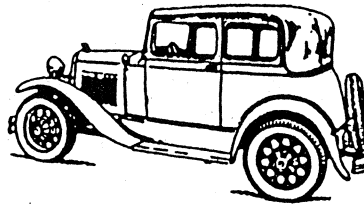


International Model A Ford

Victoria Association



PHOTO COPY
Quality Deminished



Vol. 5 No. 1

VICTORIA NEWSLETTER

January 1990

VICTORIA NEWSLETTER

Once again, it's newsletter time. It seems as though the time comes around more rapidly each time.

NEW PHONE NUMBER

First off, let me tell all of you that my phone number changed. It is now (214) 625-2922. This change allows us to call Dallas and receive Dallas calls direct without long distance. If any of you come through Dallas, please remember this.

DUES TIME REMINDER

Some of you have not sent in your 1990 Victoria Association dues. If you plan to continue as a member, I would like to remind you to send in your dues before March 1. After that date you will not receive any more newsletters. If you do not continue with us, we are sorry and we will miss you. Dues is still \$12 a year. There is still a one time initiation fee of \$5, for new members. This has helped us build up a little kitty for unforeseen expenses that we might incur or some item we might care to use some money on.

If your name, on the newsletter address label, has an orange line through it, you have not paid your dues.

I certainly hope that all of you received what you wanted for Christmas. Perhaps Santa heeded your wishes and that there were Model A Items under the tree for you. Also, I hope that each of you have a good year in 1990.

I know that this is supposed to be a Victoria Newsletter but there isn't enough Victoria Items to make a newsletter devoted only to the Victoria in each issue. I hope that you do not mind me adding other items associated with the Model A.

So far, I have had a lot of mail from members that say that they like the newsletter. I do appreciate this mail but if there are some of you that do not like the contents, please let me know. This newsletter is for all of the membership and although it is impossible to please everyone, I do want to try.

I keep appealing to the membership to send in Victoria items, articles and photos. I will print them just as soon as possible. Remember to put your name on everything. After time goes by, it is impossible to identify photos etc. without names. The membership will appreciate your submitted material just as I do.

I do appreciate hearing from all of you that call or write. As is my policy, I answer all mail and phone inquiries. Don't feel like you are bothering me as I like to hear from you and it is a pleasure for me to be able to help.

RALLY IN SOUTH AMERICA

My wife, Felicia, and I were invited to make a rally with a group from Brazil. I met Mr. Francisco Asevedo at the 1988 National Convention in Sturbridge, Mass.

The rally was from Curitiba in Southern Brazil down the East coast to Uruguay and from there to Buenos Aires, Argentina. There were 30 cars making the trip. We went with Francisco and his wife, Ecléa, in their 1946 Chevrolet. I secretly taped a FORD emblem over the Chevrolet emblem as I told him, "I ain't driving in no Chevrolet". That turned out to be a fun thing enjoyed throughout the trip.

The car clubs in these South American countries are mostly car collector clubs. Although there are Model A Clubs, most collect all types of cars. One fellow has 140 cars and five people working full time restoring them.

I will include a few photos of some of the cars in the photo section of the newsletter.

Four of my favorites were a 1936 Packard Victoria Coupe, a 1930 Buick Phaeton, a 1939 La Salle and a 1941 Ford Convertible.

The food was great throughout the trip. But the best part were the people. We were treated like brothers and were made welcome everywhere. We were treated to visits to car clubs and dinners and a party on an all day boat ride and the final Rally and awards banquet in Buenos Aires.

Next year, the rally will go from Sao Paulo up the east coast to Recife. Anyone that might be interested, please contact me and I can tell you what to do. If you go, I know that you will have the time of your life.

WE GET LETTERS

I received a letter from Al Parker requesting information on the header trim strip going across the front of the roof to trim the top material to the header.

This was covered in a previous newsletter but I will cover it again.

The TOP MOLDING from the beginning of production to February 1931 was a one piece of open metal that nailed down into the wooden header. The wooden header is under the metal header so you nail through the metal header into the wood. There are holes for the nails to pass through the metal header. After the strip is nailed down (from side to side) covering the cloth top, the strip is then closed.

Several of the Model A Suppliers have the strips. The set I bought from Terry Burtz had instructions for closing the strip. Note: When I installed mine, rather than trying to locate the nail holes in the strip and pass through the nail holes in the top metal header, I simply re-drilled the holes with a drill smaller than the nails. This proved out to work fine. Be sure to use the grooved nails.

After February 1931, there was a new type molding which was a folded over type. I am not familiar with this type but it is available. I understand too that some of the original cars that are still around vary on the date of this change over. However, for those showing their cars, I would stick to the February 31 date as stated in the Judging Standards.

Several people have asked about the modern shocks as used on my car. I have photos in the photo section of this newsletter if you are interested in seeing what they look like. As quoted previously, I have a fellow that makes the brackets for \$75 a set. If you are interested, advise and I'll get some for you. The only hard part to install on the Victoria is the upper rear bracket. I had to take a large wood drill and drill away some of the left and right floor sill to get the bracket on top of the rear bumper arm. If you do not have the body on the car, that would be the time to install the bracket. The sill still would have to be cut out to allow room for the bracket.

This request is from William Bond (the fellow that makes our floor board steering covers, visor brackets and female dove tails). Help! Hey out there in Victoria Land. I need help in identifying a narrow slot about one inch long and about 1/8 inch high with rounded corners. There are two of these. One is located in the center of the inside of the door window frame about 1/8th inch below the outer lower sill. The other is located in the center, lower inner window frame (the wood grained part) just opposite the other slot. When the inner frame is installed, they are opposite each other. On another un-restored Victoria, I noticed a piece of rubber protruding out towards the glass in the door on both sides. Now then, is this rubber available? Are they anti-rattlers?, what do they look like? What can you tell us about these slots? Let Charlie Viosca know so he can put it in the newsletter then we'll all know. Thank you, William Bond.

WRITING TO THE EDITOR

For simplicity, when writing to me, you do not have to write the complete association name on your correspondence or on your dues check. Just write "Victoria Association" and that will be sufficient.

NATIONAL NEWS

The MAFCA board of directors have been elected and installed. Here are the directors and their positions for 1990: Aldie Johnson - President, Patti Jones - Vice President, Don Hayden - Secretary, Bertha Haueter - Treasurer, John Hargrave - Technical, Fern Davis - Chapter Coordinator, Ray Barth - Advertising, Charlie Viosca - Publications & Public Relations and Jerry Bengel - Membership.

My congratulations to all of them. I know that the new members to the board will serve well in their new endeavors. The members that have been on the board are very capable members and I have enjoyed serving with them. I look forward to a great year for MAFCA. Also, I know that Aldie Johnson is a most capable person and will serve MAFCA as a superb President.

If you want to have your name listed in the New Club Roster, be sure to pay your MAFCA dues before the end of February.

Also, we are placing advertisements in the new Roster to help defray cost as well as have dealers names available to the members using the roster while on the road.

The bid for the 1992 National Convention has been approved. The announcement as to where it is going to be held will be announced at the 1990 National Convention in San Diego this July.

If you have not yet made plans to attend the 1990 National Convention, I urge you to consider doing so very quickly. San Diego is a great sight and the Queen Mary Chapter has great plans for the convention. If you do not attend this convention, I am sure that you will miss one of the best conventions yet.

Those of you that belong to MAFCA, have received the 1990 Model A Calendar in the November/December issue of THE RESTORER magazine. I wrote to the artist that drew the Model A's and asked if he had a drawing of the Victoria. He replied and sent a copy that I will print in the photo section. The artist is: Mr. Gary R. Callander of Calgary, Canada.

I appreciate and thank Mr. Callander for answering my letter and sending the drawing.

JULY NEWSLETTER

Mr. Paul Sund of Pacific Grove, CA. has volunteered to produce and mail the July newsletter for me. As you probably remember, I am going to have an entry in the 1990 Great American Race. I will not have time to do the newsletter and I am grateful that Paul has offered to do this for me.

Send everything to me and I'll forward it to Paul.

WINTER ELECTRICAL TROUBLES

I am enclosing an interesting page from the Fort Worth Cowtown "A" newsletter. This page was taken from the Ford Service Bulletin of October 1930. It is on Winter Electrical troubles. I hope you enjoy reading it.

EMBARRASSING MOMENTS

While at the National Convention in Sturbridge, Ma. in 1988, I was told by a car judge that the color (for the wheels and stripe) was going to be changed from Straw to Tacoma Cream. I wasn't very smart as I took that judges word and put out information that this change would take place. Well, as it turned out, the color didn't change and now my face is red. I am printing the Victoria colors as per the new Judging Standards and Restoration Guidelines. I hope that this hasn't caused any of you any problems. From now on, I will not make and advance changes, I'll wait for them to appear in the Standards.

VICTORIA MOLDINGS

I am printing a portion of the Standards that pertains to the Top Molding of the various Model A's.

Under style "L" you will notice that the listing for body types states, "45-B after 5/31, 160-A,B,C; 190-A.

I have had calls and inquiries about this as it is confusing to some. It is thought that this is not for the Steelback Victoria until after 5/31. I have called Marco Tahtaras and he confirms that this is not the way it is intended. The comma after 5/31 separates it from the 45-B and so to explain more clearly, the Steelback Victoria used the molding listed under "L" from the beginning until the end of production.

Only the 45-B used it after 5/31.

A member, Rob Mills wrote to advise that Bratton's has the 'L' and 'K' style molding used on the Victoria HEADER after 2/31.

Also Rob tells me that Bob Drake also has the Steelback molding listed. Rob said that he made a wood fixture with the inside radius and outside radius. Then he located the molding in the fixture up to where the bend was to begin. Then he started to heat and bend around the fixture. He said that he had to do a little filing on the strips.

I hope that this is of help to some of you.

WINDSHIELD RUBBER

I have listed an ad for windshield rubber reproduced especially for the Victoria. A friend and fellow Dallas Club member had this rubber reproduced and is offering it for sale. Some of the dealers are selling it for him. You can order direct or see if your dealer has it.

The rubber that attaches in the grove around the windshield to seal it when it is closed is a special piece not made before.

Also, the upper piece between the header and windshield hinge. This is a specially thick piece and special shape. It is not reproduced anywhere and several members asked where they could buy it. Now, there is a place.

It was certainly a good thing for all of us that Bruce Waterman went to the trouble to have this rubber reproduced. It is great and an exact reproduction.

Dale Gosa had written about this last March. I hope this isn't too late for Dale. I might add that Bruce probably will not have any more made so if any of you think you might need some, I'd suggest purchasing the set and keep it for future use.

GREAT AMERICAN RACE

The 1929 Roadster Pickup that I am preparing is coming along very well. It is running with the "B" inserted engine installed. The cab, bed, hood and radiator are installed. The only items that need painting and installation are the two doors and rear fenders and the windshield frame.

The seats and top should arrive in mid January as well as the overdrive. There is a practice Lap Of Texas that will be held on April 19, 20, 21 & 22 from Dallas to Waco, Abeline, Big Spring, San Angelo, Midland/Odessa, Lubbock, Amarillo, Wichita Falls and finish in the Dallas/Ft Worth metroplex. We will be making that race for the much needed practice.

The race people suggested that we paint the pickup bright colors as if you don't no one will take pictures of the vehicle. The Ford colors are just too dull. So we heeded their advice and painted the fenders black and cab in original rock moss green with a bright yellow hood and bright red pickup bed and trimmed the upraised portion of the bed with the yellow. Those two colors are set off with a black pin stripe. Yes it is bright but it was decided to modular paint it so that it can be put back to the original rock moss green without too much trouble.

The exact route has not been nailed down as yet but I will have that by the April newsletter. Hopefully, some of you that live on or near the route can come see us go by.

FUEL FILTER

If you are using the glass settlement bowl on your car, you can add a fuel filter in the bowl. It is AC # GF149. Just drop the bowl and insert the filter and replace the bowl. Sometimes the glass bowl is hard to seal and I dry it off as well as the top and smear a small amount of Permetex sealer #2 on the glass rim and re-insert.

BODY & ENGINE NUMBERS

Several persons are confused about the engine and body numbers. First off, the engine number is stamped on the left side of the engine. I'm sure everyone knows that.

The body number is on a tag on the firewall inside the engine compartment on the passenger side. Several persons have no tag and that is one reason we put out a list so you will be able to interpolate a number from our list. Several have sent me the number 190-A which is the designation for the Victoria. The number I am after is after the 190-A and it should be stamped into the tag. An example would be: 190-A 3456.

There is a frame number which is on the top of the frame on the drivers side just to the rear of the front body bolt hole. Unfortunately, you have to remove the body to see this number. If your engine is the original engine, it will have the same number as the frame. Also, if you know the frame number, you can have your rebuilt engine stamped with the frame number and you will be correct.

One other item that comes up is about the indented firewall. The indent firewall is located just in front of the passenger where the fuel line comes out of the firewall. If it is an early Victoria, it will be flat in the area just like the rest of the firewall. If it is a late Victoria, it will have the indent.

Any questions about this, just let me know and I'll answer.

VICTORIA ASSOCIATION NEWSLETTER

The International Model A Ford Victoria Association newsletter is a Body Style Chapter of the Model A Ford Club of America and a Region of the Model A Restorers Club. The purpose is to aid its members in the authentic restoration of this (Victoria) particular body style. To achieve this purpose the newsletter is published by the Editor on a completely volunteer basis. It is written, edited, typed printed and mailed from 68 Windjammer, Frisco, Tx. 75034. It is our intent to furnish you with as accurate information as possible. Reprint or quotes from this newsletter is granted, provided due credit is given.

FOR SALE

Wood kits for Victoria Steelback & Leatherback Ford Model A's. Steve Cannon, 1418 NC 150 W., Summerfield, N.C. 27358 (919) 643-7373.

FOR SALE:

Victoria windshield rubber. This is all of the rubber to seal the windshield including the piece above the hinge between the header.

Bruce Waterman, Rt. 6, Box 560, Kemp, TX. 75143 (214) 432-3233.

Price for all of the rubber is \$20.

(Editor comment) This is an excellent reproduction like all repro's should be. Try it, you'll like it.

FOR SALE & WANTED

I have the floor board steering plates, the visor brackets and female dove tails for the Victorias, Slant Windshields.

Bill Bond, 1040 Old Squaw Pass, Evergreen, CO. 80439 (303) 670-3283.

Bill also asks: Help - I need the complete drip rails for the Victoria.

Bill needs the whole top for a 1930 Cabriolet. If any of you can help, please get in touch.

Do any of you know of a source for the Victoria drip rails? please advise me (Charlie Viosca) so I can tell the members.

WANTED

Victoria rear apron (the lower rear body piece between the fenders). Original inside door handles and escutcheons. Original owners manual for a mid April 31 model A. The rear spare tire lock. If anyone needs a window riser repaired or the rear seat male catch made, I can help out. I do not want to get into the business, just help out. John Brutchter, 7 McArthur Rd., Baldwinsville, NY. 13027.

WANTED

Needed badly, can you help? I need the left rain gutter, both front seat frames, window moldings for the left and right door windows, rear window molding, brackets for both sun visors, vacuum wiper motor and the windshield frame.

Ralph Caporelli, 23 Houghton St., Worcester, MA. 01604. (508) 752-4243

Editors note: The garnish moldings can be bought from: Don Vagasky, 2220 S. Plasetta Perlozzo, Tucson, AZ. 85748 - (602) 296-1130.

Wooden seat frames can be bought from Steve Cannon, see top ad.

Sun visor brackets from Wm. Bond, see above.

1930-1931 VICTORIA (190-A)

Body	Belt & Moulding	Stripe
Brewster Green	Black	Apple Green
Medium		
Ford Maroon	Black	Vermilion
Kewanee Green	Elkpoint Green	Apple Green
Chicle Drab	Copra Drab	Straw
Black	Black	Apple Green

TOP MOULDINGS & DRIP RAILS

STYLE	WIDTH	APPL'N/MATL.	BODY TYPES
D	5/8"	SIDES & REAR ALUMINUM	45-B TO 6/31, 155-B,D; 165-B,D; 170-A,B
E	5/8"	FRONT ALUMINUM	45-B, 60-C, 79-B, 85-B, 155-A,B,C,D; 165-A,B,C,D; 170-A,B, 190-A TO 3/31, 225-A
F	1/2"	FRONT ALUMINUM	55-B, 82-B, 130-B
G	5/8"	SIDES & REAR ALUMINUM	45-B, 155-A,C; 165-A,C
H	9/16"	SIDES & REAR STEEL (2-PC)	45-A, 49-A, 55-A,B; 135-A, 82-B, 130-A,B
I	1/2"	FRONT STEEL (2 PC)	45-A, 49-A, 55-A,B; 82-B, 130-A,B
J	11/16"	FRONT STEEL (2 PC)	60-A,B
K	5/8"	FRONT ALUMINUM	160-A,B,C; 190-A after 2/31
L	5/8"	SIDES & REAR STEEL W/INSERT	45-B after 5/31, 160-A,B,C; 190-A
M	N/A	STEEL (2 PC)	PASSENGER CARS & DLX. DELIVERY
N	N/A	STEEL W/INSERT	STATION WAGON & COMMERCIAL VEHICLES

1989 ACCOUNTING**INCOME**

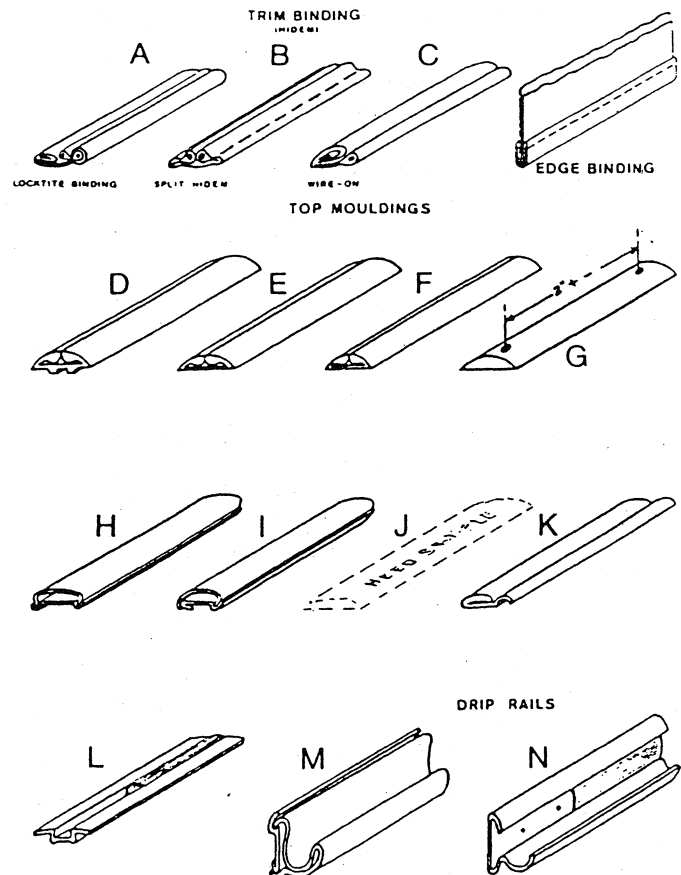
Interest on account	77.86
89 Dues collected	2193.00
Carried over from '88	134.00
T O T A L	\$2404.86

EXPENSE

Print & mail newsletters	\$ 956.44
Copy back newsletters	122.93
Mail back newsletters	16.03
Other postage	79.04
Post cards and stamps	79.82
Repayment of overpaid dues	17.00
Word processor repair	56.16
Ad in 1990 conv. program	25.00
T O T A L	\$1352.42

Income less expense = \$1052.44

In bank account 31-12-89= \$1540.44
Less 1990 dues collected 488.00
T O T A L \$1052.44

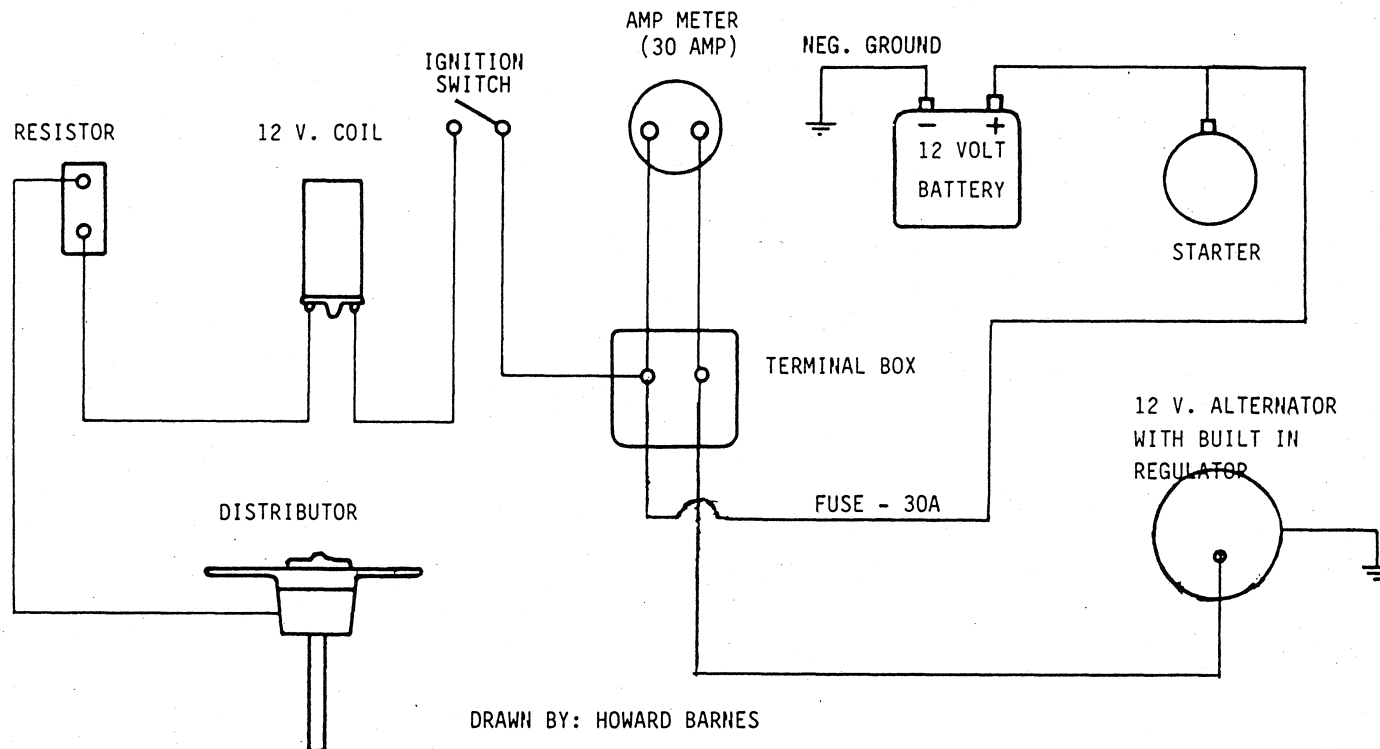


Illustrations by John Hecopp

IF YOU WISH TO CONVERT YOUR MODEL A FROM A 6 VOLT SYSTEM TO A 12 VOLT SYSTEM, USE THIS DIAGRAM, NOTES AND PARTS LIST. IT IS STRONGLY SUGGESTED TO CONVERT TO THE HALOGEN HEAD LIGHTS IF YOU DO MUCH NIGHT DRIVING. ALL OF YOUR LIGHTS WILL BE AS GOOD AS A MODERN CAR AND IT WILL BE A LOT SAFER.

HORN:

You will have to install a resistor in the horn line to reduce voltage to get the horn to blow properly. I went to a recreation trailer dealer and purchased a resistor for trailer electric brakes. It was easy to set the proper resistance and the horn blows great. If the sound changes, you can change the resistors adjustable slide to obtain proper sound again.



DRAWN BY: HOWARD BARNES

LAMP CONVERSION

6 V. 12 V.

63 COWL & 67
DASH

209 TAIL 1003

1129 BRAKE 1073

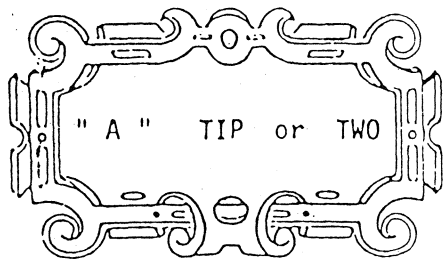
PARTS

- A - USE 30 AMP AMPMETER ESPECIALLY IF YOU USE HALOGEN HEAD LIGHTS.
- B - USE AN ALTERNATOR THAT HAS A BUILT IN REGULATOR AND ELIMINATE A SEPARATE REGULATOR.
- C - 12 V BATTERY SUCH AS THE DELCO #55-60 OR AN INTERSTATE MT 26 or 2642.
- D - RESISTOR - FILCO DR - 12 OR SIMILAR

NOTES

- 1 - It is recommended to install a fuse after the starter.
- 2 - Replace the popout switch with non-popout switch. I used a switch with center off, left accessory on, right all on.
- 3 - Hook up 12 V battery with NEGATIVE ground.
- 4 - You have to reverse amp. leads for correct polarity.

Important Note: If you use a coil that has the resistor built in, do not use the resistor shown.



WINTER ELECTRICAL TROUBLES

Winter electrical troubles are principally due to the effect of cold weather on the electrolyte in the battery, and failure to correctly adjust the generator charging rate to meet the conditions under which the cars are operating. For average driving during cold weather, a generator charging rate of 10 to 12 amps. is sufficient. This rate can of course be raised or lowered to meet any unusual conditions and operating needs.

HARD STARTING RESULTING IN RUN DOWN BATTERIES

At zero temperatures the starting ability of a battery is reduced to 1/2 its normal capacity, and its internal resistance proportionately increased. In other words, a battery that will crank the engine for 5 minutes at normal temperatures will only crank it 2-1/2 min. at zero temperatures, and only about half as fast. In addition, the amount of daylight driving is considerably reduced. Also due to congealed oil, the engine is stiff and requires considerably more power to turn it over. These conditions often result in a battery becoming partially or fully discharged. ... When trouble of this kind is experienced, the remedy is to increase the generator charging rate by 3 to 5 amperes. Do not use the ammeter on the instrument panel to adjust the generator charging rate. A master ammeter must be used for this purpose.

BULBS BURNING OUT

In cold weather the generator voltage is considerably higher than normal.

This is sometimes noticeable by the bluish white color of the light from the bulbs. The increased voltage is caused by the low temperature of the electrolyte which increases the internal resistance in the battery, and in order to maintain a constant charging rate, the generator voltage correspondingly increases. When bulbs burn out prematurely, it is because they are operating at too high a voltage as a result of poor or loose connections in the battery-generator circuit or due to the charging rate being set too high. The bulbs are designed to burn 100 hours at 6-1/2 volts. If the voltage goes up to, say, 7-1/2 volts, the bulbs will last less than 25 hours. ... The remedy in such cases is to first make certain that all connections in the battery-generator circuit are clean and tight, especially at the battery terminals, ground connections, and cut-out. Any loose connections build up resistance and cause high generator voltage. Any connections found loose should be taken apart, cleaned, and securely tightened. Nuts and screws should have washers under them. Special attention should be given the battery terminals, as these are especially subject to corrosion. Take battery terminals off, clean thoroughly with ammonia, coat with vaseline and reassemble, tightening securely. If this is done two or three times a year, no trouble from corroded terminals should be experienced. If the connections are all o.k. but the bulbs continue to burn out, it will be necessary to cut down the generator charging rate approximately 2 to 4 amperes. Care should be taken, however, not to cut the generator charging rate too much or the battery will become undercharged. If it is necessary to reduce the charging rate to prevent lamps burning out, the gravity of the battery should be recorded at that time and an inspection made after the car has been driven 500 to 800 miles to note whether or not the gravity is falling off. If the gravity is rapidly falling off, it will be necessary either to slightly increase the rate or give the battery a bench charge. Otherwise, the battery may fail to turn the engine over if the weather is extremely cold.

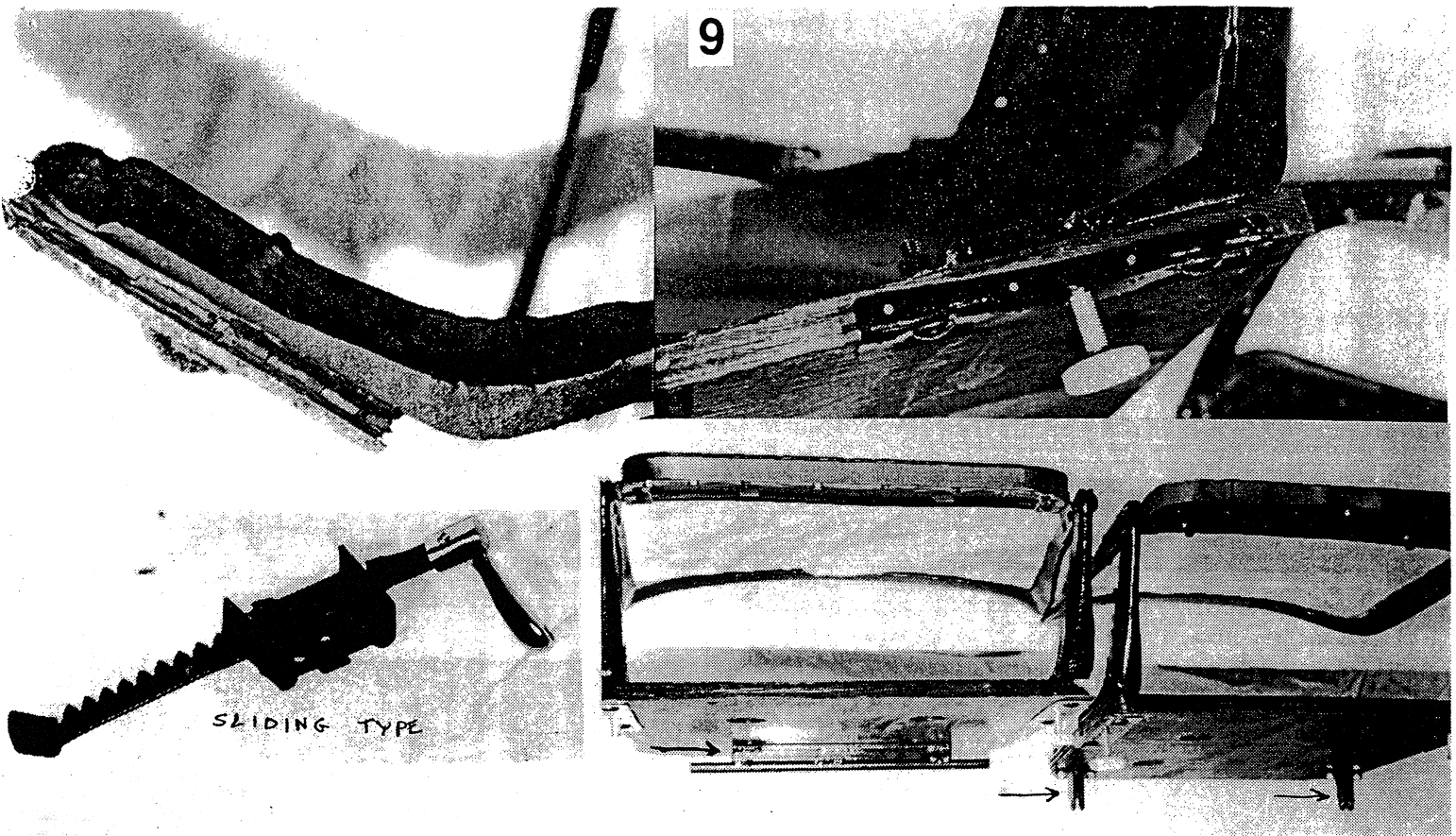
ADJUST ACCORDING TO NEEDS

Determine whether the car is operated mostly at night or during the daylight; whether it is used principally on long trips with comparatively few stops, or on short trips with numerous stops. You can then adjust the generator charging rate to suit the operating needs. No set rule can be given for generator output setting, but in general, 2 to 4 amperes higher charging in cold weather than in summer should take care of the increased demands on the battery.

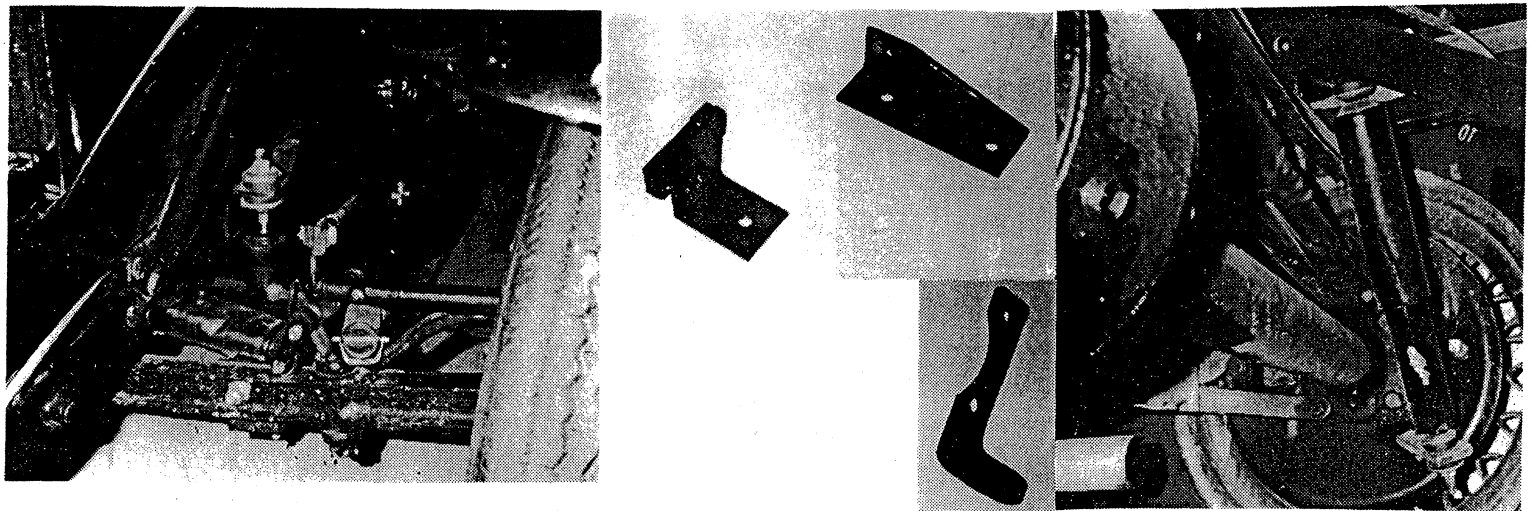
USE BATTERY AS GUIDE

In determining whether the generator charging rate is too high or too low, the battery can be used as a guide. For example: If three or more successive hydrometer readings taken at 500 mile intervals show a consistent loss in gravity, the charging rate should be increased approximately 3 amperes. On the other hand, if the readings show between 1.270 and 1.285 and the electrolyte level is consistently low, the charging rate should be reduced 2 to 4 amperes. After changing the charging rate, successive readings should be taken and recorded and the process repeated until the battery registers no consistent loss of gravity or does not use an excessive amount of water.

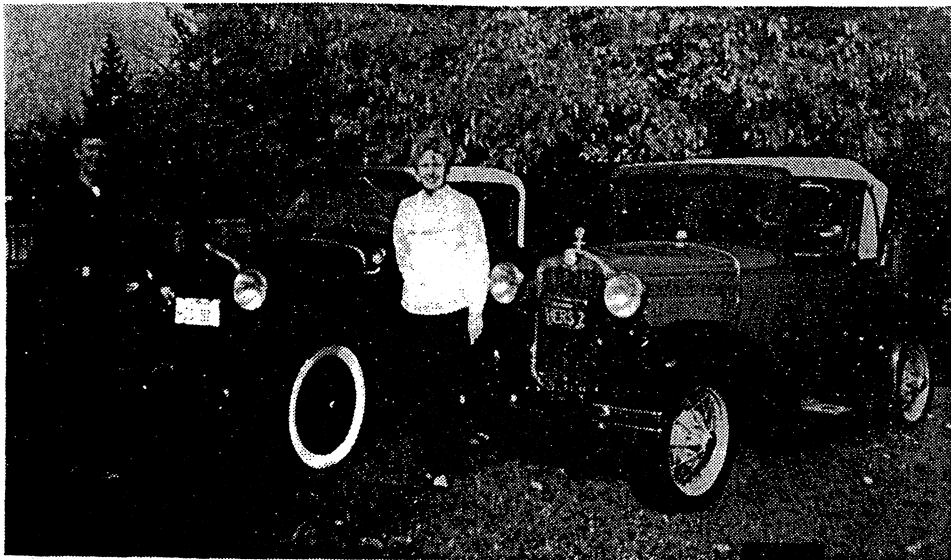
9



Mr. Carlton Bauman of Kentwood, MI. sent these nice pictures of his Victoria seats. The sliding type mechanism is on the lower left. Notice in the photo at lower right that he has made a bracket for his driver side. It is incorrect as the Victoria driver side bracket doesn't have the built up piece as Carlton has. What he has done is make his driver seat bracket match his passenger seat which uses the later type front brackets that go with the sliding mechanism. In other words, he has mixed seat brackets. He should use the sliding mechanism with the brackets on the passenger seat or eliminate the raised portion on the drivers seat and go to the angle type brackets on the passenger seat. Any questions, please write.

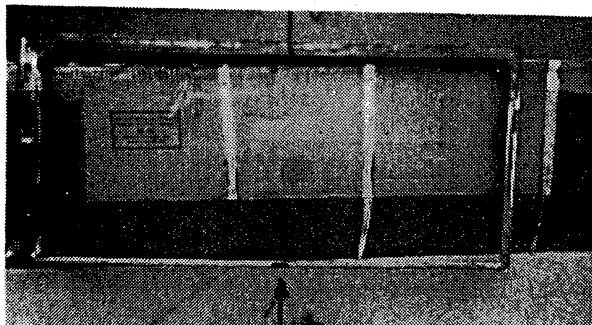
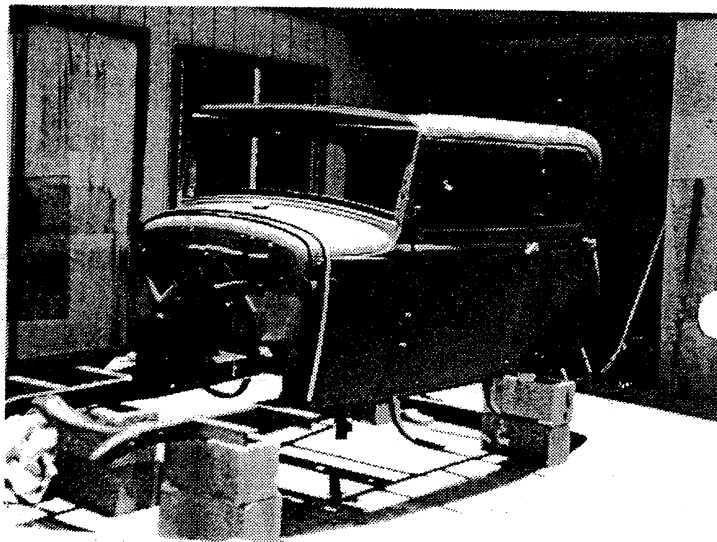


I show my modern shock brackets in the photos above. The front mount is in the left photo and the rear is in the right photo. The brackets in the top center photo show the front brackets. The lower center photo shows the right rear bracket. The upper rear bracket was installed on my pickup and I was unable to photograph it. It is a small bracket about $\frac{1}{2}$ thick, 2" wide and about four inches long and mounts on top of the rear bumper arms with longer bolts.



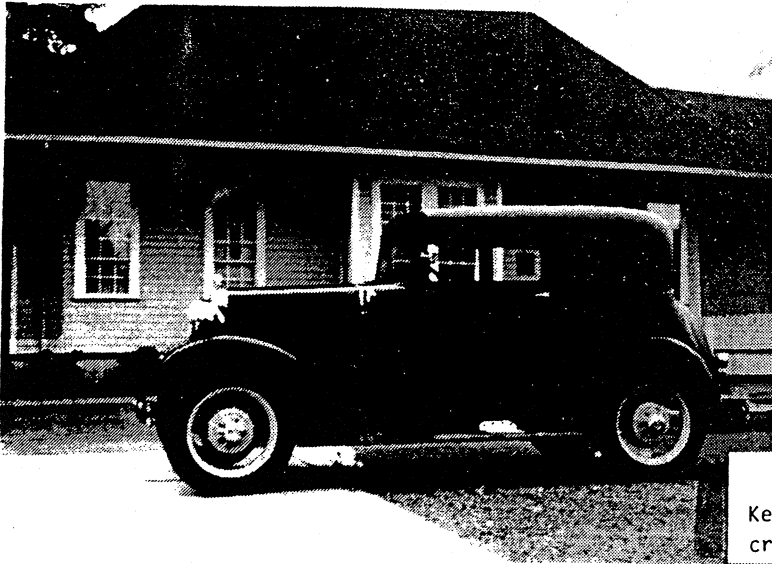
Jerry Bengel in front of HIS -02 Victoria Leatherback, all black. His wife, Marlys is in front of HERS-2 Sport Coupe. Jerry is the Membership Director of MAFCA. He is an early Victoria Association member.

Our members from Hawaii, Rodney and Christine Souza are the owners of this Victoria. I remember when mine looked like that but only in worse shape. Rodney, hang in there and it will turn out great.



Window and door frame showing the slots referred to by Wm. Bond. Please let me know if any of you have any information on this.

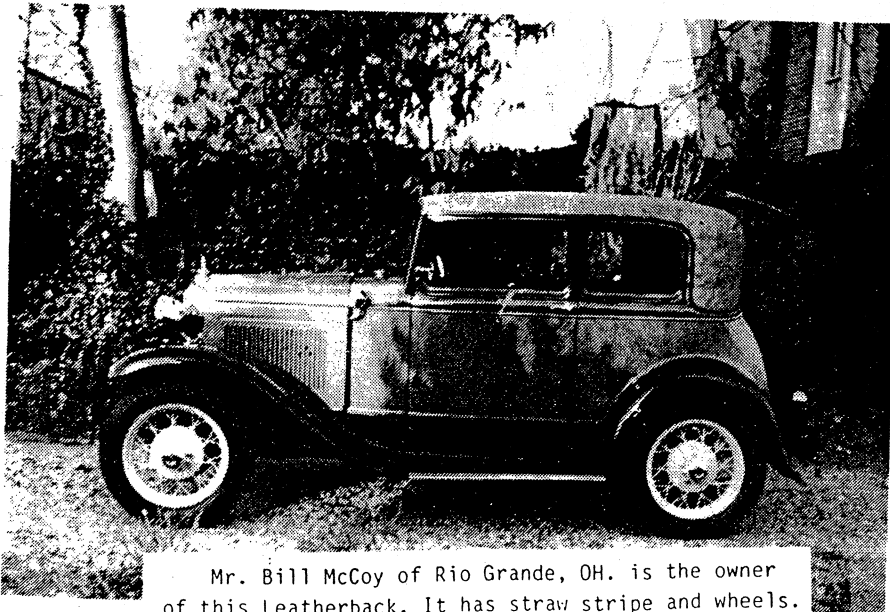




Leatherback owned by Walter and Donna Ramsey of Kent, Washington. Maroon with Vermillion stripe and cream wheels.

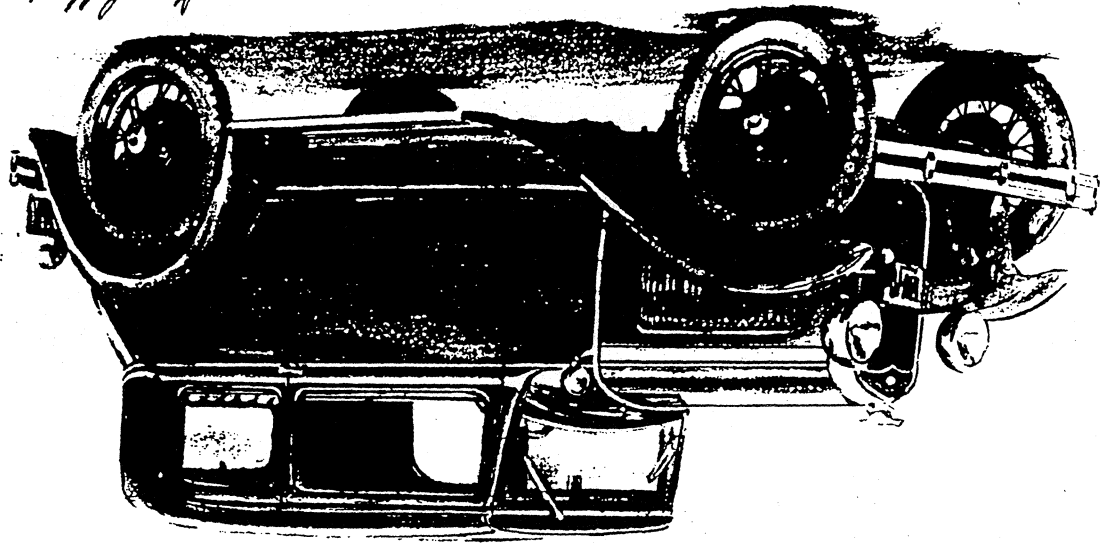


Frank and Eileen Reilly of Hilton Head Island, SC., own this pretty Victoria. It is maroon with vermilion wheels, dual sidemounts and trunk rack on the rear.



Mr. Bill McCoy of Rio Grande, OH. is the owner of this Leatherback. It has straw stripe and wheels. A very nice looking car.

Key Blanks



International

Model A Ford



Victoria Association

68 WINDJAMMER
FRISCO, TEXAS 75034