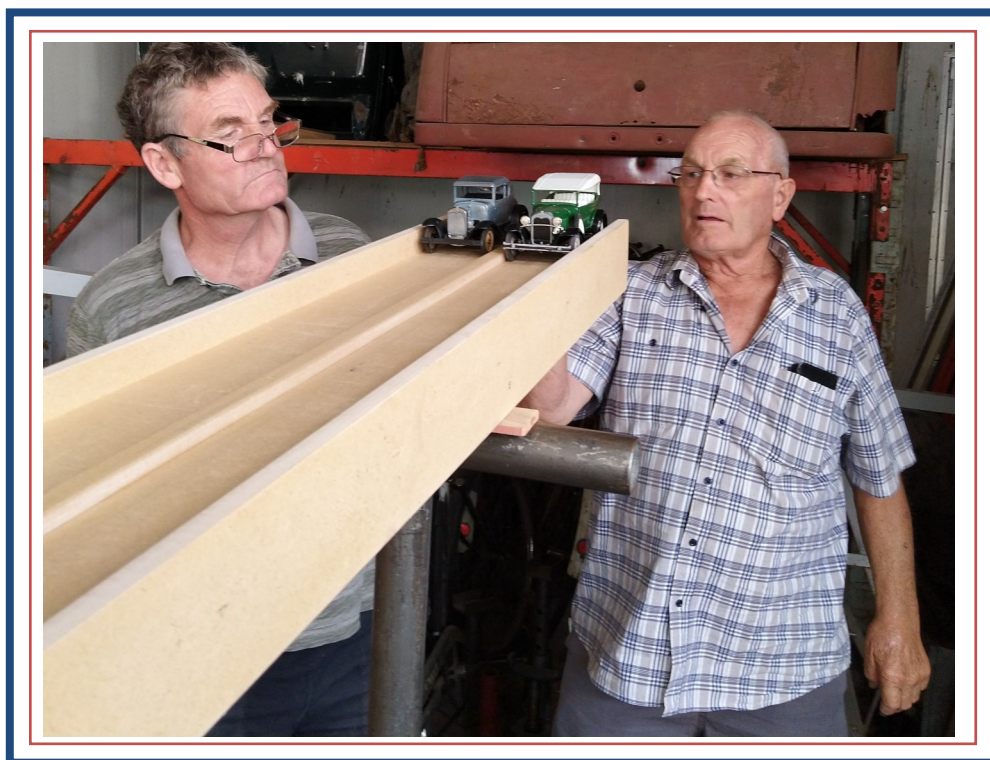


A Ford Script



April 2021

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

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WEBSITE 'Model A Ford Club Canterbury'

Did you know our club has its own Website, type 'Model A Ford club Canterbury' into google. There are a number of pages of interest including all the Scripts from 2014 (able to be downloaded and/or printed), notes on future events as well as market place where free adds for members can be posted. Any questions or suggestions please contact Graeme Scott (webmaster) at 'scotts.belfast.nz@gmail.com'

COVER. Hubley practice day

CLUB CAPTAINS REPORT

Hi Folks

My thanks to Glenn Birnie for building a Hubley track for our local members to practice before heading to Gisborne for the National Meet. I decided to take my Hubley car, even though I have not entered at Gisborne. Maybe next time I will enter, if I can get a bit more practice.

Thank you to Glenn & Heather for hosting this event.

Our next local event is the High Country Run being organised by Kevin Mercer. This is going to be a full day, so I hope anyone intending on going has been in contact with Kevin.

For those travelling North, please remember to be courteous to other travellers and not hold up the flow of traffic.

Safe motoring

David

March 28th—April 8th National Meet in Gisborne

16 Model A's from the Canterbury Chapter are going to the National, the committee wishes all participants happy and safe motoring

April 18th High Country Run

Starting from 2 Fat Possums Restaurant Car park in West Melton at 8.30a.m.

We have a full day's events planned so please be on time.

Any entrants from North of the Waimak River can meet us at Sheffield no later than 9.15a.m.

Briefing will be at Sheffield. If you like cheese it is advisable to bring a chilly bag as we will visit the Waiwarie Buffalo Cheese Factory, mid-morning. The day will finish at the Darfield Hotel for an early Dinner.

Please email us at khmerc@xtra.co.nz to advise if you will be joining for the day and for dinner to assist with numbers at both places. Entry fee \$5 per car.

May 22nd Night Trial**June Mid Winter Function****November 12 –14th Show weekend away.**

Ruth and Kevin Mercer will host a long weekend away to Oamaru, we will start at midday with lunch at the NOSH Café SH1 (at the turnoff to Waimate), staying Friday and Saturday Nights in Oamaru then everyone is free to make their own way home Sunday.

For anyone who is interested in a full weeks motoring we will continue from here following the East coast as closely as possible to Invercargill, then returning through the middle of Southland to Ettrick, Waipouri, Ranfurly, Kurow and Fairlie.

As accommodation will be limited please email us now to give an indication of numbers to allow us to confirm where the overnight stops will be. khmerc@xtra.co.nz

Past Events— February 7th Hubley Dubley Trials

It was good to see the interest in this event leading up to the Nationals in Gisborne. Glenn has made a track, with Lindsay's assistance. We gathered at Glen's to test our cars.



A variety of models were tested, and with the help of marshals, Heather and Annette, a series of racers were run, with the final results being heavily contested.

Eventual winners were 1st Glenn 2nd Andre 3rd Graham

Return of the Hubleys by Gary Jones 1988 Restorer

Good news for Model A Ford enthusiasts! Those little cast metal Model A car kits known as Hubley Models are back in production. The name has changed, and they are manufactured with modern technology, but the results look the same. The company that purchased the dies and rights to produce the model car kits from A. C. Gilbert when the company went out of business is Scale Models PO Box 327, Dyersville, Iowa 52040. The company invites inquiries about their scale model, Model A kits at the above address or email office@dyersvillediecast.com It appears they are producing four of the original seven kits. The box shows the Victoria, Station Wagon, Town Sedan Roadster Pickup models.

An examination of one of the new kits shows that, while they are not identical to the older Hubley models, they are so similar that the parts should be interchangeable with the older models. Some of the noticeable differences are the alloy of the metal used for the bodies, which appears shinier and a little lighter in weight, the exterior trim parts are now chrome plated and the tyres no longer have the "4.75x19" tyre size designations on them. Some of the earliest Hubley kits also had white paper whitewall rings to stick to the tyres. The new kits don't.

I opened a Victoria kit to examine it in detail. The model number stamped inside the body is the same: 4866-64, but the bottom of the chassis-fender assembly now reads "Scale Models, Dyersville, Iowa, Made in USA." All of the metal castings appear identical otherwise.

The instruction sheet is much simplified and the assembly diagrams are different. There was no transparent plastic material to make the windows and windshield glass from. The oldest Hubley kit I own, dating back to the mid 50's, came with a sheet of clear plastic and templates for use in cutting out the windows glass forms pre-punched in the plastic sheet.

All of the older Hubley and Gabriel (A.C. Gilbert) kits I have seen had all the plastic parts made from beige plastic. The new kits from Dyersville all have most plastic parts (wheels, seats, steering wheel, etc) cast in white plastic. The trim plastic parts (headlights-bar-horn, taillights and cowl lights) are now chrome plated plastic instead of being a metal shaft as in the older models.

Each kit I examined (Victoria and Station Wagon) contained a decal sheet including Ford script ovals, a Taxi decal, Joe's Towing and several others. The rubber parts appear to be made from a soft black plastic. Interesting, each kit included a cast metal luggage rack even though body is perforated for it. The Town Sedan and Coupe models were the only two originals to require this luggage rack casting.

Originally Speaking.

Fitting and bushing a two tooth or seven tooth steering sector shaft housing.

Firstly inspect the sector shaft. It must be true in it's entire length and any flaws must be carefully ground out. Reproduction shafts are excellent and a new shaft would be advised if you want good steering.

Phosphor bronze bushings are ok and it is preferable to bush the entire length of the shaft. Originally bushings were steel shelled with a copper lead tin zinc bearing surface. The original shaft size is 1.1235".

If the sector teeth are in good order and only slight wear is evident, have the sector shaft built up. Hard chrome the shaft and have it ground to the original spec as above. Roller bearings can be installed instead of the sector bushes, but talk to somebody who has them installed before you buy. The roller bearings are harder than the shaft and can do considerable damage over time.

Press the bushings into the housing, reaming to within 0.004" of size, **then hone** to 0.0015" clearance, leaving a space between the bushes for grease to enter. Note, the original bushings have a spiral oil groove to keep oil and grease from exiting the sector and to disperse grease evenly over the shaft. A one-piece bush should preferably have the spiral groove cut the full length. Easily cut by an engineer. If using a one piece bush, once in place, drill through the bush for grease to enter. Some 7 and some 2 tooth boxes did not have a sector shaft grease nipple. It is advisable to add one now you have the chance. There are bushings available that have the correct OD of 1.250" and the ID of 1.125". You just need to install and ream close to size and then the final hone to size, as most bushes will contract when pressed in. Many of the sector bushings supplied are fractionally too big. Check before you buy.

The Ford Blue Print for the sector bushing states the rough ID to be 1.122" to 1.124". With the bushes burnished ready to use the ID should be 1.12475" to 1.12575".

Please note: **Honing to fit is imperative.** For a beginner, if you have not used reamers or honing tools to a fine tolerance, you will be wasting your time and money. Never ream sector bushings to size. Reaming leaves a surface with high spots. A reamed surface will give a tight fit on the high spots which will feel good for the first few hundred miles. These high spots will quickly wear leaving you with steering play. Many automotive machine shops can undertake reaming and honing for you. This way you will get a tight bushing that will last and stay tight for a very long time. The sector should be a tight sliding fit to the bushings. Some restorers also like to add a seal at the outer end of the sector shaft to stop any oil leakage. With a properly fitting sector this should be unnecessary, but if you feel the need, the solution is to have a machine shop counter bore the outer end of the **sector** housing and install the commonly available oil seal. This will have to be done after the bushings are installed and honed because a small amount of the outer bushing will be trimmed away to accommodate the seal.



The 7 tooth sector housing is part of the box and cannot be removed.

True up the steering shaft below the worm to remove any wear marks. Measure. Wear in this shaft can be considerable and bushings have to be machined to fit. Bush the lower housing A-3551-B with a suitable bronze bush, and ream and hone to size. A-3776-CO is the part number for the oversize bushing. A clearance of .002" is acceptable. Standard bushes are available. The minimum OD for this shaft is 5/8".

Headnut.



A seven tooth sector and worm.



A 2 tooth sector



2 tooth sector housing and sector

FOR SALE

1930 Tudor Sedan \$30,000 No Dreamers Ph Ken 03 3598642

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WANTED

Literature on the Model B Carburetor
Contact Andre Kraenzlin 021996223 or
Lunatigs@hotmail.com

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CLUB CAR REPORT

No running this year yet. The car has a current Rego & WOF

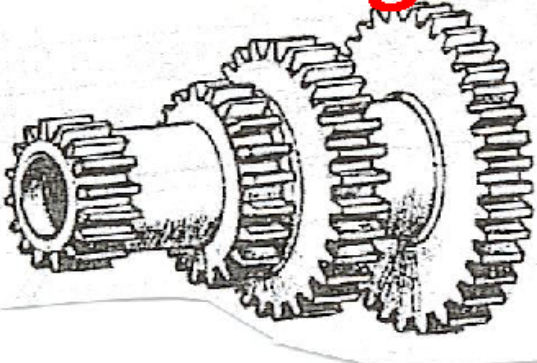
If you have your car unserviceable for a run, you can book the car by calling

Graham on 3515919 or 0273207948

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 20 April 2020. Please send to the Editor, Graham Evans 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 sites as well as other sources who supply material to our club which we reprint in the magazine.

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Web; www.veteranvintagecars.co.nz

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.

CANCELLATIONS : In the event of unsuitable or doubtful weather, cancellations or postponements will be emailed to you.

We have printed the annual run organiser for the coming events in this script.

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