

A Ford Script



May 2020

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. "Teddy" on display in November before body repaint

CLUB CAPTAINS REPORT

Club Captains Report

A month in 'lockdown' so no doubt all those 'A' maintenance jobs have now been completed and the cars are all polished and ready for when we can use them again. I did consider using mine for a 'grocery run' but figured that might give the 'self-appointed neighbour policing unit' an apoplexy so it had to be content with being backed out of the shed for an engine run.

Clearly with the uncertainty for the timing of any of our future events everything has been put on hold. A number of events are ready to go once we are 'released' so it may be we have events at an increased frequency to celebrate our freedom.

This month's Script contains information of some of our previous runs and events as well as other material our editor Graham Evans has managed to find for us. Preparing and putting the Script out each month is no small task and I am grateful for the work Graham puts into this on all our behalf.

At our AGM two years ago it was proposed (and approved) that we join the NZ Federation of Motoring Clubs, an organisation representing a large number of New Zealand motoring clubs such as ours. The federation lobby at government level on behalf of us all on matters that could impact on our ability to continue to run our events (or even exist) in the future, particularly with those factions who oppose us and want to phase out all fossil fuel vehicles. In their last newsletter (and reproduced in this Script) there was an interesting article on your rights and procedures to be followed should you be rejected for a WoF and don't agree with the reasons given. Hopefully not something you will need to use, but handy to have should you need it.

Also our affiliation with the parent body MAFCA brings us a number of advantages but is dependent on us having at least five of our members who are also members of MAFCA, (something we only just managed to achieve for this year renewal). In recognition of our Club's MAFCA affiliation we recently received a certificate acknowledging fifty five continuous years of our membership with MAFCA, something quite special as it's a feat few other clubs have achieved.

Stay safe in your 'bubbles' and with all the reading you have been able to do with this extra time I would ask should you come across articles that you think would be of interest to the wider Club membership then please send a copy to our Script editor for inclusion in future issues.

Graeme S



16 April 2020

To: All members, New Zealand Federation of Motoring Clubs (FoMC)

From: Harry Duynhoven, President, FoMC

Greetings to all club members

I trust that you are all coping well during the lockdown, and that perhaps some of our eighty thousand or so members are finding time to do some of those jobs on their heritage vehicles that they have been putting off!

In this bulletin, I want to update you on some news that is of particular interest to motorists. I'd be grateful if you could forward this to your members.

Exemption for expired WoF and 'Rego'

The government has announced an emergency law that provides a **6-month extension for vehicles that have an expired WoF, CoF or 'Rego' due to the lockdown**. Similarly, **there is a 6-month extension for anyone whose driver's licence or endorsement expired**.

The law change provides legal assurance that people can drive for essential purposes during the lockdown, and in the period afterwards, with an expired WoF or 'rego' or licence, without fear of infringement because the lockdown meant they could not renew it. It also means that your insurance policies will remain valid because the WoF or 'rego' etc. will be deemed current.

For ease of enforcement, **the extension is backdated to anything that expired from 1 January 2020 (1 March for licence endorsements)**, which is also good for anyone who was unable to get a WoF or repair prior to the lockdown (such as while waiting for hard-to-get parts for their vehicle!).

It's important to note that this extension only applies to the laws that require you to display a valid WoF or 'Rego' etc. **The vehicle must still be in a roadworthy condition**. If it isn't then you shouldn't drive or your insurance could be in jeopardy in the event of an accident.

While the extension is for a maximum of 6 months (to around 10 October), the NZ Transport Agency can shorten this with notification. Six months was chosen in order to deal with the inevitable backlog. However, we'd encourage you not to wait that long to renew your WoF or driver's licence after the lockdown ends.

Although there was no public consultation on this emergency law, your Federation of Motoring Clubs was given a prior briefing, and gave their support to the proposals.

- More information about the emergency law is on the NZTA website: <https://www.nzta.govt.nz/about-us/coronavirus-disease-covid-19-services-update/frequently-asked-questions/rules-changes-general-faqs/>

A reminder that if you are taking your heritage vehicle out, ensure that it is for essential purposes, such as going to the supermarket.

Vehicle licence scam alert

Whilst you can renew your expired 'rego' anytime online (even if the WoF has expired), please be aware that there has been a scam operating. An email genuinely sent from the NZ Transport Agency will include your specific vehicle details (eg your vehicle's plate number, vehicle make and the licence expiry date on the 'rego' label on your vehicle). For further detail:

<https://www.nzta.govt.nz/media-releases/scam-alert-vehicle-licence-rego-renewal-emails/>

FoMC subscriptions

Thank you to the many clubs who have paid their 2020/2021 subscriptions. For those who are yet to pay, the lockdown is a great opportunity to "do that paperwork".

As we are currently unable to easily access our PO Box, and if you have the facility to do so, then we'd really appreciate if you can pay via internet banking and an email of the subscription form to secretary@fomc.nz (i.e. as an attachment to the email)

Keep in contact with your club members

During this period, we encourage committee members to take the opportunity to keep in contact with your club members, especially those that live alone. This message from the VCC President, Diane Quarrie, echoes our sentiments: <http://vcc.org.nz/covid-19-vccnz-response/>

15 ways to get your 'classic car fix' during lockdown

Click on the following link and all will be revealed:

<https://www.msn.com/en-nz/motoring/news/15-ways-to-get-your-classic-car-fix-during-the-coronavirus-lockdown/ar-BB11LURI?li=BBqd5YO>

Kind regards,

Harry Duynhoven FoMC President

WoF DISPUTES PROCEDURE

by Murray McLean, FOMC executive member and retired vehicle inspector

When your classic pride and joy fails its 6-monthly Warrant of Fitness (WoF) check you have 28 days to rectify the problems and have it re-inspected at the same depot at no charge. If it then passes, you are legally back on the road (provided your rego is still current).

But what happens when your vehicle fails and you don't agree with the WoF inspector's reason for rejecting it? They don't know everything - do they? Is their decision final?

No, and you do have several options available to you.

1. Ask the inspector to show you the failed item and then if you think they may have made an incorrect decision, ask to see the VIRM (Vehicle Inspection Requirement Manual) which is available online. As all WoF inspection premises are required to have an internet connection in order to issue WoF's this won't be an issue.

The VIRM has all the legal specifications and requirements set out, and also outlines the various reasons why an item should be rejected and thus fail.

2. If still not convinced after consulting the VIRM, you can ask for the manager or another senior inspector to provide a second opinion.

3. You can go to another inspection centre (but you will have to pay the fee again) and get them to complete a check. If your vehicle passes the second check you have good grounds for seeking positive resolution of the disputed issue with the original inspection centre.

Most reputable inspection depots belong to the Motor Trade Association (MTA) or similar, and can provide access to a disputes resolution service through an 0800 phone number.

Another avenue for obtaining helpful advice is a Citizens Advice Bureau

4. The Consumers Guarantees Act also states that a seller or service provider must be given the opportunity to rectify any problems.

As part of the requirements imposed to become an Authorised Vehicle Inspection Centre (AVIC), they are all subject to regular audits by NZTA inspectors. Having a disputes resolution procedure clearly displayed in the inspection premises is part of the audit requirements, along with the names of all the vehicle inspectors working for that inspection centre.

*VIRM: <https://vehicleinspection.nzta.govt.nz/>

Metal Mistresses by Vic Groah

I have been a car guy all my life. According to my mother my first words were "Is a car". It all went downhill from there. At the ripe old age of 14 I got my drivers license and by the end of the year I had two cars. I did not need two cars but I was addicted to the darn things. The only thing I liked better than cars, beyond the necessities of life, was girls. Cars were easier to get and, at first, were less demanding. Like many guys my first cars were worn out, has been floozies. They were not the classy sophisticated types. A weathered 28 Durant and a five dollar 32 Chevy were my early companions.

This is the way it went for a while, one junky car after another. As time went on I filled the metal mistresses with girls. It was a push as to which demanded the most. The girls wanted food, fun and time. The cars wanted gas, repairs and polish.

As time went by the girls got classier and they seemed to be less needy and more understanding. As the cars got classier they demanded more polish and time. What is wrong with this picture? It all came to a head when I married a gem of a girl that was low maintenance and understanding of my addiction to cars. She too was a car person and had her own classy car, a nice Corvette. We soon had three Corvettes, a couple of collector cars and a national level show car.

It was not long until we discovered we were becoming slaves to the cars. The cars demanded sooooo much. All that polishing and fixing was eating all our spare time. The nicer the car the more it demanded to keep it nice. My lovely wife had been seen waxing the frame on the show car. We have seen four men with white groves under the car trying to find dust on the chassis. The metal mistresses were taking over our lives. What to do?????? We were becoming a slave to our hobby!! As all this was happening to us I bought a rundown 31 Ford coupe. I got it running and deemed it unworthy of a restoration. We would just use it the way it was. Eureka, could this be the answer? Just drive old beaters. Just hose it off and dry it with an old towel and it thinks it is in hog heaven. I know there is an engine under all that muck under the hood because the car runs. Who cares what the original engine color was?

Don't get me wrong, I still love those shiny cars you guys bring to the shows. I have had them too, but they are prima donnas and always demand the very best of attention. The old beaters we drive now are happy to get a wash once in a while, and maybe an annual wax job, if we get around to it, well, maybe we won't; who cares? The old 31 never complains about not getting waxed. It is happy to even still exist. No more show winners for us. We are happy to drive survivors. So if you see me drooling over your super car at an event, just remind me, this is a metal mistress and demands the very best, all the time, because she deserves it. I will understand and appreciate all the work you put in, then happily drive home with my classy wife in my old beater.

Backfiring Conditions:

Backfiring under load (throttle wide open at relatively low rpms) often indicates a problem in electrical/ignition/timing.

Culprits include:

Insufficient point gap (should be set at .018 to .020). Timing. Bad condenser. Bad distributor body. Frayed wire between upper plate and lower plate on the distributor. Intermittent connection of the ignition switch.

Backfiring with no-load (example: Changing between gears and coasting downhill). Often indicates too little fuel in combustion chamber for proper ignition. (During the exhaust stroke, raw gas is expelled into the muffler where it ignites)

Culprits include:

GAV adjusted to lean. (GAV - Gas Valve.) Intake vacuum leak.

Low carburetor float. Very common.

Backfiring around 45 mph indicates insufficient fuel to supply the carburetor. Clog in shut off valve.

Gas line inserted too far into carburetor (adjust ferrule 3/32 of an inch or less.)

Tip:

A quick and easy method to clear debris from the carburetor jets is to race the engine with the throttle rod, while simultaneously using your hand to 'pop' the carburetor by covering the intake throat, keep removing your hand before it dies. This action creates a suction that usually dislodges debris from the carburetor jets. The same action can be applied from inside the car by simply choking quickly at say 40 mph.

Backfiring on acceleration is probably due to electrical issues; on deceleration is fuel. When the gas pedal is down, especially at low speed, lots of air/fuel mix is being taken in which raises the pressure in the combustion chamber, which makes it harder for the spark to jump the plug gap, which raises the resistance and ultimate discharge voltage, which enables the spark to find an alternate, unproductive path to ground, which makes the fuel mix fail to ignite, which makes the unburned fuel go out in the exhaust where it can be set off as a backfire. The problem could be anywhere in the ignition system, including hard-to-see cracks or tracks over the surface of the plastic distributor parts. Check everything closely. Don't screw around with the carb unless you've got more compelling issues than you describe; there's a lot more ways to make things worse than there are to make them better.

The GAV should be about 1/4 turn open after warmup; one turn or more is way too much for normal good running. The idle adjust should be set midway between open-too-far and open-too-little, both 'too' conditions being judged by the engine starting to stumble and run rough. If you've got air leaks around throttle shaft (common) or around gaskets, this adjustment, which bleeds air into the idle circuit, will need to be closed down more than otherwise to get the right balance. The opposite is true for the GAV; it must be opened more to provide extra fuel to balance the air leaking

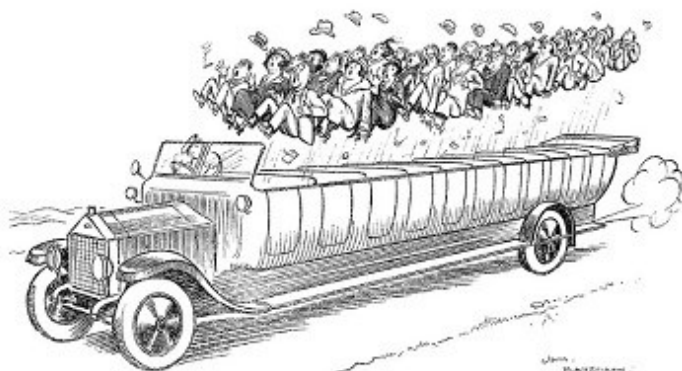
in. With a good tight system, you might get away with closing GAV completely. Spark advance is more controversial: anywhere from half-way to all the way down is used by different folks, depending If car is backfiring while running down a long grade with throttle closed, especially in 2nd gear, opening up the GAV as much as one or two full turns will help. Under those conditions- and similarly when changing gears the only fuel supply is the idle circuit, but the high revving engine needs more. Insufficient fuel to support proper combustion causes unburned gas to accumulate in exhaust,

leading to backfiring. It is a lot more productive and easier, to first check for electrical problems as described earlier. Suspicion could be that under load, your high voltage is finding another path to ground. No spark at plug gap means both no power from that cylinder and backfiring (popping) when the unburned gas winds up in the exhaust system. Try really easy things first: are your plug insulators and coil/distributor wire and distributor cap and body really clean and with no scratches or carbon tracks? Are the plug gaps clean and correct? Try watching for errant sparking at night: start the motor, raise the hood, suddenly race the engine with throttle control, watch for light show over the surface of the distributor. Are any of the spark plug wires really close to the distributor body?

Headnut.



Get some of your mates around to assist



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2020

COMING EVENTS

April 18th 5:30pm Night Trial (Postponed)

May 24th Breakfast Run (Postponed)

June 20th Mid-Winter Dance (Postponed)

July 26th AGM

CLUB CAR REPORT

No activity during the month.

If you have your car unserviceable for a run, you can book the car by calling
Graham on 3515919 or 0273207948

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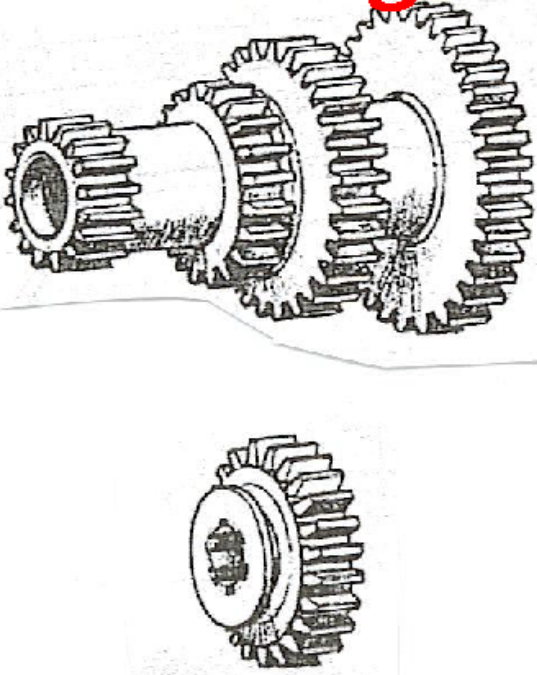
1930 Model A a straight chassis

Phone Vaughan Morrison Ph 021660762

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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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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