakota State College of Science, we write the date on masking tape and stick the tape to the can. This technique helps ensure timely use of the product.

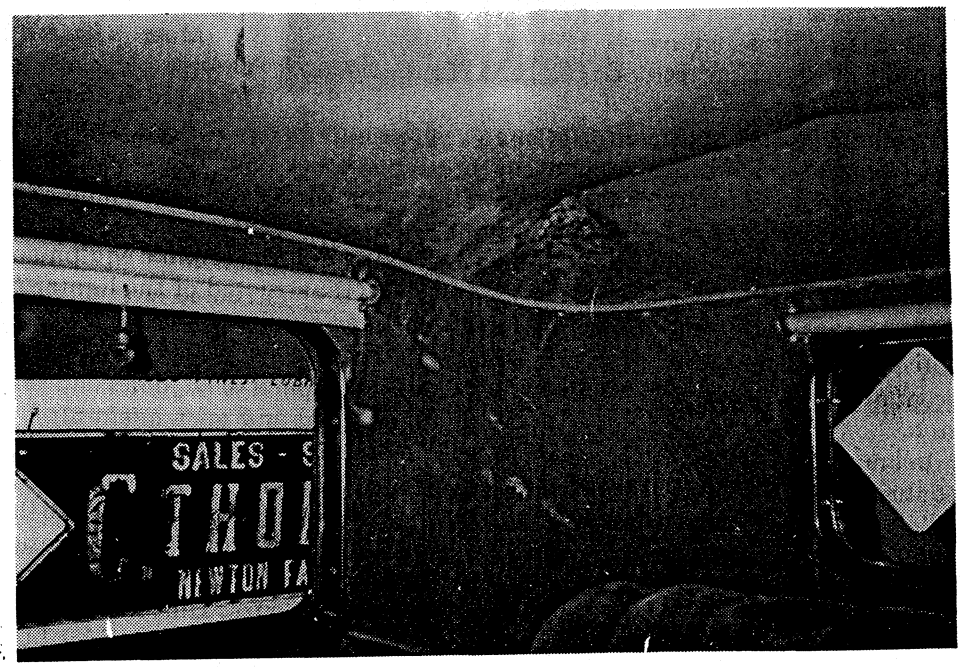
If the reduced undercoat material starts to settle, however, stir the epoxy thoroughly and strain it before using. Otherwise, the leftover material may gel and clog the spray gun. If it does, you'll have to remove the fluid nozzle, and clean all the material passages and fluid tube before using the gun. It's also wise to clean the gun after each use.

Many refinishers are now using the epoxy primer as a non-sanding primer-sealer just prior to topcoating. As mentioned earlier, epoxy primer has an induction time of one-half hour. If induction is too short, the primer's corrosion protection will not be as effective.

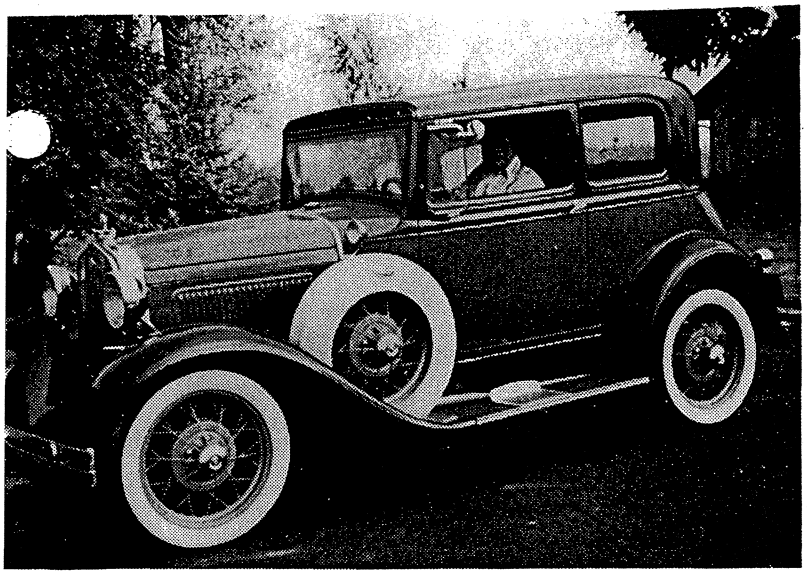
This primer is an excellent sealer if it is allowed to dry one hour before topcoating and reduced up to 50 percent with an enamel reducer or lacquer thinner appropriate to the shop's temperature. A reduction of a 1:1:1 ratio helps eliminate orange peel and decreases the flash time to approximately 20 minutes before topcoating. Since reduction lowers corrosion protection dramatically, this process should only be used when sealing.

Depending on the manufacturer, almost all paint types in a company's line of paint can be used over the epoxy primer. At least one paint manufacturer is offering four background colors to improve coverage when the epoxy is used with different colored topcoats. There is absolutely no difference in the qualities of these primers other than pigment, and the same activator is used with all four primers.

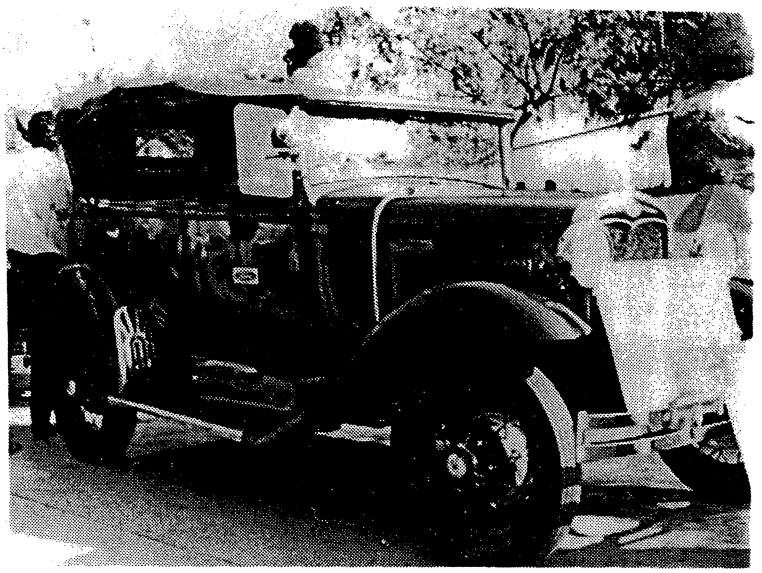
Compatibility of the entire undercoat system with a particular topcoat is the best method to eliminate premature failure of the repair. Simply choose one good paint refinishing system from a reputable manufacturer and stick to it. If you do, you'll avoid many surprises and headaches in the long run. ■



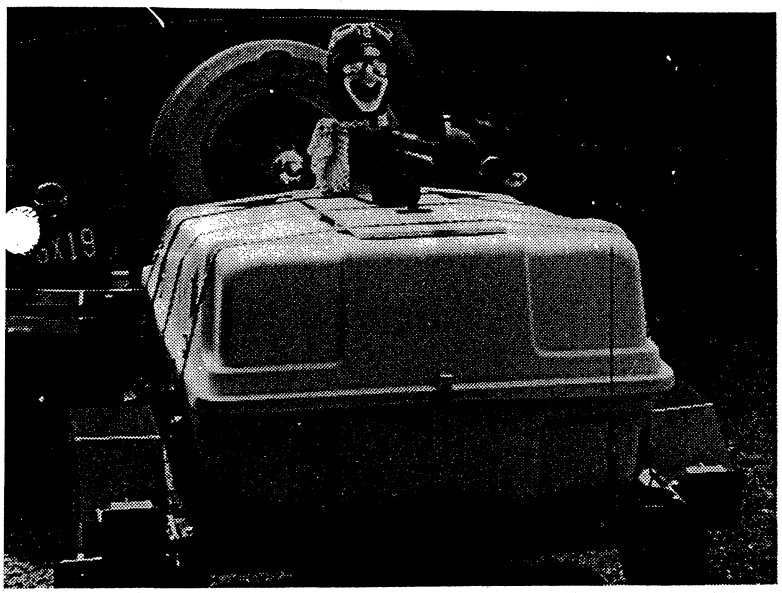
Charles McKeown owns a Victoria with an original interior. The shade color matches Bill Cilkers color chip as mentioned in this newsletter text.. Notice the tassle. Charles is from Antiock, California.

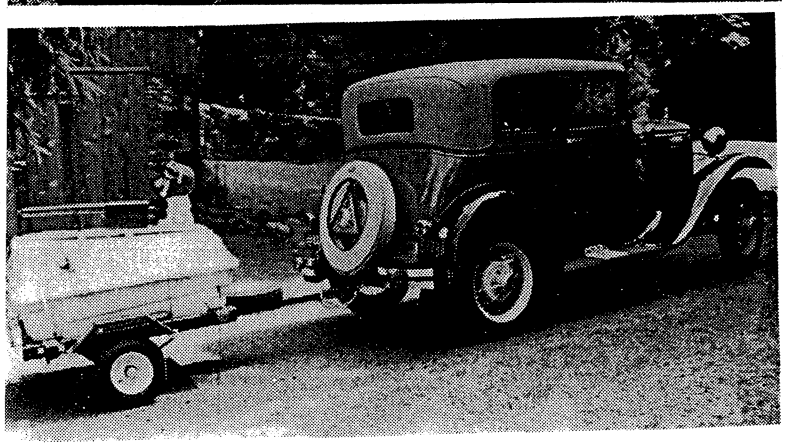


This beautiful Victoria belongs to Walter & Doris Peters of Salem, Oregon. Two tone green with Apple wheels.

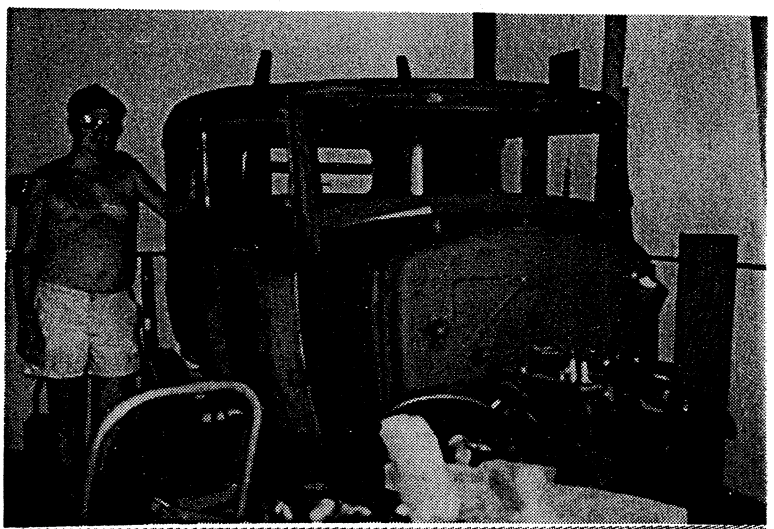


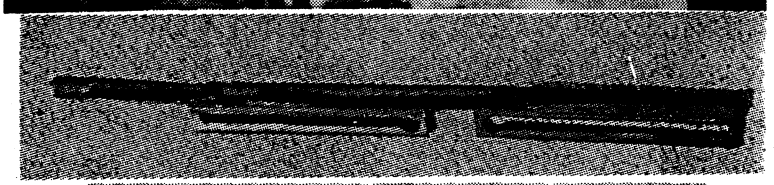
This is not a Victoria but it is a nice Phaeton from Samir K. Choksi from Bombay, India. Notice the rear fender rock guard and right hand spot light. He said it is a 29 Phaeton but notice the 31 radiator shel and lights.

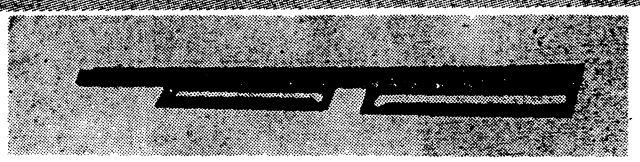




Roger De Socarris of Revere, Pa. made this cute pilot for his trailer. It sure turns heads. Looks great with his Leatherback Victoria. I like the barn too. How many planes have you shot down Roger?







These photos show the before and after repairs to George Dinius' window channel. It looks as good as new. The other photo shows George with the Victoria going together. Looks good George and before you know it she'll be finished.

68 WINDJAMMER • FRISCO, TEXAS 75034

International
Model A Ford Victoria Association

PAVLOV **By Ted Martin**

I have ordered the Victoria "T" Shirts. They are white with a large Victoria on the back. I am using the same Victoria as seen on the title page of this newsletter. Price is $5.00 plus postage. Those coming to the convention can purchase them at the Victoria meeting. When ordering, please state size and quantity. This is a service of the club and not a profit item.

Charlie