

A Ford Script



April 2022

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 - <https://www.modelaford.co.nz/>

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: Methven Gymkhana

CLUB CAPTAIN'S REPORT

In the last Script I mentioned how nice it would be to meet some of you whom we had not seen yet. While it is a time for plenty of excuses – like the rise in petrol costs, Covid, and even sometimes the weather it is still disappointing that more Model A's are not attending some of our events. Can I please ask that you at least consider attending one of our events this year? Our committee members took over organising each of these a few years ago to take the pressure off you, however they do spend considerable time and effort trying to make each one different from any others you may have attended. It would be appreciated if you could take this into consideration so that their efforts are not completely wasted. At present our committee is looking at some new and different ideas for the future which may interest you.

The "early bird" pre registrations for our National Rally next year are climbing every week and it may get to the stage where we will need to close these because of the numbers that can be catered for.

I will keep including an "Earlybird" registration form as we do seem to get an influx of attendees after each Script. This early form will mean that you are able to receive the newsletters and the programme is looking more exciting each week as we add to our ideas. It is likely that the third newsletter will be sent around May, and this should include the programme.

If there are any of you who are able to supply, or know of anyone, able to provide sponsorship or raffle prizes for our 2023 Rally in Methven could you please contact Brent or I asap. We would welcome any support that anyone is able to provide. Raffle prizes do not necessarily have to be vehicle related. This message is again repeated just in case you have not been in touch yet.

Kind regards.

Lyn

NATIONAL RALLY 2023



I would like to record an “Earlybird” registration for the Ford Model A Rally in Methven on 4 – 10 March 2023.

Name	
Address	
Email	
Cellphone	
Model A	

Please bank \$20 into the account number 06 0805 0018320 23 (ANZ).

The email address for this Rally is 2023modelarally@gmail.com

We look forward to seeing you.

Lyn Miles

Secretary 027 228 6292

COMING EVENTS

Please note that vaccine passes are required for all of our events.

April 3rd High Country Run — Coastal Cruise

Time: Ready to leave Amberley at **10am**.

Place: Main Road Amberley outside the toilets on the Main Road.

Petrol: With your tank full.

Dinner: At Amberley Pub 4.30 – 5pm.

We need to advise the pub our numbers and what you will be eating. A menu will be sent to those who indicate their attendance. Vaccine pass essential.

May 21st Night Trial

June 18th Midwinter Dinner at Langdales Winery

Buffet Meal Hot glazed Champagne Ham with mustard fruits,
stuffed Chicken thigh with red wine sauce
Potato Gratin
Selection of oven roasted vegetables
Fresh green leaf salad with honey mustard vinaigrette

Dessert Christmas pudding with custard
Pavlova with fresh fruit
Tea and coffee

July 17th AGM at Elmwood Trading Company

August 14th Breakfast Run

If anyone would like to add any interesting ideas that they would like to see us offer to our members for this year, please contact Lyn or Brent.

PAST EVENTS - Gymkhana at Methven



On Sunday 13 March we gathered at the Rolleston Sports Centre at 9.30 for a run to Methven.

There were 7 Model As, 2 moderns and 21 people. Kevin Mercer and Dave Dacombe organised an interesting route for us. We went along Lake Ellesmere to Leeston, then to the main road through to Rakaia. From here we went through Barhill to the Methven Racecourse. There were questions to answer along the way and a memory test at the gateway.



After a lunch break the gymkhana was held. It was interesting watching most people take part in the four activities. A very pleasant day enjoyed by all. Thanks to those involved in the organising of the event.

Sandra Olliver



AUTHENTICALLY SPEAKING

Model 'A' Spark Rod Movement.

The spark control rod on the Model 'A' is somewhat misunderstood. Today modern cars have computers that control the spark setting automatically. Before the computer, vacuum and centrifugal weights were used both individually and together to advance the spark.

The Model 'A' relies on the driver to control the spark advance. One must know why there is a spark control on cars. Here is a quick lesson on four stroke gasoline engines.

(1) Intake – The piston moves down creating a vacuum. The intake valve opens allowing the air/fuel mixture into the cylinder.

(2) Compression – The air/fuel mixture is compressed as the piston travels upward with both valves closed.

(3) Power – The air/fuel mixture explodes forcing the piston downward with both valves closed. This is where the energy in the engine is created. This is also what the spark rod controls. Ideally the full force of the explosion needs to be pushing on a piston traveling in a downward direction. If not, you could get back-firing or excessive pressure on the top of the piston, rings, rod bearings and even the crankshaft bearings. So, you want the spark timed to the downward direction.

(4) Exhaust – The piston moves upward with the exhaust valve open forcing the burnt gases out of the combustion chamber.



Here are some points to consider when advancing or retarding the spark control lever:

- A cold engine has slow combustion so more spark advance is needed.
- A hot engine the combustion is faster so less spark advance is needed.
- In a stock bore the combustion is faster (smaller space) so less spark advance is needed.
- In a large bore the combustion is slower (larger space) so more spark advance is needed.
- A stock cylinder head, the combustion is slower (larger space) so more spark advance is needed
- A high compression head 5.5 or 6.0 combustion is faster (smaller space) so less spark advance is needed.
- At low speeds combustion is slower so less spark advance is needed.
- At high speeds the combustion is faster so more spark advance is needed.
- Heavy loads the combustion is faster so more spark advance is needed.
- Old gasoline has lower volatility so combustion is slower and more spark advance is needed.
- New fresh gasoline has high volatility so combustion is faster and less spark advance is needed.
- If the spark lever is retarded too much it will cause the engine to overheat.
- If the spark lever is advanced too much it will cause ignition knock. Fuel ignition too soon.
- Climbing steep hills or grades less spark advance is needed.

AUTHENTICALLY SPEAKING

- Fully retard the spark lever when starting a cold engine.
- Advance the spark lever 2 notches when starting a warm engine.
- Fully retard the spark lever when setting the carburettor idling adjustment.

For normal driving the spark lever should be $\frac{1}{2}$ to $\frac{3}{4}$ the way down the quadrant. High speeds or flat driving the spark lever can be $\frac{7}{8}$ to the full range of the quadrant, but as soon as hills arrive the spark lever must be retarded some to prevent power loss and ignition knocking. In conclusion, there are many factors that affect the spark control setting on the Model 'A'. They are also interrelated. Do not be afraid to experiment with the spark control setting. You might discover more power and less overheating!

Note: These suggested settings are for the Standard Model 'A'.

Listen to your Model 'A', it usually tells you if there is something wrong.



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Phone Terry 03 434 3199

WANTED

1930 Headlight Bar

Phone or Text David Coakley 027 354 0307

Coupe or other 2 seater, preferably registered and warranted.

Any leads would be appreciated.

Phone or Text Grant on 022 681 4083 or email me on callaghangrant@hotmail.com

Looking for Windwings for 1930 Roadster

Phone or Text Andre on 021 996 223 or email me on lunatigs@hotmail.com

CLUB CAR REPORT

The new trickle charger is working a treat keeping the battery at full potential ready for its next adventure.

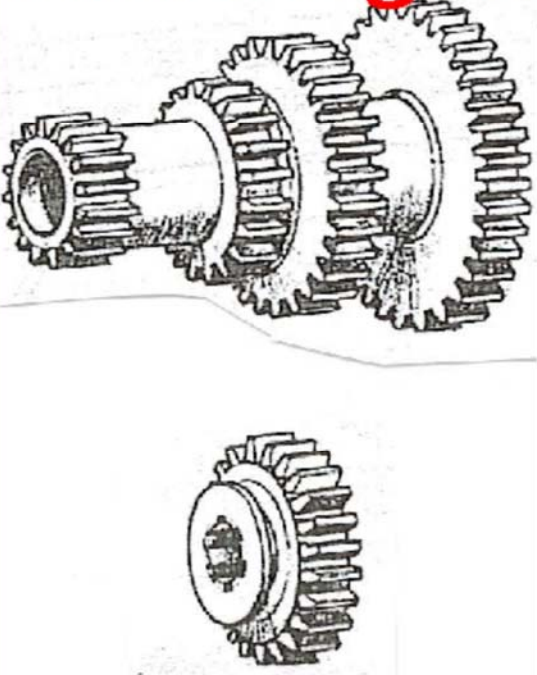
SCRIPT CLOSING DATE

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 **20th April 2022**. Please send to the Editor, Andre Kraenzlin 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.

Model-A-gearbox upgrade.



Improved 2nd gear ratio by 15% to increase overall road speed in 2nd gear and hill climb ability without stress revving your engine.
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CONTACT
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Auckland 0614
New Zealand

PH (09) 8329818
MOBILE (0274) 543 983
EMAIL: vet.vin@xtra.co.nz
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.

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