

A Ford Script



March 2023

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: Era Picnic

CLUB CAPTAIN'S REPORT

What an excellent turn out on 12 February. A very great proportion of people turned out in era dress and also had many table settings in the same period as our cars. Well done to the 19 cars who saw some other excellent old cars at both venues that we visited.



We have now planned the next few months – that is as much as we can before final venues are booked. Hopefully there is a good selection of ideas that you will be able to choose from and attend.

This month's report is quite short as we are just a few days away from the final plans for the 16th National Rally in Methven. There have been several incidents which have prevented some from attending from Hawkes Bay and also the crossing of Cooks Straight has been in jeopardy over the last few weeks. However, still a good number and some exciting plans which we are looking forward to.

Kind regards.

Lyn

COMING EVENTS

2023

April 16th April Run (Location to be confirmed)

May 13th Night Trial

June Mid Winter Dinner

July AGM

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 - Era Picnic

Sunday 12th and another fine hot day to go motoring in our A's. Eighteen Model A's, and two moderns turn up to view a collection of twenty-five 1950's to 1970's American Classics plus thirty various makes and models that are undergoing restoration and repairs.

The Classic Workshop was very impressive and clean, bright and looked very well organised for the six-tradesman working on site.

We were welcomed by the owner Kevin Giles-Pain and the workshop manager Joe Grose who gave us a talk on the history of the company and the scale of work they undertake. They have plans to go into the panel fabrication and paint refinish in a new purpose built refinish shop. Please take a look at their web site www.classicworkshop.co.nz to view the great collection and workshop full of classics under various stages of repair.



PAST EVENTS - Era Picnic



After the Tour we all headed to Governors Bay via the road tunnel to visit Gavin Bain's collection at Waitahuna, this is the site where Mr John Dyer (Dyers Pass Road) built his one room cottage in 1851. Over the years additions and alterations were added to the cottage and it was purchased by the Bain family in 1971. On arrival we drove into the car park and headed for the shade under the trees to set up our Era Picnic

displays. It was great to see so many members dressed in era fashion with all the trimmings to create a great 1930's picnic atmosphere. After lunch we all looked into the various sheds to view Gavin's collection of British and European cars. On show was Gavin's first restoration when he was still at school a 1924 Humber. The highlight of the collection would be the 1899 Benz in original condition and in good running order. This was the second car to arrive in Christchurch and was owned by the Monk family of Monks Bay.

Thank you to the organisers.

Kevin Straw



AUTHENTICALLY SPEAKING

Authentically Speaking.

Houdaille Shock Absorbers. PART ONE.

Part two next time is shocks in depth.

All Model 'A's were fitted with shock absorbers. Most Model 'T's were not, and Henry Ford made mention that the 'people were the shock absorbers'.

Some of the early Model 'A's were fitted with friction shocks of various makes. Hassler was a common make. They were a double acting friction shock and served a basic purpose.

Houdaille hydraulic shocks were also fitted, starting in early 1928 to the end of production. Whether you had friction shocks or hydraulic shocks most likely depended on what was supplied to the assembly line at that time.



A typical Hassler shock.

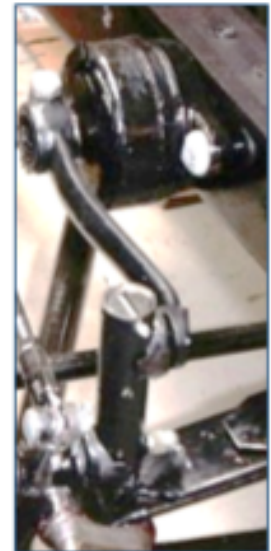
Houdaille shock absorbers.

Having worked on these shocks for many, many years, I am amazed at the really extreme tolerances used to gain excellent resistance on original shocks. These tolerances would be difficult for some machine shops to achieve today even with modern machinery. The tolerance between rotor and body was no more than .0005" (and I suspect less,) but could not measure it. Arrowed, - between the moveable rotor and the shock body wall. Shock absorbers are manufactured in lefts and rights, with only 2 small components determining left and right. *The inventor showed a lot of ingenuity.*



Working on shock absorbers.

Firstly to check resistance., leave the shock in position on the chassis and remove the linkage to the shock arm. Be careful of the tubular link components as they may fall out of the linkage. This is of no concern at this stage. You will now be able to move the shock arm up and down to check resistance. A brand new shock would have had only 5% resistance on the upward stroke and 95% on the downward stroke. Most these days are nearing 50/50. If there is very little resistance, two scenarios are at play. You shock may be dry or nearly dry of fluid. Look for signs of leakage around the square shaft coming out of the body, or at the base of the internally threaded body cover. Tightening the cover slightly with large grips



as pictured, puts pressure on the shaft seal and the cover 'O' ring at the same time, and this may stop weepage. Originally glycerine was used but as this attracted water, where internal rusting later became a problem. Most shock these days would have been worked on at some time and filled with a heavy hydraulic oil (hopefully).

Remove the small filler bung on the top of the round cover and top up. Do not completely fill, as there must be a small air space left to function properly. Leave the filler bung off and work the arm up and down vigorously to eject air from the system. Then replace the bung. You should notice an increase in resistance. If not, carefully wind the small adjusting nut on the top of the square shaft clockwise. If it is stiff to turn try some CRC, but if you reach the bottom of the adjustment, you risk snapping the head off the valve. Take extreme care. The adjusting valves are delicate.

No resistance, then the likely hood is that your shock is worn badly. It may not be repairable. It would require a complete dismantle and inspection. If the square shaft from the body moves sideways, you can throw it in the bin. Remove the valuable adjusting valve to keep as spare.

AUTHENTICALLY SPEAKING

The other option is to purchase repro shocks from a supplier.



Arm removal and shock replacement or repair.

Remove the shock arm. Front arms are shorter than rears. One mounting bolt to remove the arm and lever the arm from the shaft with a large screw driver - carefully.

Still the best bet is to scour swap meet sites for better shocks or try Antique Ford Nelson, who has lots of second hand shocks in all states of repair and new repro shocks.

Shock Repair.

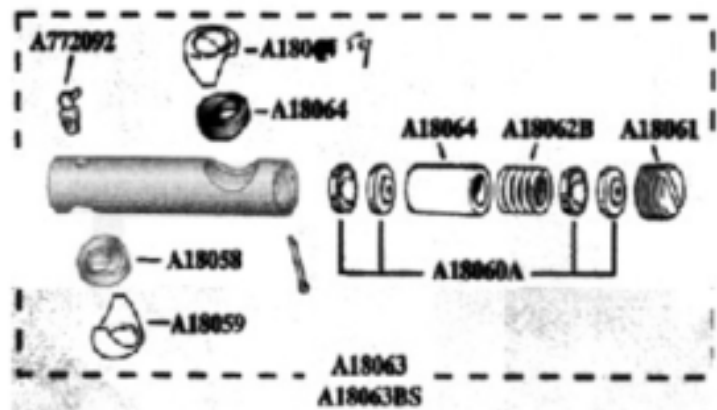
You will need the following: A very strong large vice. A pair of large grips as pictured page 1. A 2 ½ meter length of strong walled pipe. A 1 ½" AF long reach ¾" socket and associated bar. Heat, preferred oxy - acetylene. The work required is not for the faint hearted and is very time consuming, and at times very frustrating. That is where I advise buying new.

A book is available titled 'Model 'A' Ford Houdaille Hydraulic Suspension' showing all detailed aspects of disassembly and repair if you wish to work on your own shocks.

So now you have a set of new repro shock bodies and all parts sitting on your workbench.

Installation. You will have received 2 clockwise (CW) and 2 anti-clockwise (AC). They will be stamped or marked for you. You will require 2 front and 2 rear arms plus original type tubular linkages and all mounting hardware.

AC fit front left and rear right. Your supplier would have advised the fluid they contain. Mount each body to the chassis in the correct position using the supplied bolts and bolt firmly. Mounting bolts holes are off centre, with the shortest spaced holes to the top where the filler bung sits. All 4 shocks will have resistance on the downward stroke. Just what you will get is probably 60/40 resistance. With a crescent spanner check resistance and adjust with the needle valve if necessary. You do not need a lot of resistance to dampen your ride. Adjust all 4 the same, maybe more at the rear.



Bolt the arms in place. Short arms to the front. Tighten firmly and pin.

Mounting linkages to the arms.

Fit the metal grease shield and its corresponding rubber over each arm ball.

The diagrams show the link contents and order. Each ball has 2 brass cups either side with a spring and spacer between, as pictured. Grease very thoroughly. Install each grease nipple. Once assembled tighten the top link bung until you can just rotate the linkage. Pin. **Now this is important.** Keep an eye on your linkages for cup wear and after 100 miles and retighten. This is an ongoing process, needed every 500 miles. If you check linkages every 500 miles when you grease you will never lose a linkage. I have never ever lost one in all my motoring years.

Headnut

FOR SALE

Model A Ford Shock Absorbers rebuilt as exchange \$240 each, or \$270 outright.

Phone Jack at 03 352 6672 ChCh or 0274 322 041



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Model 'A' Ford Houdaille Hydraulic Suspension.

The only technical book in the world written on Model 'A' Houdaille shock absorbers. Priced to club members only at \$45.00 + post. Gives detailed technical description on the complete restoration of Model 'A' Houdaille Shock Absorbers. Accompanied with many extreme close up pictures of shock internal parts.

Contact Les at Rushmore Motors at 027 2245 045 or rushmoremotors@xtra.co.nz

MODEL 'A' FORD HOUDAILLE HYDRAULIC SUSPENSION

1928 TO 1931



Model 'A' Ford
Houdaille Hydraulic Suspension 1928 to 1931.
Overview.
Disassembly.
Inspection and repair.
Assembly.
Fitting to the car.
Shock absorber arms and linkages.
By Les Pearson.

A page from the 1938 Ford V8 Reference Book -

IMPORTANT

CARBON-MONOXIDE GAS

Each year numerous lives are lost through inattention to adequate ventilation of garages. The majority of deaths are due to owners neglecting to open the garage doors while the motor is running. In some cases the doors were not securely held open and were closed by wind.

If your garage doors are not equipped with a substantial device for holding them securely when opened, we strongly recommend you have one installed.

Never have the engine running with the car in garage longer than necessary and always have garage doors open.

FOR SALE

1930 Ford Model AA Truck

Our family heirloom is looking for a new home. The truck is currently stored in a garage in Grovetown, Blenheim.

It was last driven on the road in March 2020. Its registration is currently on hold.

For enquiries, contact Ruth McConnell
ruthmcc71@gmail.com

022 104 7705

03 578 3409



History

The truck has been owned by David and Ruth McConnell for over 30 years. David was a member of the MAFCA and the Canterbury NZ Chapter for more than 50 years, until his death in April 2020.

While living in Christchurch during the 1960's, he was Club Captain and newsletter editor of the Canterbury Chapter, being the proud owner of a 1928 Phaeton.

The truck was originally owned by Ruth's father, Don McTainsh, of Hornby, Christchurch. In 1973, the truck was sold to Gordon Mitchell. He restored the vehicle and registered it in 1979.

The truck later returned to the McConnell family in the 1990's.

The truck was used to transport produce from the McConnell's asparagus farm in Grovetown. It was the ideal vehicle to promote and sell fresh asparagus at the local Farmers' Market.



WANTED

Looking for a 16" wire wheel to suit a 1935 V8

Phone or Text David Rees on 027 483 3613

One 19 inch stainless steel spare wheel cover

Phone or text Barry. 027 443 5479 or barryhoff@xtra.co.nz

1930 or 1931 Tudor

Must be driving car needing virtually nothing done to it.

Phone or text Dave Goodman 027 4427 325 or dave-goodman@xtra.co.nz

Wanted tidy 1930 model a coup

Contact Grant 022 681 4083 or email callaghangrant@hotmail.com

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 March 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.

CLUB CAR REPORT

The car is booked for the National rally March 2023

All the work has finished and it is oiled and greased and in fine working condition

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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