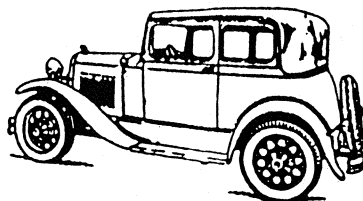


International Model A Ford

Victoria Association



Photo Copy
Quality diminished



Vol. 4 No. 3

VICTORIA NEWSLETTER

July 1989

It's newsletter time once again so I had better get started.

FASHION June and July has been a busy month for me. My wife, Felicia, and I were chairpersons of the 26th TEXAS TOUR and that really kept us busy. After the Texas Tour, we were off for the HIGH COUNTRY TOUR in Colorado. That too was a great tour. The VICTORIA did a great job in the mountains and I can say that I had no trouble. (That is unless you call a drippy carburetor float valve trouble).

There were 11 VICTORIAS at the High Country tour and we had a photo session and 9 made it. One was off on a business trip to town and didn't get back in time and the other was changing his radiator.

You can see the photo page for some Victoria pictures.

At the High Country tour, we held a Victoiria meeting. There were 14 members present plus many guests. It was a good meeting and Bill Bond showed us his Victoria female dove tails.

Vito Quaranta is going to conduct a Victoria meeting at the North West Roundup.

At the present time we have 132 members and I expect a few from the High Country tour and the Northwest Roundup.

Since the 1988 National Convention in Sturbridge, I have modified my Victoria to a road car. I have added an overdrive, Nissan fan, alternator and "B" carburetor, intake and head. The engine already had the "B" cam. I also have a water temperature guage and a 14 fins per inch radiator. John Dyke of Phoenix, AZ. told me to run the Nissan fan and radiator. He was right as my Victoria

runs at 135 degrees in overdrive and interestingly it runs 10 degrees warmer in regular drive. On the trip, to cure my dripping valve problem, I installed a regular model A Zenith carburetor and it was very noticeable of the power loss by just that one item. Also the engine temperature went up about 30 degrees. You may not believe this but it is a fact.

I can say that the Victoria really runs on the road. I forgot that I also use the 600 X 16 tires as noted in the photos.

I would like to discuss advertising with you.

As mentioned previously, there was one member that really got angry with me and resigned from the Victoria Association because he thought I was being paid by Muwood. I state again that I only ran their diagrams for the membership because they were the only good wood diagrams I had. I do not take money for advertising and if I ever do start, the money will go into the treasury of the association. What I am getting at is that I run whatever advertising that the members send in. I only recommend companies that I know do good work. I do have to be careful of what I say against someone because I do not want to get sued. Suffice it to say that I am only recommending one wood company, (the other is the member that got mad and said that he didn't need the Victoria association) and that is Steve Cannon. I run his ad's every newsletter because he sends in an ad everytime and mainly because I have had no complaints against him. Everything I hear is that his wood fits and is very good. When and if I get any more wood recommendations I will be happy to inform you.

This goes for other products too. I have Bill Bond's ad on the products he makes for the Victoria. He has gone to a lot of trouble to make the three items he sells and they are very good items. Right now, no one else (that I know of) makes the three Victoria items that he does.

If you want free advertising, let me know and I'll run it.

THIS IS IMPORTANT

In our Dallas club, we have had several members stricken with medical problems. There were two heart attacks, one cerebral hemorrhage and one brain tumor. It was fortunate that we had co-chairman for our Texas tour as one of them was the cerebral hemorrhage victim. The other took over and did an admiral job. Otherwise it could have been a problem.

What I am getting at is that I think I should canvass the Victoria Association membership to see if we have a member that would be interested in taking over the job that I am doing. I am 64 and one never knows when something could happen. I would like to find the interested party and work with him, let him know what I do and am doing. I would like him to be able to take over if something happened to me. It could be arranged to have all of the association files and property sent to him and he could continue the association business and newsletter. I would hate to see this fine organization go down the tube just because of something that could happen to me. I have put too much into it to see it fail. Aslo, the day may come that I might like a rest from this job. So, members, is there one or more of you that might be interested in succeeding me when the time comes? I think the only helpful tool necessary would be a word processor or computer. I would appreciate hearing from someone on this.

DUES - DUES - DUES - DUES

I feel that the \$12 dues and \$5 initiation fee is hurting us get new members. We have accumulated some reserve and the extra money helped a lot but I

want to go back to the \$10 dues and make the \$5 voluntary for everyone. As I said before, the members responded about 50% to the voluntary initiation fee. This allowed me to get the Mylar prints from MAFCA and duplicate them. So next year, \$10 dues and voluntary initiation fee of \$5. Remember, all of you that paid the \$5 do not have to pay again. Now no one has to pay unless they want to do so. With the reserve we have, we may be able to use in the future for something the association needs.

MYLAR PRINTS

It took awhile to get the mylar film but we finally got it and I went to my Son's office and ran the duplicates myself. By doing it this way, it cost us \$107 instead at least \$250. I appreciate my son offering to do this for us. It only took me about two hours to do the job. I think you can see that I am not wasting the Association's money.

Here is a list of the mylar drawings we have, made from the Original Ford drawings:

Drawing number	Item
A-190030 & 31	Floor side sill rear
A-190040 & B	Floor cross sill front
A-190050	" center
A-190055	" rear
A-190148	Floor board rear
A-191608 B	Rear ¼ panel back
assy. 5pg.	
A-191612 & 13	¼ lock pillar face
	panel
A-191660 & 61	Header assy RH & LH
A-191670 & 71	Belt Rail RH & LH
A-191670 & B	" " " "
A-191688 & 9	Lock pillar RH & LH
A-191694 AR & B	Pillar RH & LH
A-191740	Strainer RH & LH
A-192064 & 5	Back panel side str. L & RH
A-192066	" " center strainer
A-192074 AR6 & B	Window frame assembly
A-192088 B	Belt rail assy.
A-192232 & 3&B	Roof rail side block assy.
A-192238	" " front assembly
A-192250	" " rear "
A-192260 & AR	" " side inner "
A-192274AR	" rear bow assembly
A-192275	" " " strainer assy.
A-192280&B	Roof rib #1

A-192281&B	"	"	#2
A-192282&B	"	"	#3
A-192283&B	"	"	#4
A-192284AR & B	"	"	#5

Note that the "B" is for the Steelback.

Anyone wanting blue print copies of these drawings can have them at our cost plus postage. Just write and ask for the numbers you want. Until I have some requests I am estimating the cost at about \$3. I don't know the postage and will have to advise after shipping because this will depend on the number of pages.

ABOUT MEMBERS

I want to thank Fred & Pat Laurita of Denver for all that they did to make the High Country Tour a huge success. All of the people involved in this effort should be proud of the job they did. Tell them for us Fred.

In the July/August Restorer is a photo of the Mercer A's (PA) - This is of a gas station display built by Roger de Socarras and Larry Young. Roger and his wife, Christine are Victoria Association members from Revere, Pa. This is a very clever idea.

Frank Fussell has sent copies of his drawings that he used to make parts for the Victoria. It is of the "T" brace and bottom brace used at the top and bottom of the door posts. I have included these drawings in this issue. Please note the two vertical holes for the assist strap.

Dean Larson of Hanson, Mass. took his Victoria to its first show. He finally completed it after four years. He said, "I'm just glad it's done, so is his wife, Glenda."

I have some of Dean's drawings in this issue. Dean made a lot of parts for the car. Sure do look good and wonder if he would care to go into the business of making these parts for the members to purchase? Dean came up with a cure for the door handle droop. I am having it run in the Restorer magazine in "Tiny Tips." It is included in this newsletter.

Roger VanHouten of Monroe, Mich. asked me to remind all of you MARC members that his wife, Jackie, is running for M.A.R.C. National Treasurer on the Nick Markes ticket. (More in the National News section.

Paul Sund from Pacific Grove, Calif. has an article for us on curing the chronic ignition problems in the Model A Distributor. See this article elsewhere in the newsletter.

Paul was the one that made the Victoria trunks mentioned in a previous newsletter. He did sell the extra one. He has just finished making one for a sedan (arched back). Paul said to tell you members that he will let any of you have the patterns for the Victoria, Sedan and standard style trunk for what it costs to print the copies and shipping. If interested, contact Paul Sund, 56 Country Club Gate, Pacific Grove, California 93950. (408) 375-3992.

Members attending the High Country Tour:

Bud Hough - Cheyenne, Wyoming
 Bill & Millie Harry - Rogue River, Oregon
 Wayne and Bessie Garrison - Lincoln, NE.
 William H. Bond - Evergreen, Colorado
 Warren McWilliams - Harrisonville, MO.
 Harold Eason - Broomfield, Colorado
 Clair Morrison, Wray, Colorado
 Vito Quaranta - Mercer Island, WA.
 Fred & Pat Laurita - Denver, CO.
 Charlie & Char Baker, Jr. - Arvada, CO.
 Doc Ingwersen - Downey, California
 Ed Fest - San Antonio, Texas
 Bob & Joyce Barnard - Ft. Worth Texas
 and Charlie Viosca - Frisco, Texas

NEWSLETTER

I am proud to tell the membership that the Victoria Association newsletter received the Newsletter Award of Merit from the MODEL A RESTORERS CLUB. I am very proud of this award and thank MARC for presenting it to me.

NATIONAL CLUB NEWS

First, I want to tell all of the members that do not belong to both National Clubs, MARC and MAFCA that they are missing the boat. I have heard that MARC is for the east coast and MAFCA is for the west coast. This is pure rubbish. MARC was the first national club and later MAFCA was started in California. MAFCA has chapters all over the U.S. as well as does MARC. The MAFCA National Convention was in Sturbridge, Mass. in 1988. What's a west coast club doing having their National Meet on the east coast? Well it's a National Club and so the National Meets are spread all over the country. Next year it will be in San Diego. You should plan on going as this is expected to be the biggest National Meet ever for MAFCA. National meets are bid on by the various chapters. If your chapter would like to host a National Convention, please contact Fern Davis or Patti Jones at the Model A Ford Club of America, 250 S. Cypress, La Habra, CA. 90631-5586.

MARC, has two slate of candidates for 1990 - 1992 officers. I have been sent only one of these and they are:

Nicolas T. Markes, Livonia, MI. for President.

Craig Riker, Sylvania, OH. Vice President.

Howard A. Minners, Bethesda, Md. for Secretary.

Jackie Van Houten, Monroe, Michigan for Treasurer.

I know Howard Minners and Jackie Van Houten and know that this is a great slate of officers. If you are a voting member of MARC I urge you to cast your vote for the above.

MAFCA, has two officers going out at the end of this year and they are JB Moates and Jerry Wilhelm. Jerry is president of MAFCA this year and JB Moates was president last year. Both are fine people and I have enjoyed serving with them. There are two members coming up for re-election to the board. They are

Fern Davis our Chapter Director and Jerry Bengel our advertising Director.

I have served with these two directors for the past two years and would like to ask you to support them. There are two persons running for the two vacant spots and they are Paul Sund and Ray Barth. Both of these men will be fine directors and I ask you to support them. I understand that there are two more candidates but at this writing I have had no official word. Please see the flyers on Paul and Ray.

On MAFCA voting, sometime in late September, you should receive two ballots in the mail. Remember, this is a family club and the family gets two votes. Many members think that this is a mistake but it is not. It is important that you VOTE. While I ask that you support the above mentioned candidates of both clubs, it is important to cast that ballot. If you care to, it would help if you ask your respective clubs to support these people. They need all the help they can get in order to be elected.

You should know that the joint MARC - MAFCA Judging Standards is at the printers. The binders and separating tabs are in so it should be very soon that you can order yours from your respective club. It should be noted that judging at the 1990 National Convention of MAFCA will be done by the old standards. It was felt that there would not be sufficient time to make the changes. However, it should be noted that if you have your car by the old standards and some of the new standards, you will not be marked down for the new standards nor will you receive additional points for the new. MAFCA membership now stands at 13,400 and growing every day.

There is progress on the Joint Meet between MAFCA and MARC for 1994. A sight should be selected by the end of next year. The MAFCA reflections book was shelved for the time being and hopefully, the car games book will be out before the end of the year. Our next Board meeting will be in San Diego at the sight of the 1990 National Convention.

I am sure that all of the MAFCA members have received their copy of the July/August Restorer magazine with Andy Griffith and Don Knotts on the cover. This should become a famous cover. Andy Griffith is a real Model A'er and he gets upset if his Restorer doesn't come on time.

Anyone not a member of MAFCA is missing out on a great Model A Magazine, the Restorer, Fred Carlton, Editor. Not to leave out MARC, likewise, if you do not belong to MARC you are missing out on the great magazine, the Model "A" News, Kenneth Keeley, Editor.

PLEASE,

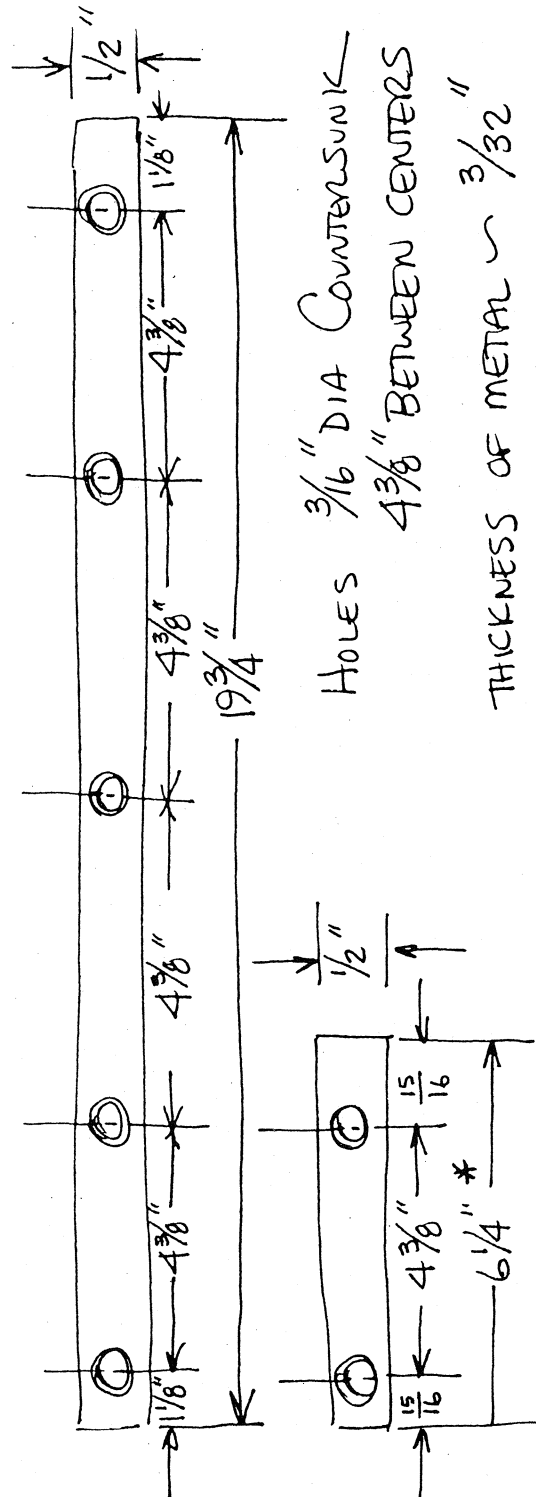
when you send notes, letters, photos or anything else, put your name and address and the date on the material. I put all of this in a stack for when I do the newsletter and later find that I don't know whom I received it nor when. I would like to give you credit for the things you send in but I can't always remember. So, please help out, thanks.

I have been asked about the Victoria frames, all the same or different for 1930 - 31? Once again, all of the Victorias (and suppose frames too) were manufactured as 1931 even though they were started in 1930. There have been some cars with 1930 radiators, some with 1930 fenders and splash aprons but who knows if they really came that way or were added later? If you are going to show, put your car to the 1931 standards otherwise the burden of proof is upon you.

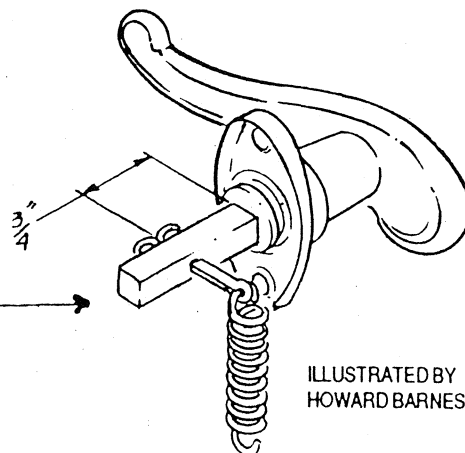
UNTIL NEXT TIME,

Charlie Vrosia

This idea was submitted by Dean Larson of Hanson, Mass. Drill a 1/16 hole in the square stock, 3/4 out from the handle and install a cotter pin. From the loop in the cotter pin insert a small coil spring. You can pass the whole thing through the door hole. Next, attach the handle to the door and stretch the spring down and hook it under the edge of the door latch bracket.



The above drawing is from Dean Larson and shows the strips that hold the material to the floor pan. This is where the hole is, over the spring. If you need these strips of metal, they are easy to make. Ford used any material he had around. Some used the top material which is what I did and installed the black side down. Dean used brown check fabric from LeBaron Bonney. They call it "differential cover." It's about \$15.00.



ILLUSTRATED BY
HOWARD BARNES

Well, the wait is over, BILL BOND has finally completed the dies and is now making the FEMALE DOVE TAILS for the VICTORIA. Because he has so much work in making the dies and dove tails, he has to ask \$20.00 each for them. I saw them at the High Country tour and think that he did an excellent job on them. Remember, this is the only known source for them and they are an exact duplicate of the originals. When you paint them black and install them, no one will know that they are not original. Bill told me that he has a couple of sets installed in two friends Victorias and they work perfectly. If you need these Female Dove Tails, I suggest that you contact Bill right away.

REMEMBER, Bill also makes the VICTORIA VISOR BRACKETS and parts and he makes the STEERING WHEEL FLOOR BOARD COVER PLATES.

William Bond, 1040 Old Squaw Pass, Evergreen, CO. 80439, 303-670-3283.

At a MAFCA board meeting in Ohio, I met Bill Slavik of AUTO HARDWARE SUPPLY, 906 Broadway, Bedford, Ohio 44146, (216) 232-8132. Bill informed me that he makes a Victoria Interior Trim Screw set, however, you will have to have it plated to your desired plating. The judging standards call for all of the interior plating in the Victoria to be nickle, Butler Finish. Bill has much more in his catalog and I suggest that you send for it. He really puts out first class hardware.

I have just heard from STEVE CANNON on his space number at HERSHY and it is: #GJ - 237. Here is his ad:

VICTORIA WOOD and wood for all MODEL A'S. Also T model and T series MG. Hershey space #GJ-237. Long SASE for price list. STEVE CANNON, 1418 NC 150 W., Summerfield, NC. 27358, (919) 643-7373.

I am sorry to say that a member, Mr. RUSS LAWSON is going on to other things. He has had his fun with the Victorias and wants to sell them. Here are three ad's for his cars:

FOR SALE, 1931 Leatherback Victoria, older (1970's) restoration, 37,000 miles before frame off restoration. Interior never completed but have all hardware. New Wood, sidemount, popout, & trunk rack. Always garaged, no miles since restoration. **\$6,500, FIRM.**

FOR SALE, Late 31 Steelback Victoria Body. Professionally sand blasted. Sheetmetal replaced and primed. All new wood installed. Body includes all window frames, garnish moldings, window risers and some front seat parts. Good Floor Pan, **\$3,800, FIRM.**

FOR SALE, Pair of sand blasted, repaired and primed rear fenders. \$300 for the pair. Also one set of garnish moldings and two window frames. Various other parts. **RUSS LAWSON**, 222 W. Union St., Morgantown, NC. 28655. (704) 438-4891 or 437-4280.

Sorry to see you sell out, Russ, but we hope you sell everything you want to and good luck on your new endeavors.

Paul Sund is selling his Victoria but he is staying active in the Victoria Association.

FOR SALE, '31 Victoria Show car condition and mechanical parts from NOS. Many original restored accessories. Dual sidemounts and trunk on rear. This car is just about perfect - judged 98/100 points at Monterey Concourse de Excellence 1988. Paul Sund, 56 Countruy Club Gate, Pacific Grove, CA. 93950 (408) 375-3992. Price \$27,500.

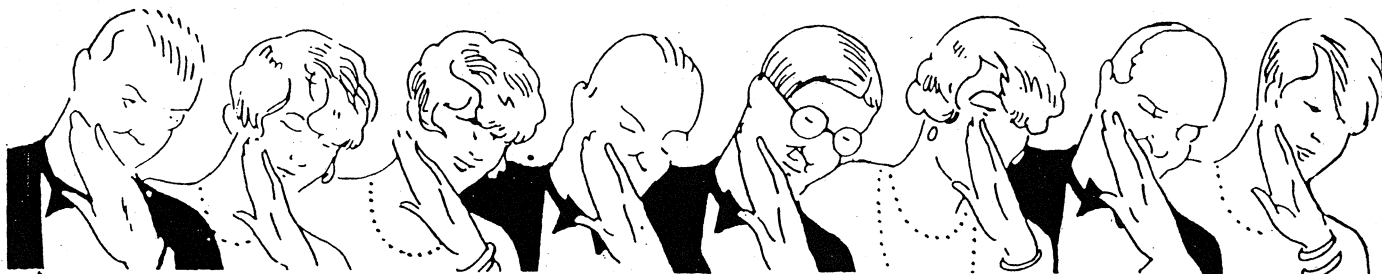
The following ad's appear in Hemmings.

Victoria rear tire carrier, Victoria arm rest, Victoria dome light. Mike Dennis, 1845 S. 48th, Lincoln, NE. 68506, (402)-489-3036.

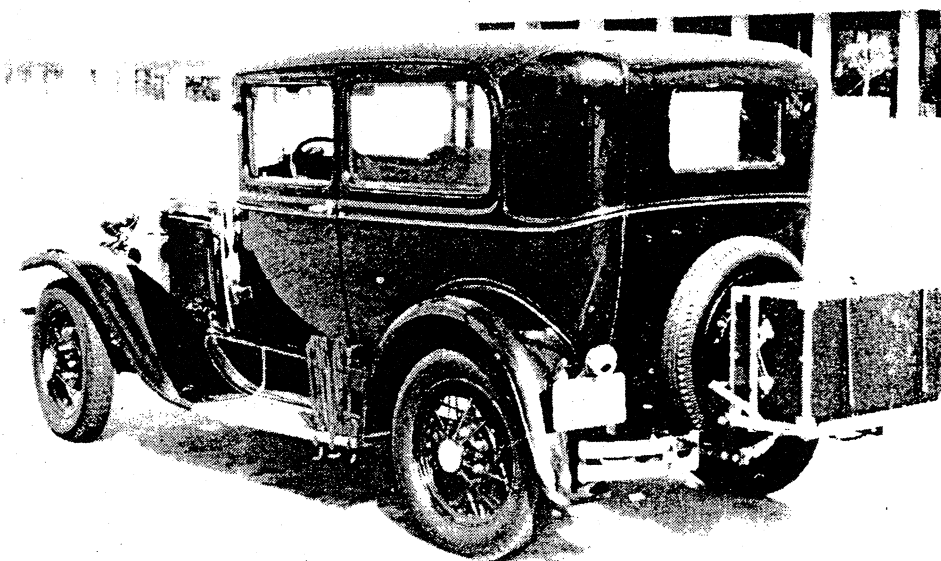
Victoria doors, left, \$200; right \$100, floor pan, \$50, shipping extra and money back if not happy. C. Perry, 1001 Perry, Wichita, KS. 67203 (316) 263-2712.

WANTED - WANTED - WANTED - WANTED

FRONT SEATS for late Leatherback Victoria with indented firewall. Vincent Migliazzo, 6430 Firebrand St., Los Angeles, CA. 90045, (213) 776-5756.



Vote for Raymond J. Barth, MAFCA Board of Directors 1990

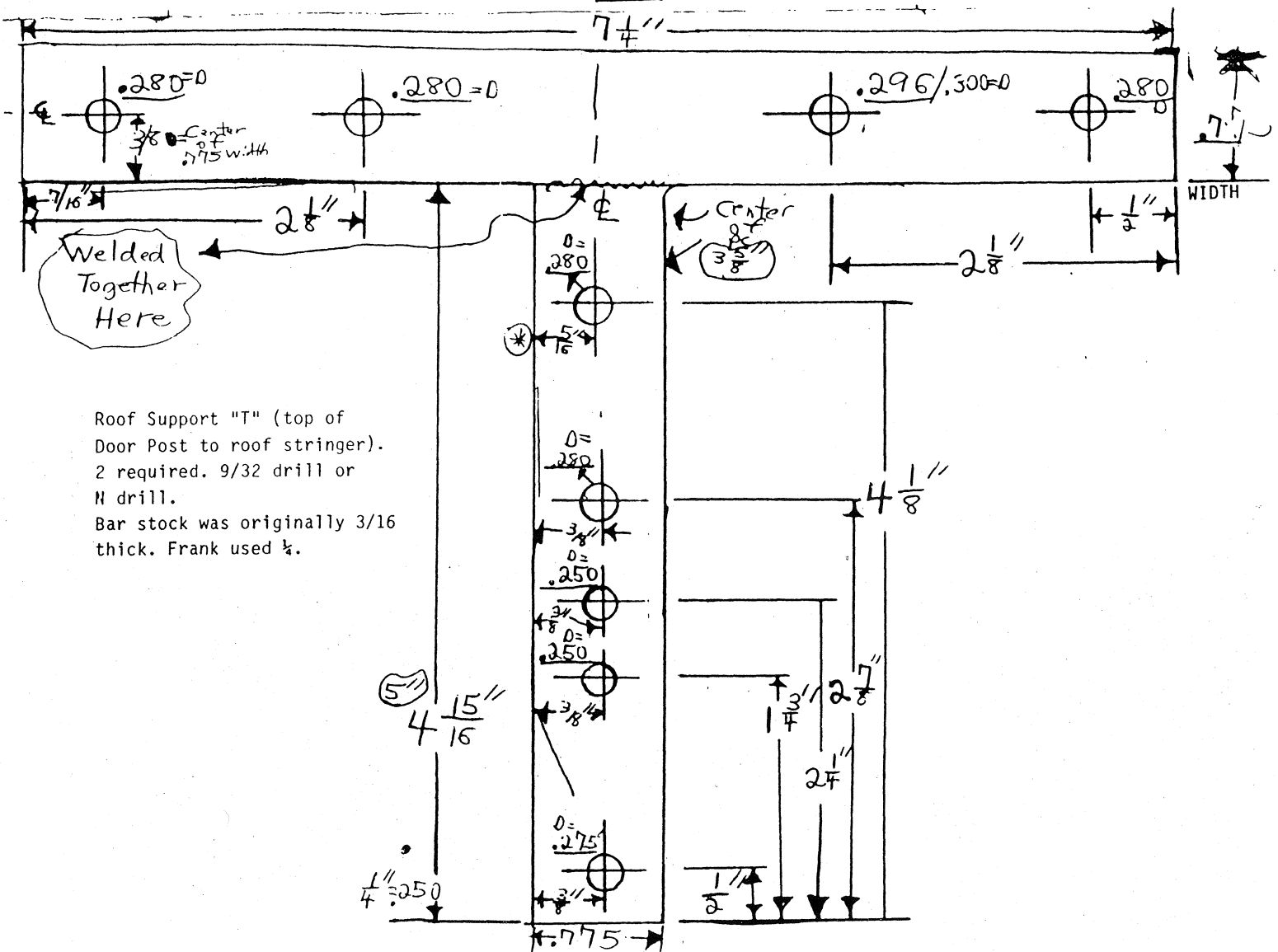


Raymond Barth is presently Board Chairman and past President of the Piney Wood A's chapter and lives in Spring, Texas with his wife Cassie and two sons. His interest in A's goes back to 1961 when he bought and restored his first, a 1930 Tudor, which he still owns and drives today. Ray has always been active in Model A activities and helped form the Fife Historical Vehicle Club in Scotland.

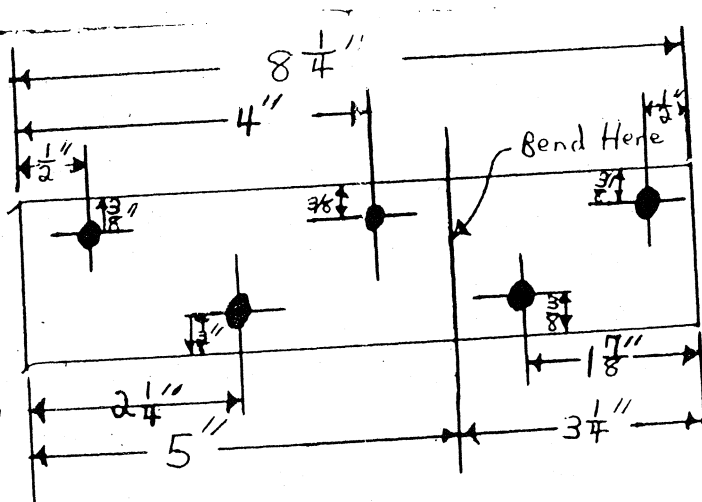
During the 1988 National Meet at Sturbridge, he was able to see first hand the remarkable enthusiasm from so many members from across the U.S. and abroad.

As a member of the Board of Directors of MAFCA, Ray's goal will be to encourage and develop that enthusiasm and to allow the entire membership to benefit from the vast amount of knowledge that we all have for the Model A Ford.

8



1) Dwg:



Flat Stock
1" Wide
X
3/16" Th.
X
8 1/4" Lg.

Steel Support Pcs.
Model A Victoria
1) Bottom Door Post to
Sub Frame = originally
was 1" wide X 3/16" thick
X 8 1/4" Long, 5 holes 1/4" O.
2) Required

All holes
From the edges
to center line
of holes are
3/8"

All holes 1/4" O with counter sink
for screws.
(Wood)

F.F. 12-9-83

ELECT

PAUL SUND
FOR
MAFCA DIRECTOR



Active member of:

Model A Ford Club of America
Model A Restorers Club
International Model A Ford Victoria
Association
G.R.A.M.P.A. Chapter, MAFCA

Dedicated to restoration and
preservation of the Model A Ford,
and to public exposure of Model A
cars and Club activities.

Active family participation in Club
functions, local public affairs, auto-
related displays and meets. Locally
known as "MR. MODEL A"

Restorer of 5 Model A's, and still going!

MAFCA and GRAMPA have given so much pleasure to me and my family
that I'd like to return the favor and devote my energies to working for the
general membership to help them get the most out of their Model A car.



LET'S ELIMINATE A COUPLE OF THE CHRONIC IGNITION PROBLEMS IN THE MODEL A DISTRIBUTOR.

By Paul N. Sund

See accompanying photos on P 17 & 18.

Most Model A driver/owners know that condensers often fail and that breaker points close up due to cam block wear. There is an easy way to cure these problems "forever" that most persons can accomplish in their home garage. The modifications are invisible when the distributor is in place on the engine.

This article describes how to modify the original Model A upper distributor plate to accept a modern breaker point assembly that includes a point-to-cam block made of a material that does not wear and it has a built-in "chip" that replaces the condenser. The modification cures the above two problems with the original Model A distributor. However, I have not discovered a way to replace the pigtail wire connecting the lower plate and the points which is the only major problem area remaining. Drilling of the distributor body and shaft to get additional oil to the upper shaft bushing has been described long ago in another RESTORER article.

The original type upper distributor plate is shown in Figure 1 and identifies the parts which will be dealt with in the modifications described below.

*****FIGURE 1. ORIGINAL UPPER DISTRIBUTER PLATE. PARTS LABELLED ARE (1) POINT BLOCK, (2) POINT POST AND BREAKER POINTS, (3) INSULATOR AND RIVETS.

The first step is to remove the upper plate from the distributor, which already has been removed from the car. This is done by detaching the cap and rotor, removing the screw holding the cam in place, and removing the cam. At this time it would be wise to check the overall condition of the distributor, such as bushing wear, general cleanliness, etc. Rebuilding the distributor has been covered in other RESTORER articles and is not described here; but the only thing that is not covered here is to replace the bushings and shafts if necessary.

All components are removed from the upper plate. (1) Remove the breaker point assembly by loosening the nut on the bottom of the points post and discard the assembly. (2) Remove the two screws holding the point block and discard that assembly. (3) Using either a center punch or a drill, remove the rivets holding the insulator plate to the upper distributor plate; discard the insulator. You now have left only the upper plate itself. (4) Clean up the plate with solvent and polish it with a wire wheel or steel wool.

*****FIGURE 2. CLEANED UPPER PLATE. ARROWS INDICATE LOCATION OF (1) ROLL PIN, THREADED HOLES FOR SCREWS TO MOUNT NEW POINTS ASSEMBLY AND (3) ENLARGED HOLE.

*****FIGURE 3. Photo OF MODIFIED UPPER PLATE. HOLES ARE INDICATED (ARROWS) THAT TAKE SCREWS TO HOLD THE NEW POINT ASSEMBLY ON THE PLATE AND A ROLL PIN IS USED AS A PRY POINT WHEN USING A SCREWDRIVER FOR ADJUSTING THE POINTS. THE LARGE HOLE (H) IN THE PLATE IS ENLARGED AS SHOWN TO ALLOW MOTION OF THE NEW POINT ASSEMBLY WHILE ADJUSTING THE POINT GAP.

The large hole in the plate (see Figure 2, #3) must be enlarged to allow the base of the pivot post of the new point assembly to move when adjusting the points and for the assembly to fit flush on top of the plate. Use a small rat-tail file to enlarge the hole. Using either the template provided (Figure 3), or by positioning the new point assembly -- FILCO 75U -- as shown in Figures 4 or 5, mark and drill a hole in the plate for the front point mounting screw (at opening and closing end of points assembly). One of the existing holes already is in the right place for the rear mounting hole. Tap the two holes to take #8-32 pan head machine screws 3/8 inches long. Install the screws with either split or star type lock washers. DO NOT install the new point assembly at this time other than for a trial fit.

NOTE: Some plate manufactures used rivets larger than others. In such cases the 8-32 tap will be too small and you will have to use a 10-32 tap and similar size screws and lock washers.

Drill a hole in the indicated position to take a roll pin. Any size pin up to about 1/16 inch will be fine. The pin should rise about 1/8 inch above the upper surface of the plate. Grind off or file the pin flush with the underside of the plate. The roll pin will be used as a leverage point for a screwdriver when adjusting the point gap (see Figure 4).

Now assemble the new point unit onto the plate. Set the two machine screws snug, but not tight, so you can later adjust the point gap.

Attach the pigtail wire from the lower plate to the point assembly using only the outer nut at the side of the point assembly. (If the pigtail wire is frayed or otherwise in poor condition, replace it with a length of #16 multi-strand wire.) When the outer nut is loose, check the inner nut for tightness; the inner one holds the "chip" condenser in place. Tighten the nuts.

Set the upper plate into the distributor body. Check that there is no metal contact between the pigtail terminal and the distributor body. Any such contact will cause a ground short and the distributor will be inoperable.

An electrical test for correct assembly can be made with a continuity tester (battery-powered light bulb and test lead). Put a piece of paper or plastic in the points gap to separate the two contacts. Connect one lead of the tester to the body or plate and the other to the movable side of the point (Figure 5). The light SHOULD NOT GLOW.

Mount a distributor cam onto the distributor shaft and set the points gap to .018 to .022. Insert a blade type screwdriver with one edge of the blade into the small slot in the end of the point base plate and the side of the blade resting against the roll pin. Set the points gap by prying the screwdriver against one side or the other of the roll pin (Figure 4). Now tighten the two screws that mount the points assembly to the upper plate. Check the gap again; readjust if necessary. Lube the cam with cam lube or vaseline.

Install the distributor in the engine. Set timing as usual. Install the rotor and hook up the plug wires and cap. Have a nice drive and forget about point adjustments and condenser failures. I've used my distributor modified in this manner for almost three years. I've checked the point gap on occasion, but have never had to adjust it.

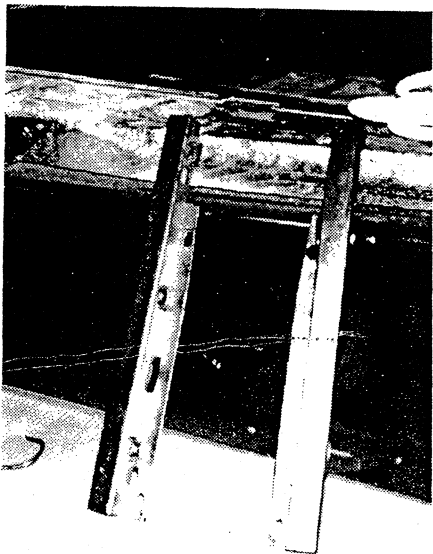
NOTE 1. When making the above modifications to a number of cars, I've encountered what appears to be a variance in manufacture of the FILCO 75U unit. When installed as described above, the side of the rotor may rub on the chip. This situation should be avoided because it may set up static and electrical interference within the chip - or it could even mechanically damage the chip or dislodge it. To remedy this problem, if you encounter it, simply either (1) bend the metal tabs mounting the chip to the points so that the chip is positioned out of the way of the rotor; or (2) grind or file down the outer sides of the lower part of the rotor enough to clear the chip as it rotates (see figure 6).

NOTE 2. You may have noticed that your distributor now has no condensor showing. If you plan to be deceptive for judging or just to look authentic, here's what to do. Take an old condensor and saw it in half and remove all the inside material; discard all but the base portion that has the mounting tab attached to it. This "dummy" condensor can be inserted into its usual position and affixed to the distributor body with the usual machine screw. Now no one will be the wiser about what's inside your distributor unless the cap is removed (see Figure 6).

NOTE 3. PARTS LIST AND COST:

FILCO 75U breaker points - condensor assembly.....	1
8-32 x 3/8 inch machine screws and star lock washers....	2 each
roll pin.....	1
Upper distributor plate.....	1

The points-condensor assembly retails for about \$13.00; but often can be bought at discount. The fasteners cost only a few cents each. Used distributor plates can be found at swap meets for 50 cents to one dollar.



This picture shows the finished window channels made by Mr. Dean Larson of Hanson, MA. See drawings on pages 13, 14, 15 & 16. He refers to the Leatherback but the channel is the same in both the Leatherback and Steelback.

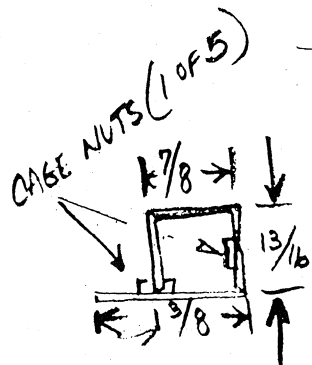


This is a front view of the 9 Victorias at the High Country Tour in Colorado.

In the leather back door the front most window channel is in two sections, the lower section was the piece that I sketched. The second piece is merely a piece of sheet metal which is attached to the door by 2 #8 or #10 - 32 machine screws. This piece has the five caged nuts into which the wood grained window garnish machine screws are inserted.

It is installed in such a way that the door serves as one side of the channel and the sheet metal piece forms the INSIDE flange. The space between the door and sheet metal piece is where the felt is installed.

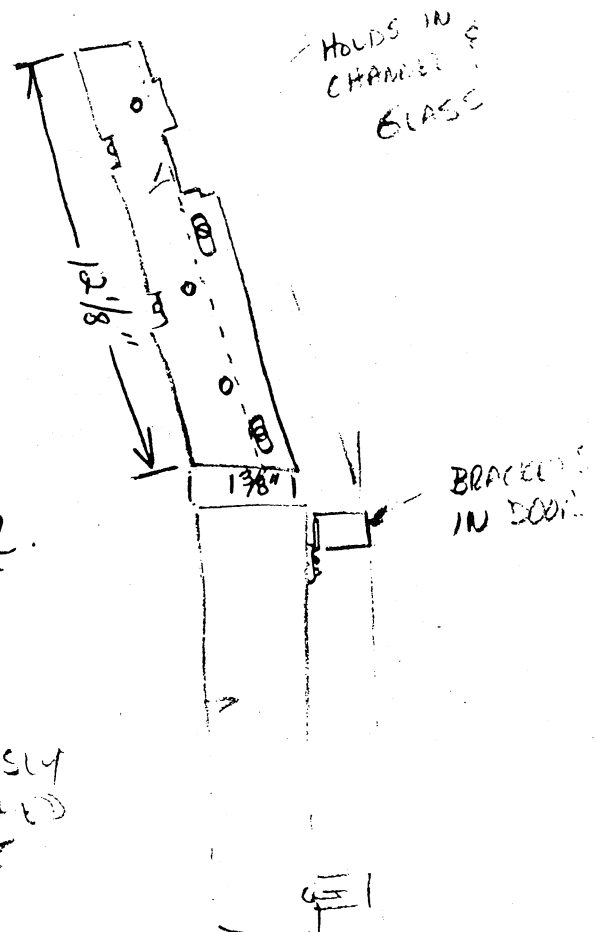
I've attempted to draw this piece below. I had purchased these from Page's Model A garage a few years ago. There is a left and a right piece.



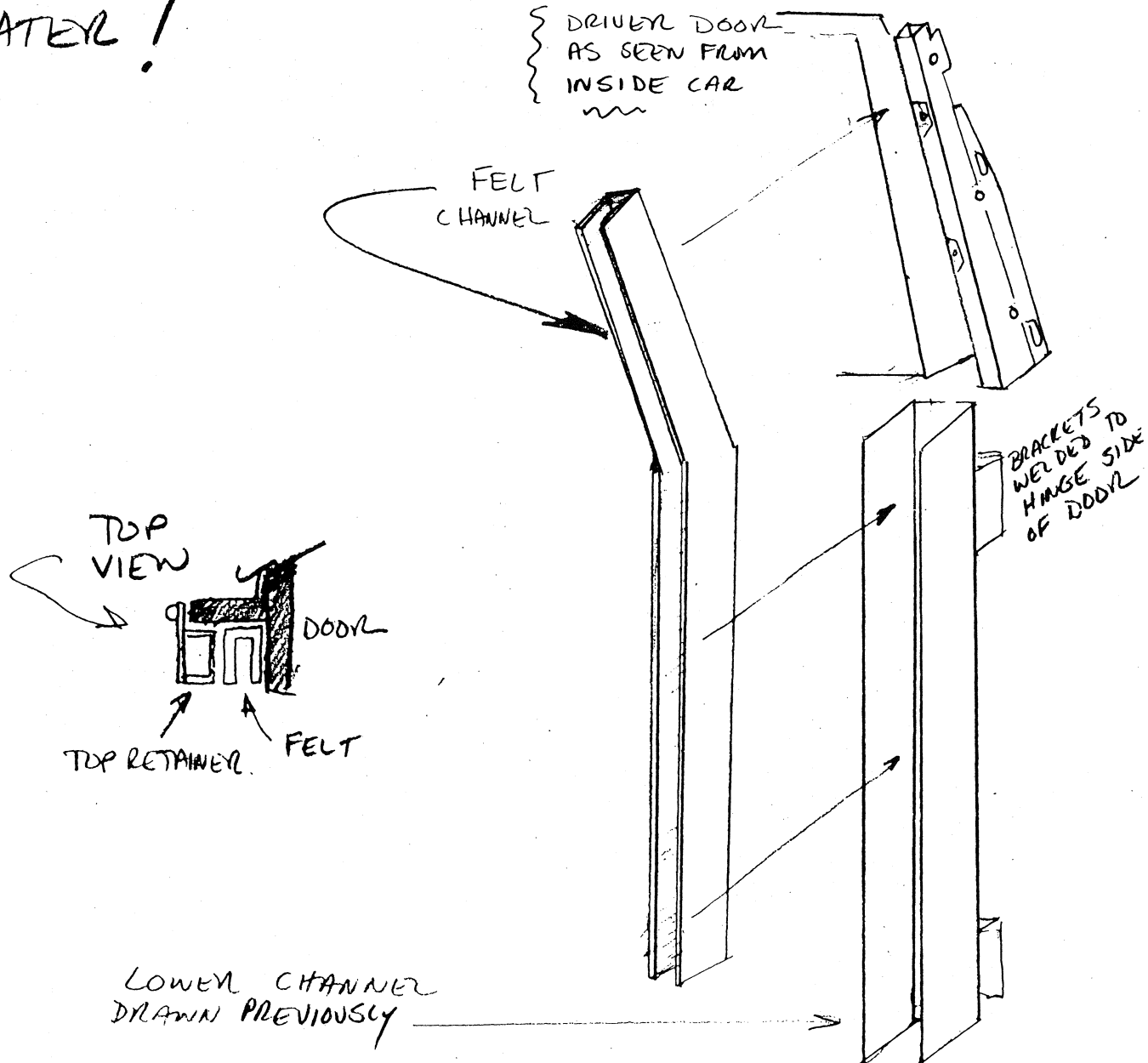
BOTTOM EDGE VIEW

DRIVER'S DOOR.
FROM INSIDE
VIEW.

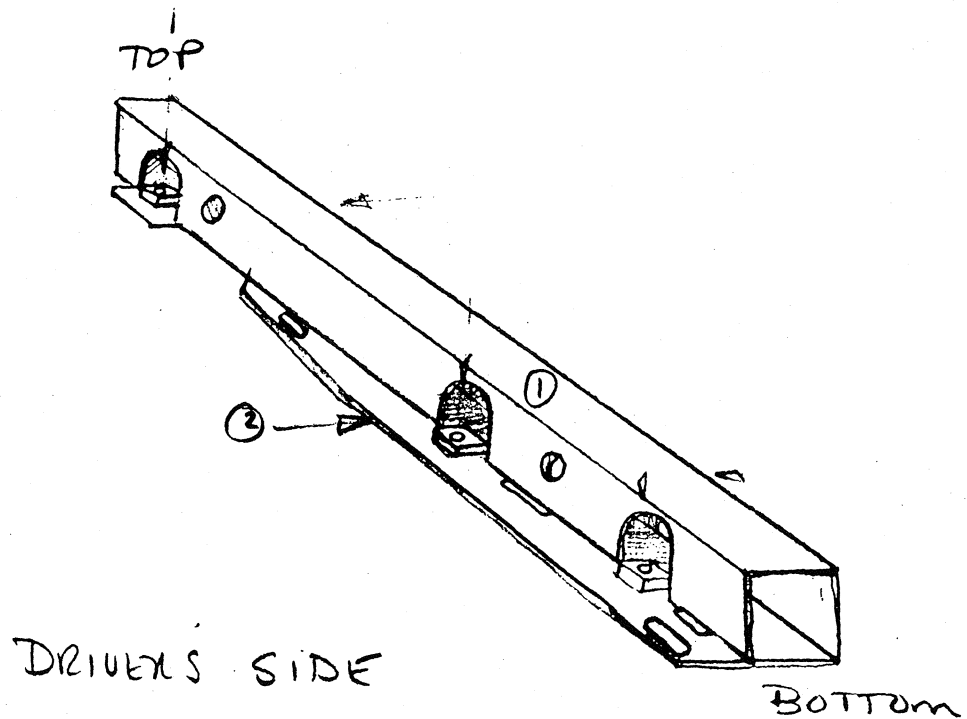
PREVIOUSLY
SKETCHED
PIECE



YOU KNOW CHARLIE THE MORE SKETCHES I
MAKE & THE MORE I TRY TO EXPLAIN
THIS CHANNEL THE MORE CONFUSED I
BECOME! IN FACT I HAD TO GO OUT
TO THE GARAGE AND PUT THE TOP
PIECE OF THE TRACK IN THE DOOR TO BE SURE
I KNEW HOW IT WENT IN / I'LL TAKE
A FEW PICTURES AND SEND EM' ALONG
LATER!

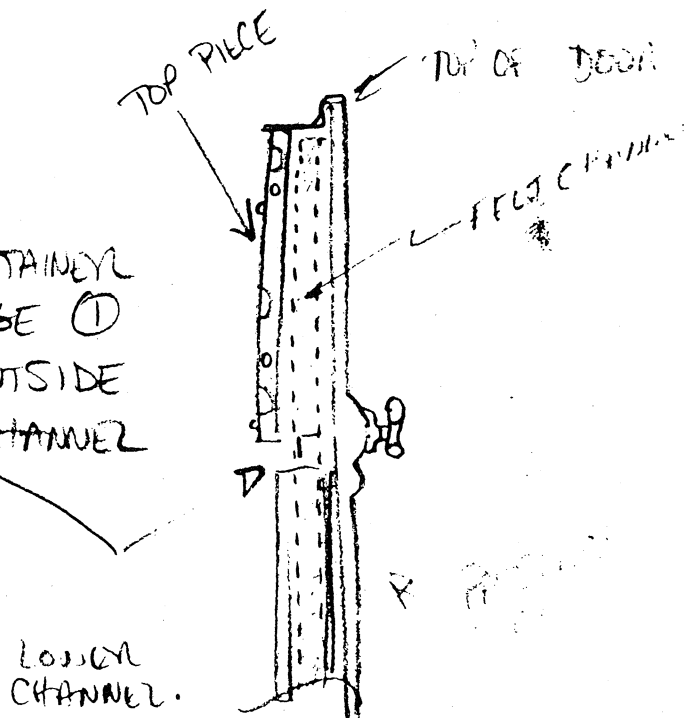


AND ANOTHER TRY!



THE EDGE MARKED ① BEARS UPON THE INSIDE OF THE WINDOW CHANNEL, THE FELT CHANNEL GETS WEDGED BETWEEN THIS FACE AND THE DOOR. THE FLANGE ② FITS AGAINST THE FRONT EDGE OF THE DOOR AND IS ATTACHED WITH TWO SCREWS.

WHEN THE STREET METAL RETAINER IS INSTALLED, THE INSIDE EDGE ① IS ALIGNED WITH THE OUTSIDE EDGE OF THE LOWER CHANNEL



14 $\frac{7}{16}$ "

3 $\frac{3}{4}$ " I.D.

1 $\frac{3}{8}$ "

CLIP "PLUG WELDED TO CHANNEL"

SEE DETAIL "A"

13 $\frac{3}{4}$ "

1 $\frac{5}{8}$ "

16

3 $\frac{1}{2}$ "

1 $\frac{5}{8}$ "

1 $\frac{1}{2}$ "

DETAIL "A"

DEEP DOOR CHA
30-31 VICTORIA

Hand-drawn technical drawing of a mechanical part, likely a bracket or support arm. The drawing shows a side view with dimensions. The top edge is angled, with a slope dimension of $1 \frac{3}{8}$. The left end has a vertical dimension of $\frac{3}{4}$. The main body has a length of $13 \frac{3}{4}$. The right end has a vertical dimension of $\frac{1}{2}$ and a horizontal dimension of $1 \frac{5}{8}$. The bottom edge has a total length dimension of $14 \frac{9}{16}$. The drawing is labeled "89/DAL" at the bottom right.

89/DAL



Figure 1. Original upper plate. 1 - Point block, 2 - Post & Breaker Points assembly, 3 - Insulator & Rivets.

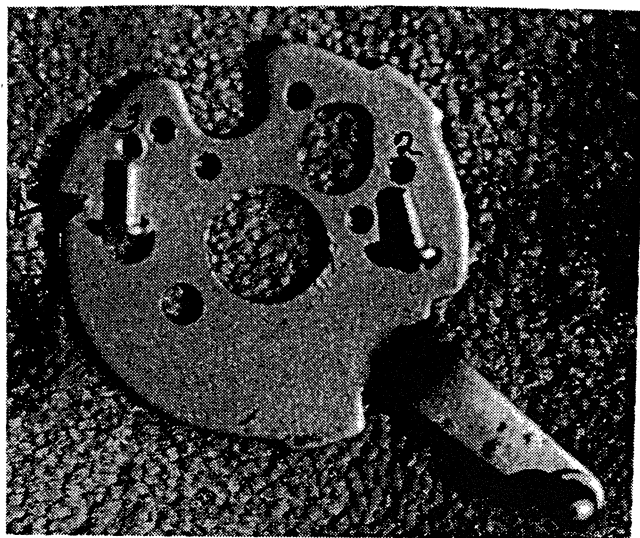


Figure 2. Cleaned upper plate. 1 - Roll pin is set in position. Screws point to holes for mounting new points and "CHIP" assembly. Hole #2 is an existing hole & #3 is new. Drill & tap #2 & #3 for 8/32 screws.

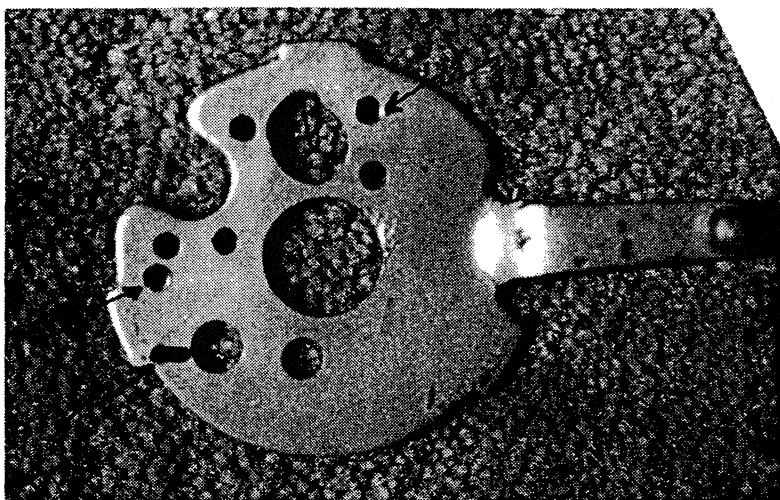


Figure #3. This is a cleaned upper plate, modified & ready for assembly.

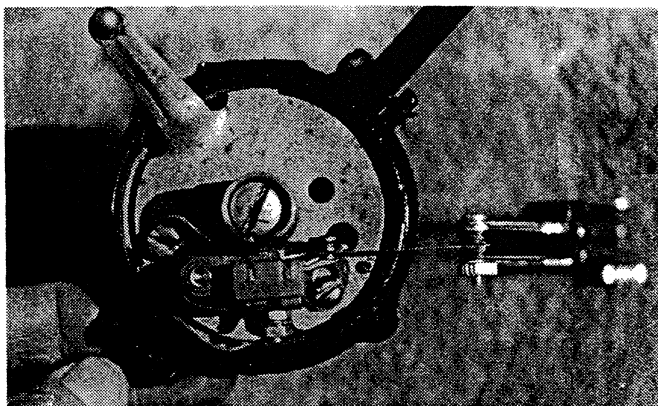


Figure 4. Distributor all assembled. This shows a feelers gauge inserted to get the correct point gap. Screwdriver is used against roll pin and notch in point assembly to move points.

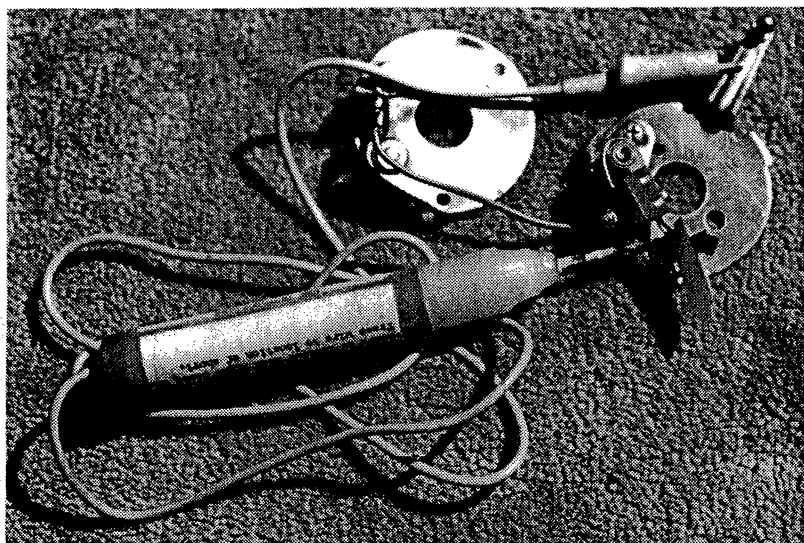


Figure 5a. Upper and lower plate connected by new pig tail wire. Test probe is set to check for ground short. Note insulating paper between point gap assembly.

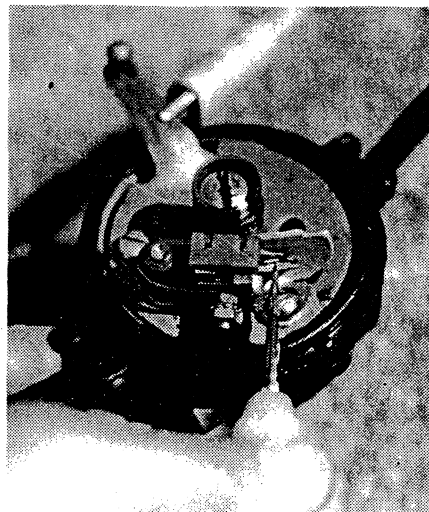


Figure 5b. Testing for shorts when distributor is assembled.

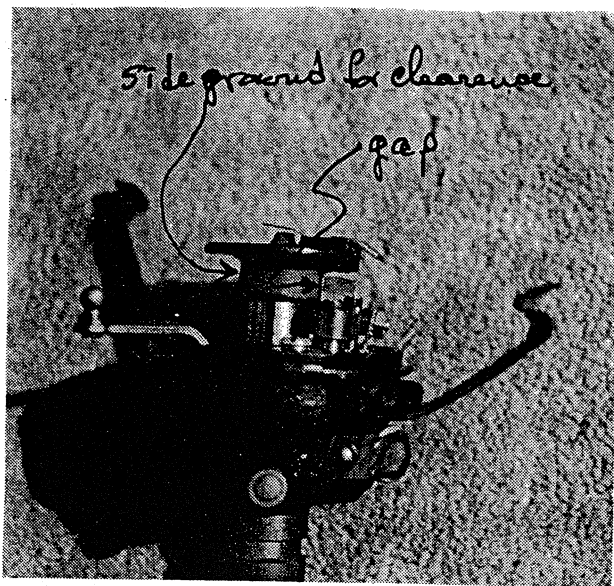
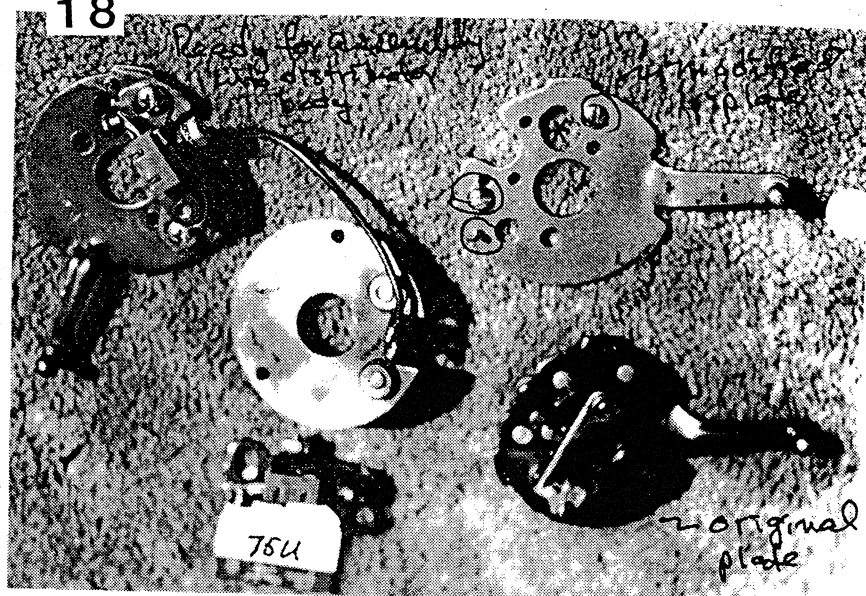
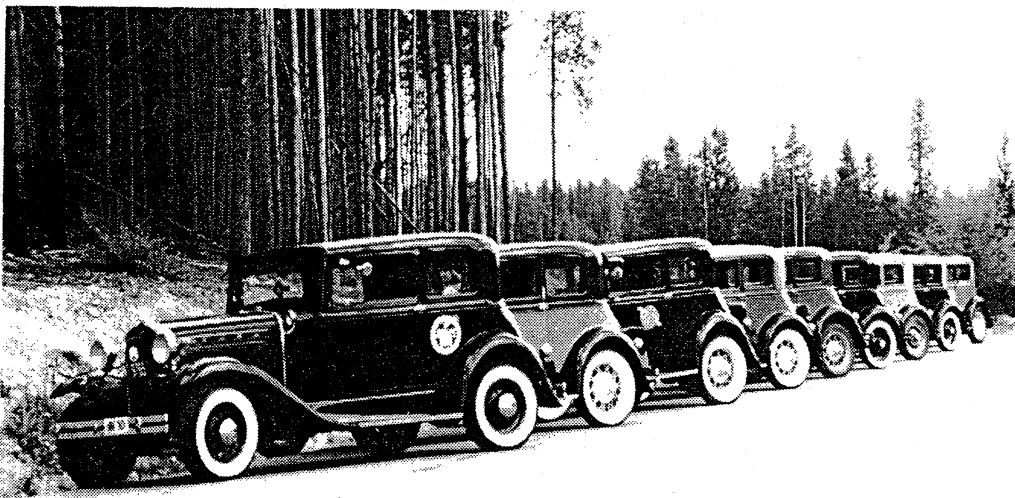


Figure 6. Photo shows necessary clearance between "CHIP" and rotor. Rotor side has been ground down to provide clearance.



This photo shows sequence of modification. Original plate, modified plate, Filko 75U point set, and upper and lower plates modified and connected with wire pig tail. This unit is ready for installation on the distributor.



Gosh, look at all nine of these gorgeous Victorias.

The first car from left, is Charlie Viosca's Victoria. The third is Doc Ingversen of California. Dallas Model A Ford Club magnetic sign on Charlie's car and an Around the World decal on Doc's car.

These photos were taken by Vito Quaranta of Mercer Island, Washington. Yes, he drove to Colorado.

Sorry I don't know the sequence of the owners of the other cars but if they will drop me a note, I'll let you know in the next newsletter.

