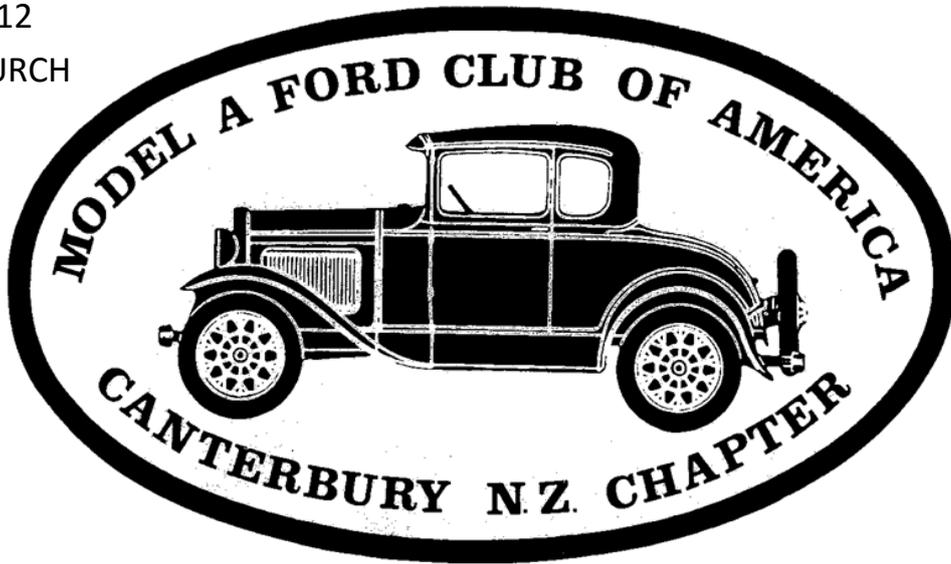


PO BOX 4212
CHRISTCHURCH



A Ford Script



AUGUST 2016

A Ford Script

Official Newsletter of THE MODEL "A" FORD CLUB OF AMERICA

Canterbury New Zealand Chapter. PO Bo 4212 Christchurch

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Vice Club Captain	Bruce Miles	027 2389692
Treasurer	Barrie Shipley	(03)383-4640
Secretary	Brent Miles	(03)349-8108

General Committee

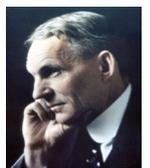
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Club Car Custodian	Graham Evans	(03)351-5919

Website www.modelaford.co.nz

Script email afordscript@gmail.com

COVER PICTURE :- Caption this picture! Best entries in next month's Script. Taken at Upper Classics visit.

HENRY FORD QUOTE:- Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning is young.



CLUB CAPTAIN'S REPORT

Upper Classic Restoration visit

Thank you to Dave Bell for an excellent tour of Upper Classic Restorations. It is pleasing to see this event well supported with 30 men in attendance for this Sunday outing, with a good finish to the afternoon with a visit to Bill's Bar.

Looking forward to 2016 Ford day in Motueka in September.



CLUB CAR REPORT

No running activity on the Club car this month.

NEXT COMMITTEE MEETING:

Next committee meeting is at Peter Bayler's home, 16 Ayers street, Rangiora. 7.30 pm Wednesday August 17th. If you have any matters you would like raised, please contact a committee member before this date.

COMING EVENTS

August 14th Sunday 9.00am Breakfast

Get you Sunday morning off to a good start with breakfast at Artisans in Rangiora. \$20.00 a head. Pay downstairs on the day. If we have 20 we will get a Private room. Please ring Rosalie or Peter Bayler 03 3137067 to confirm your attendance.



September 9th 10th and 11th. International Model A Day.

Taking place around Motueka. Hosted by Top of the South, Nelson. Full information for this event was in the June Script. If you want more info, contact Ross Sice, Rally Secretary 03 5470994 rossice@xtra.co.nz

October 2nd .

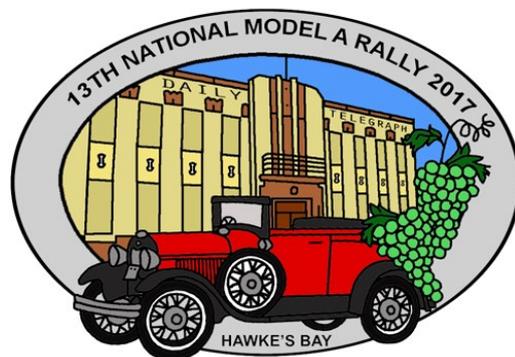
High Country run, At Andy Fox's property in Scargill.
The Veteran car Club will also be Andy's place that day.

13th International Model A Rally - Hawke's Bay

Held in Napier, Hawke's Bay,

Easter Weekend 13th - 17th April 2017.

Early Bird Registration form and motel options are available on Hawke's Bay Club website and from the Secretary, Carolyn Anderson Phone: 64 6 844 3324
Email : carolyn_modela.tparts@xtra.co.nz
www.hbmodelaclub.co.nz



We have another very interesting Club Member Profile this month, page 11. If you would like to send in a profile, please do, we will be glad to receive it. With around 100 members, it will take a wee while to get round everyone.

Tim has sent in a technical article, page 7. If you have anything you think will be interesting, please send to the Script.

Note from Eds. Holiday arrangements mean we need to get the next Script, September out early. Could we please have any contributions to us by 18th August please.

Visit to Upper Classics Sunday 17th July

There wasn't a Model A in the place but there was strong interest with 30 club members attending the tour of Upper Classics on Sunday. Host Dave Bell has worked there for the last 13 years and was on hand to explain the operation. Upper Classics specializes in the restoration of SS and early Jaguar cars. There were eight present in varying stages of restoration. Most of the cars have been sent from Europe by various clients to have varying amounts of work completed. A measure of the reputation for quality workmanship with which they are held is shown by the two following examples. One major client has a collection of 150 cars five of which are presently being worked on there. A smaller collector (with only 100 cars!) has two there at present.

The SS Car Company was founded by William Walmsley and William Lyons (latter 'Sir'), the later completing a buyout of the company soon after production started. Lyons originally owned the Swallow Sidecar company. Although Lyons never divulged the origin of the 'SS' maybe his original company name holds the clue.

The first SS motor car was exhibited at a motor show in October 1931. It was based on a Standard chassis and motor with swallow coachwork. The motor was nothing special - a 6 cylinder sidevalve managing 15hp. However the sleek, long, low height body and the relatively modest price of 310 pounds attracted a lot of attention. The sceptics criticized the car as having 'more show than go'!

The first public sales began the following year. The SS1 came in 2 and 2.5 litre sidevalve engines with 6 cylinders while the SS2, a smaller car, came with a 1 litre four cylinder engine. In later years the SS2 was powered with 1330 and then 1600cc motors. For the first two years only coups and tourer bodies were available but in 1934 a saloon was introduced. In 1935, SS90 was introduced, capable of 90mph. Only 23 were produced. In this year an airline bodied saloon was produced. This was a pillarless body style which over time tended to sag in the middle because of the lack of support. Dave showed us one they were building. Fortunately this was the second one of this style they had done so they had the dimensions required. As the body is made of wood attention was being made to strengthen the structure with laminations to provide extra support for the middle.

In 1936 the name jaguar was added to the SS marque and an optional overhead valve engine added to give greater hp. Even so the price was only 395 pounds. In 1938 the wooden body skeleton was replaced with steel and a 3.5l motor was also available. If you do win Lotto and are thinking of upgrading the 'A' a limited number of two seater SSJaguar100's (198 with a 2.5l engine and 116 with a 3.5l engine capable of 100 mph and going from 0-60 in 11seconds) are probably the most desirable models to go for if you can find one for sale.

With the advent of World war 2 production ceased, recommencing in 1945 when for obvious reasons the SS part of the name was dropped with just the Jaguar part retained.

By specializing in SS Jaguars the team at Upper Classics over many years have developed techniques to deal with most of the problems that can be encountered. One technique is to reproduce parts. Dave showed us steering wheels made for the SS cars. They were a work of art with aluminium hubs and miniature leaf spring steel spokes which actually flexed. As much of the original hardware, brackets, handles etc. were die cast they are no longer serviceable. Brass castings of most of these parts have been reproduced. Some work is outsourced—eg chroming but to ensure quality intermediate polishing is done inhouse. They employ a staff of 14 including five panel beaters plus trimmers, a metal plater, woodworkers, painter, veneerers and mechanical engineers. While some Southland beech is used in framing, American ash is the main timber used, often laminated.

Apart from all the Jaguars we saw a number of other cars.

1912 Little car. Made in the USA

1908 EMF car. Made in the USA by Everitt, Metzger & Flanders. Sold to Studebaker in 1912.

1903 deDion Taxi which originally plied its trade in Invercargill.

VW Combi van. A 23 window version, rare enough to virtually rebuild the rusted body.

Ford V8 Modified but with a lapsed rego, making it difficult to gain compliance.

Corvette

Sprint Car. Dave was setting up the Offenhauser motor which is capable of 130hp at 7000 revs.

Austin Healy 3000

Jaguar Mk 7 with a rare Pinin Farrina body.

Motor Bikes. Two had rotary engines and were here to make use of their specialized skills.

Many thanks to Dave for a most interesting afternoon viewing some world class workmanship. The afternoon was capped off with a drink and chat at Bill's Bar.



Pressure Balancing

The Zenith Model 'B' Carburetor

By Dave Renner, Manchester, MI

What is pressure balancing and why it's desirable?

Whenever an air filter is attached to a carburetor it will restrict air flow, no matter how little. The better the filter is at cleaning the air of debris and the dirtier it becomes, the more restrictive it is.

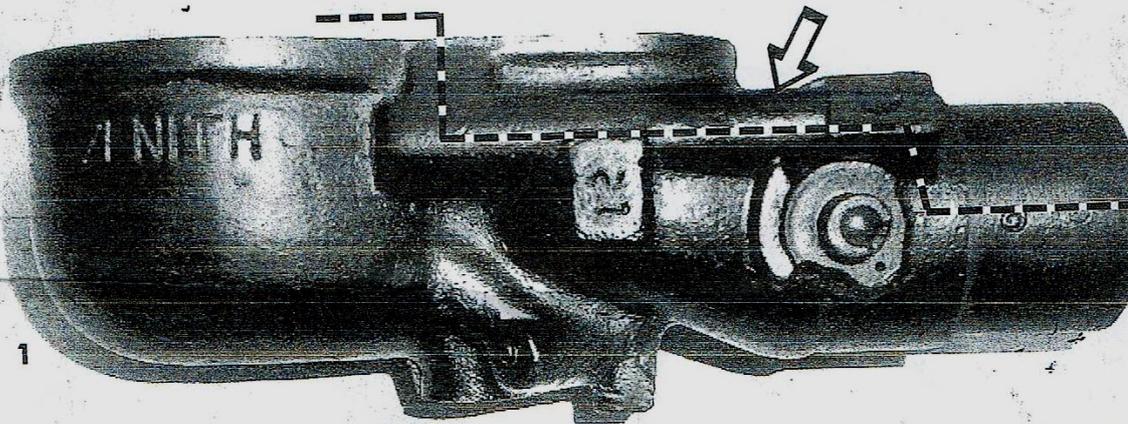
Jets within the carburetor are sized to give the best air-to-fuel ratio for idle, drivability and power. The jets flow a set amount of fuel for each job they are designed to perform.

With filter restriction, internally the carburetor has air pressure at the air inlet (*choke throat*) which is lower

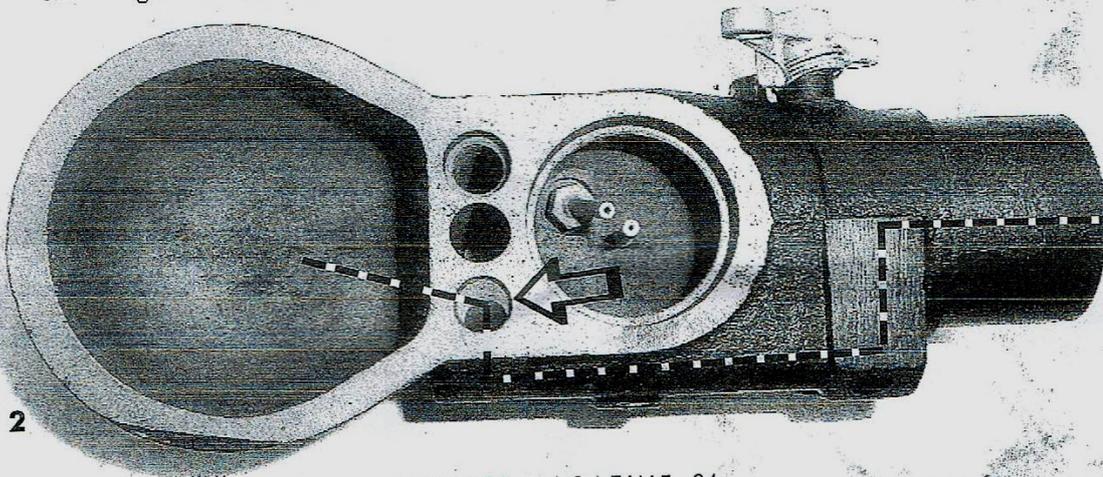
than that in the float bowl where atmospheric air is provided for the jets.

When the available air is reduced by filter restriction the air-to-fuel ratio is changed. The result is too rich a mixture causing air pollution, spark plug fouling, carbon build up, poor fuel economy and drivability and a nasty exhaust pipe.

So, the problem is to equalize the air pressure, with an air filter installed, at the choke throat and in the float bowl.



This is a 1937 industrial or tractor Zenith Carburetor. The extra exterior cast in tube is the pressure equalization path, shown by the dotted lines. The simple modification designed by Dave Renner & R.G. Huber accomplishes the same thing in a Model B Zenith. An air filter can be used without changing the fuel air requirements.



SECRETS MAGAZINE 24

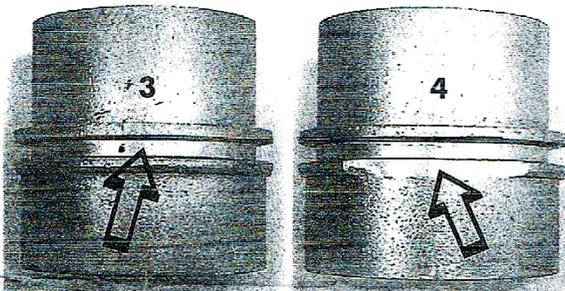
ZENITH AND AIR FILTERS

Some solutions to pressure balancing Zenith carburetors have been offered. These solutions do not preserve the original exterior appearance of the carburetor. Renner's Corner has the solution.

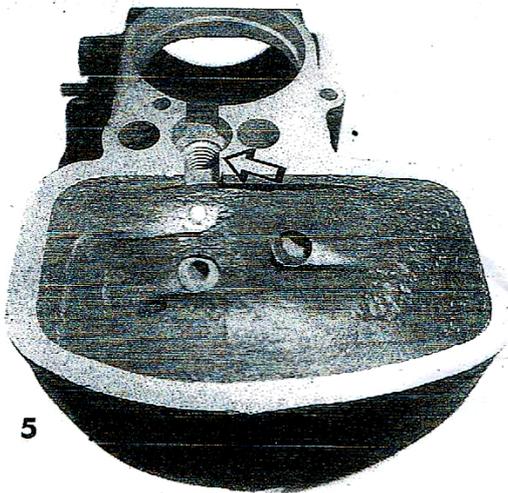
The writer and R.G. Huber, owner of Mark Auto Co., collaborated on the general solution which leaves the exterior appearance unchanged. Mark Auto markets the Model "A" Zenith with the general solution incorporated.

A passage is needed between the choke throat and the float bowl. Zenith in 1937 determined that a passage way of one-quarter inch diameter was needed for the carburetor they produced for use on farm and industrial engines where heavy dust or dirt was present. That passage way of 0.095 sq. in. was to reduce the possibility of becoming plugged easily. See *Secrets Magazine* article of January 1995, page 43. Also see photos 1 and 2.

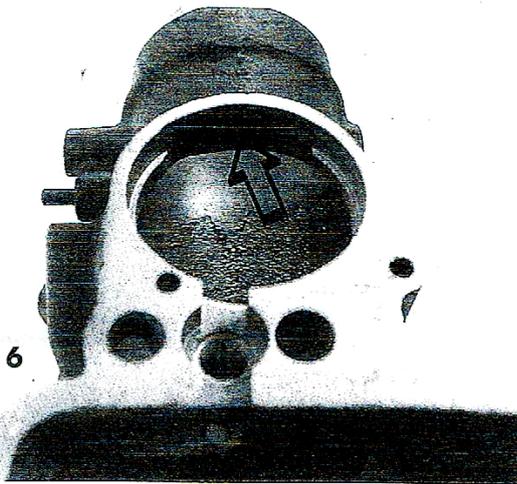
The "B" Zenith Solution follows:



This passage way has to get by the venture. Our solution was to lathe cut a groove 0.125" wide and 0.100" deep in the land of the venture. Then a one and one-quarter inch arc length is cut off the lower land, that created by machining the groove. See photos 3 and 4.

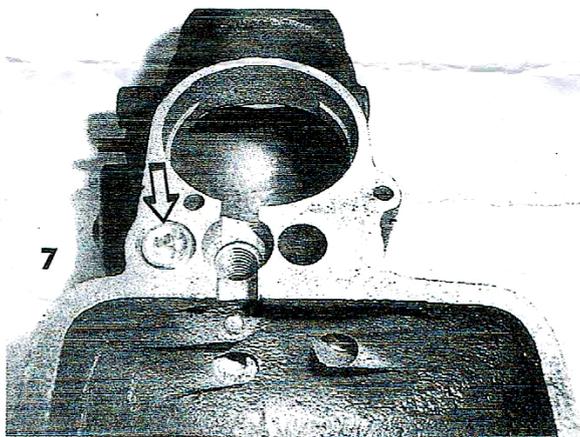


Next a groove 0.250" wide and 0.218" deep is milled across the idle jet counter bore, connecting the float bowl and the venture recess. See photo 5.



Then a die grinder and burr are used to grind away a one and one-quarter inch arc length of the venture seat in the lower casting adjacent to the choke throat opening. See photo 6.

The last part of the solution is to block atmospheric air from the float bowl by eliminating the 5/16" vent hole in the lower casting. This hole is drilled to a 23/64" diameter and tapped with a 1/8" - 27 NPT. A socket head pipe plug is inserted to be flush with the gasket surface. See photo 7.



When assembling the carburetor remember that the venture must be positioned so that relieved land is centered on the relieved venture seat land. A spot of super glue will hold it in place during assembly.

Renner's Corner pressure balances Model "A" and "B" Zeniths during rebuild for an additional \$30. (734) 428-8424 or Fax (734) 428-1090.

Keep Your Filters Clean!



Thanks to Tim Eagle who sent this article in. Tim has tried this with his own car, ask him for details!

Ask Fordscript.

There's a lot of knowledge amongst our Club Members and probably plenty of questions. We would like to include these in the Script. So if you have a technical question, problem or puzzle, send it in to afordscript@gmail.com, we will print it and then publish the solutions that we receive from readers.

AUGUST QUESTION

Recently while sorting some old parts I dug out a Model A head complete with 4 spark plugs. Three plugs were what I am used to and fitted the plug spanner, 1 1/8". The fourth plug was shorter and 15/16". This plug was labelled Champion 00 com made in Canada reg. in Canada. Does anyone know anything about this?



Ask Uncle Henry.

These questions and answers have been taken from Feb 77 Restorer. "While you may disagree with Uncle Henry's replies, we figure they're good for a laugh." Ed Restorer

Dear Uncle Henry, I recently picked up this "boss" Model A roadster from a farmer out by San Berdoo. The stock engine runs good but it doesn't have enough performance for me. How do I go about putting in a Chevy V-8 engine? Flash.

Dear Flash. As far as I know, the engine change you propose has never been done before. I suggest you sell that old Model A pile of junk to someone in the Model A Ford Club and buy a Corvette. Uncle Henry.

Dear Henry, I have had my Model A Ford engine torn down for six months now. The problem is this.. When you clean the carbon off the tops of the pistons, should you scrape the carbon out of the little v-shaped notches in the centre? I have asked several mechanics, but they just laugh. A Worrywort.

Dear Worrywort, If you remove the carbon from the centre notches, you increase the cylinder volume (very slightly) and may weaken the the top surface of the piston if you scrape too hard. However, if you leave it in, it mat become white hot and cause pre-ignition. So, I guess you should remove the carbon and fill the notch with putty or some other material having the specific gravity and thermal properties of aluminium. Uncle Henry

More Mid Winter Dinner photos.



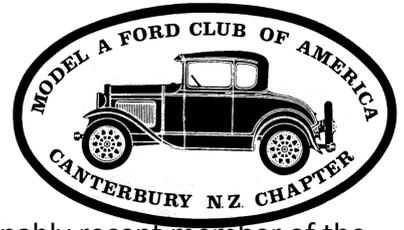
On arrival Lindsay had a roaring fire going and after a chat and pre-dinner drinks the buffet meal was served.



An example of a mix of steampunk and 1930's Art deco
(made from used saw handles, primus and conduit)



Club Member Profile: Ken James
Club member since 2014



My story is a little different from those already published in that I am a reasonably recent member of the club. However I hope you will get some entertainment and maybe stir a few memories from it.

My obsession with cars story starts soon after I was born when my Dad sold his old Whippet car which had been "trucked" and bought a brand new 1950 Morris Commercial LC3. As Dad was a builder the "Green truck" as everyone who knew us called it was not only his work vehicle but also our family transport.



We went everywhere in that truck, my older brother and sister (Janice White) sitting in a little half canopy on the back and Mum & Dad with me in the middle in the front. (There has to be some advantage to being the youngest).

At Christmas time dad would put a full length canopy on the back and off we would go for our Christmas holiday with Grandparents, uncles, aunts and cousins tagging along in a variety of old cars.

We travelled all over the South Island in that truck. My Dad was a hunter and explorer so we went to the very end of every road and then a bit further.

Most times we would only stay a night or two then move on as Dad liked to see as many places as possible in the time we had.

They were great times and I am very fortunate to still have that old Green truck in the shed at home.



I purchased my own first car from my sister in law at age 14 for 20 pounds. It was an old 1934 Morris 10/4. A lovely old car but very well used. I couldn't wait to get my licence and spent hours driving up & down our drive, even with my left leg in plaster after I was knocked off my bike in Moorhouse Ave.

My high school principal didn't like me bringing my car to school and taking my mates for rides at lunch time so I was invited to leave after about six months. I jumped at the chance and went to work on a farm near Alford forest where the farm hack was an old Model A pickup. On sixteen inch tyres that old truck would go anywhere. I loved working with it.



It soon became apparent that the 34 Morris wasn't going to hack the tripping back and forth to Christchurch so I purchased my first Model A. A 1930 Tudor for 80 pounds from a friend of my father's. It was in very tidy condition with near new upholstery but needed a coat of paint. I had it painted in Methven, a nice midnight blue.

On a weekend off I took a few mates to the speedway in it. On the way home it boiled! We stopped on Blenheim Rd and poked around a factory yard looking for a tap, when we poured water in the top we got wet feet! On looking down we realised some vandal had poked a 1" hole in the radiator! We blocked it up as best we could and carried on.



Soon after we were pulled over by the police who went over the car with a fine tooth comb. It turned out someone had seen us at the factory. It never ran right after that and it turned out it had a cracked head. I sold it soon after for a hundred & forty pounds so still did OK out of it.

I had a succession of cars after that including an A40 Somerset with a planned head and over size valves. It was a lot faster than any other car I had had and I got three speeding tickets in three weeks! Just as well there were no computers in those days as each ticket was treated as a first offence and I got away with light fines!

Fast forward to six months before my wedding when I saw a 1935 Chevy coupe advertised in the press. I went to have a look at it in Thorrington Rd and loved the look of it. It didn't matter that it only ran on five cylinders, had no muffler and looked pretty scruffy. I took it straight to Palmside motors in Hoon Hay Rd to get some repairs done and a WOF as I wasn't game to show my Dad or my fiancé what I had bought. My future father in law wasn't very impressed even then! It became our daily runner and it towed Mum & Dad's caravan down to Waimate for our honeymoon.

The old Chev had to be replaced as Children came along and many years went by with the Chev sitting in the back of the shed. After a marriage breakup. I was left with my work car, the Chev and a pocket full of money. After buying another house I had a bit left over so thought I might as well spend it on the Chev.



I took it to Gus Burke who did a body off bare metal body restoration on it. I had it painted at Hornby car painters and rewired it myself. Having had the engine reconditioned by M S Combes in the 70's It is now a nice looking and reliable car.

Hot air balloons took over my life in 1993. Every spare dollar and most spare time went into them for eight years until I found out I had prostate cancer in 2000 followed by my Dad dying in 2001 then a very close friend soon after. This made me think that there was more to life than work, so I gave up working for the company who had sponsored my balloon and bought a commuter bus service which gave me some spare time but not much money so I gave that up too and worked part time as a truck driver until I retired in 2014 Which was when I saw a Model A Raceabout advertised in Palmerston north on trade me.

I thought "that looks like fun" so I put it on my watch list. The night before the auction was due to end I checked my emails as usual and noticed that the Model A was due to come up at midnight. I put an auto bid on it and went to bed. Of course I couldn't sleep so got up at 11.45 and watched..... No one else bid!

The vendor, Bruce Collins was very helpful and loaded it up with spares and got a new warrant and rego before putting it on the truck down to me. Unfortunately I have lost contact with Bruce.

When it arrived I took it around to show Bruce Miles who encouraged me to join the club which Janice and Ian had recommended as well. Since then I have enjoyed many outings especially the Peninsular run and the Iron ridge sculpture park run & Gymkhana.

My advice to anyone contemplating buying a Model A is. Just do it! You will meet lots of Great people and have a very rewarding if sometimes frustrating pastime.



If anyone has any info on this car prior to 1982 I would love to hear about it please.

Ken James has taken on the role of Assistant webmaster. He is helping Kevin get photos of all members vehicles. The car doesn't have to be fully restored, works in progress are welcome. If you have a good picture for him, give Ken a ring., 03 9800547, or 021 2225086 or email, kenjames@paradise.net.nz. Provided you don't live too far away, he is happy to come out to photo your car for you.

More photos from the visit to Upper Classics in July.



Help us make *The Script* a success. We would be grateful for any material you feel could be appropriate to include in our Club's newsletter.

CLOSING DATE for copy for the next Script is 18th August, 2016. Please send to the Editor, Wendy Genet afordscript@gmail.com. The views expressed in this magazine are personal opinions of those who contribute and do not necessarily represent the views or methodology of the Canterbury Chapter of the Model A Ford Club of America. Thanks goes to MAFC member magazines and web site as well as other sources who supply material to our club which we reprint in the magazine.

CLUB CAR : Remember that the Club Phaeton is available for members to use. If your Model A is not mobile, give some thought to borrowing the Club car to join in one of our runs. Guidelines for its use are printed inside the back of the membership list.

Graham Evans (ph. 03 351 5919) is the custodian of the car and looks forward to your call requesting the use of the car.

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