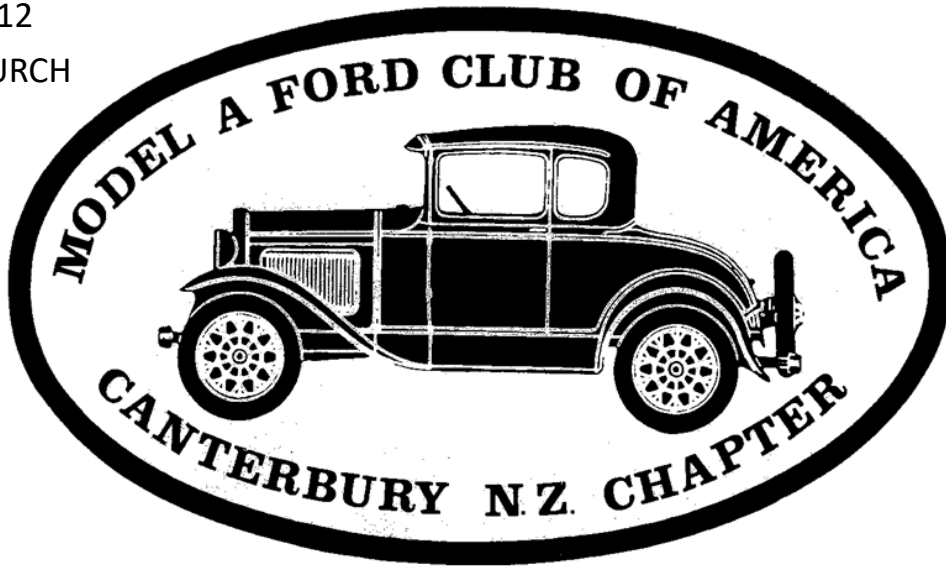


PO BOX 4212
CHRISTCHURCH



A Ford Script



MARCH 2018

A Ford Script

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

COMMITTEE

Club Captain	Peter Bayler	(03) 313-7067
Acting Club Captain	Graeme Scott	(03)384-8773
Acting Vice Club Captain	David Dacombe	(03)313-7341
Treasurer	Barrie Shipley	(03)383-4640
Secretary	Brent Miles	(03)349-8108

General Committee

Anne and Graham Evans		(03)351-5919
Glenn Birnie		(03)347-4849
Pam Dacombe		(03)313-7341
Russell Genet		(03)329-9065
Lindsay and Annette Painter		(03)342-5247
Bruce Miles		0272389692
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Assistant Webmaster	Ken James	(03)980-0547
Script Editor	Graham Evans	(03)351-5919
Club Car Custodian	Graham Evans	(03)351-5919

WEBSITE

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 ads for members can be posted. Any questions or suggestions please contact Graeme Scott (webmaster) at 'scotts.belfast@xtra.co.nz'

COVER . Selwyn Gardens, Broadfield

CLUB CAPTAIN'S REPORT

Since my last report the Club has had a quiet period with the only rally being our annual 'Era Dress Picnic' at Broadfield gardens in Rolleston. This event had a good turn out with most attending in era dress and enjoying their lunch with 'era' picnic settings. The subsequent guided tour of the gardens proved very interesting and demonstrated what can be done to transform a bare paddock to a forest grove with both knowledge and patience. My thanks to Brent and Lyn Miles for organising this for us.

The rally for this month is a short city run to a park which hopefully will appeal to those members who do not enjoy the longer runs.

Behind the scenes your committee has been planning events for the next few months (detailed in the 'Script'), that we hope will both appeal and be well attended. We have also been working on getting a permanent solution for garaging of the Club Car as its current location is no longer suitable and this exercise is not without its challenges.

During the temporary period that Peter is stepping back from chairing the Club Committee David Dacombe has kindly agreed to undertake the position of Vice Club Captain.

Please remember member input or assistance on any of the Club's activities is always welcome and can be made by contacting any committee member. It is after all as much your club as it is ours.

Safe driving in your 'A's

Acting Club Captain Graeme Scott

CLUB CAR REPORT

This month has had no movement in the club car.

EDITORS NOTE

I would like to remind members that this is your magazine, and articles, photos and members profiles are most welcome. Send info to email afordscript@gmail.com

Please consider providing the script with your input, any suggestions on anything relating to Model A's.

Regards Graham

PAST EVENTS

Sunday January 28th — POSH PICNIC

Now becoming somewhat of a tradition, our first meeting of the year—PICNIC !

A very warm northerly day dictated that shade was a necessity, particularly for those who wore era dress.

So it was 15 Model A's together with 3 or 4 moderns – mostly with their occupants suitably adorned in era fashion, , gathered at the Broadfield Gardens in Selwyn Road around 11am. and headed immediately to the oval and the shelter of the leafy Cherry Trees.

Thus suitably protected , out came the many varied picnic tables appropriately clothed in fancy old style tablecloths, held down in the light wind by decorative teapots, cups and saucers, cake and sandwich plates and tasty delights ranging from cucumber sandwiches filled buns, creamed lamingtons, brandy snaps – not to mention left over birthday cake. These delights, some shared around the multitudes, were washed down with chilled wine, cups of tea, coffee, ginger and the occasional regular beer.

Upon completion of lunch, we were given a guided tour of Broadfield Gardens by the owner David Hobbs with detailed explanations of the varied types of plants, their ages and the reasons for planting them as they have been.

Truly , well-designed and thought out gardens, ranging from Totara and Kauri trees, some up to 25 years of age, and New Zealand natives, to azaleas, rhododendrons, and rose gardens. A huge diversity of plants and trees divided into many areas separated by neatly clipped Totara hedges adorned by neatly maintained lawns, ornamental gardens, canals and ponds. The stroll through the gardens, up to the viewing mound and back to a cool shaded position under the cherry trees occupied nearly an hour. Not a small garden – in fact 3.5 hectares.

Once the tour was completed we returned to the welcome shade of our picnic tables under the cherry trees to conclude the afternoon with another couple of quaffs, light hearted chit chat about the year to come and our lives moving forward without our dear Rosalie. She will be sadly missed, particularly at occasions such as this, which she enjoyed immensely.

In a break from tradition, acting Club Captain Graeme Scott announced the winners on the day for Era Dress, rather than the anticipated wait till the AGM where official presentations will be made. The winners being:

Ladies	Barbara Hill
Gents	John Oliver
Couple	Brent and Lyn Miles

The afternoon ended around 4pm as we all slowly packed up and tootled off.

Contribution by Brent Miles



COMING EVENTS

Sunday March 18th - Gymkhana

Meet at Tower Junction behind Speights Ale House at 10am

Monday April 16th— Ladies Lunch 12 noon @ The Option Bistro & Wines 158 Hussey Rd,
Please phone Pam 03 313 7341 or Annette 03 342 5247

Saturday April 28th & Sunday April 29th - High Country Weekend

Saturday May 26th - Night Trial

Saturday June 23rd - Mid Winter Ball

July - AGM

NEXT COMMITTEE MEETING:

Next committee meeting is 7.30pm, **Tuesday 20th March, 2018,**

at Graham & Anne Evans's 78A Jeffreys Rd. Fendalton

If you have any matters you would like raised, please contact a committee member before this date.

Do You Know the Model A?

The Power Plant (*Answers to February Script questions*)

1. What is the weight of the Model A engine, complete with clutch and transmission?
475 pounds, (215.5 kgs)
2. What is the crankcase lubrication capacity?
5 quarts, (5.68 ltrs)
3. What is the torque of the Model A engine? At what speed?
128 foot pounds at 1000 rpm, (175.54 Nm)
4. What is the weight of the flywheel?
63 lbs 4 oz, (28.68 kg)
5. What is the firing order?
1, 2, 4, 3
6. What is the bore and stroke?
3 7/8 inch, 4 1/4 inch, (98.425mm)
7. What is the piston displacement?
200.5 cubic inches, (3.285 ltrs)
8. What is the actual brake horsepower?
40 horse power @ 2000 rpm, (149.5 kw)
9. What is the S. A. E. rating?
24.03 horse power, (17.9 kw)
10. What type of fan is used?
2 blade

FOR SALE

100's of "Model A News" and "Restorers" for sale most still there from the mid 70's thru to 2014. Only \$3.00 each or 5 for \$12.00. Be quick....Kevin Straw 03-338-3686.

ROBERTSON

SCREWS



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Model A Parts For Sale

2 x 19" Wheels @ \$70 each
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1 x 1930 Bonnet complete \$100
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2 x Diff & parts Offers
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1 x towbar Offers
Terry Buchanan Phone 03 4343199, cell 027 6156299

TECHNICAL TIP

This month's Tech Tip is curtesy of Lynn Sondena, Beaver Chapter Model A Ford Club

“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.
- 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, they usually tell you if something is not quite right.

Sheffield Volunteer Fire Brigade

Wheels & Wings



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No alcohol or dogs of any size allowed
Hot food and drink available

The cost to show a car is \$5.00 for car and driver with the max cost of \$10.00 which includes all passengers Club id (badge) to be shown.

FORDSCRIPT If we have it wrong and are posting you hardcopy when you would prefer it emailed or vice versa or you know someone who should be getting a Script and isn't, please let us know. Either give us a call, 3515919 or email afordscript@gmail.com

WANTED

Tyres

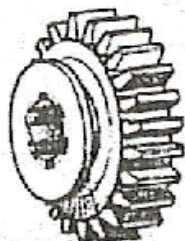
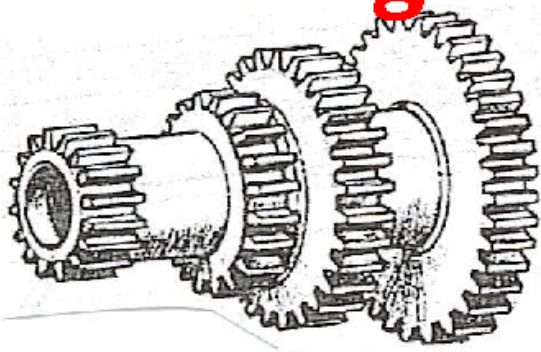
450-475 x 21" NZ Firestone in excellent condition

Rear vision mirror 4in dia. with rear swivel attachment

John Olliver Ph. 3596360



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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COST

All new cluster and 2nd gear **\$1890.00 + P&P**

CONTACT

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1127 Scenic Drive
Swanson
Auckland 0614
New Zealand

PH (09) 8329818
MOBILE (0274) 543 983
EMAIL: vet_vin@xtra.co.nz
Web; www.veteranvintagecars.co.nz

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 March 2018. 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.

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 will be printing the run organiser in the coming events, please feel free to contact them or any of the Club committee members.

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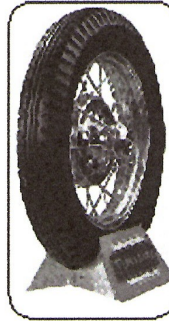
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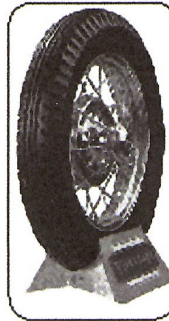
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