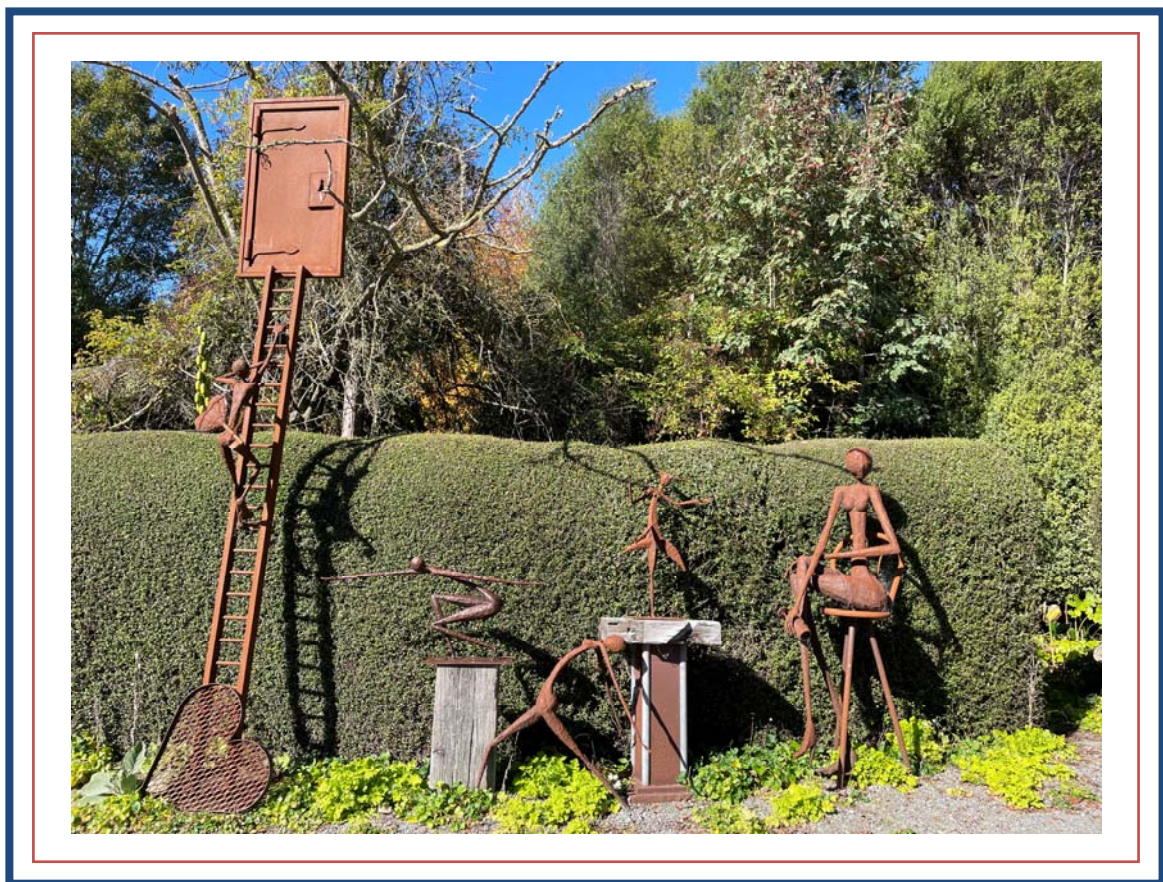


A Ford Script



May 2023

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

COMMITTEE

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Secretary	Russell Genet	03 329 9065

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Ann and Graham Evans	027 320 7948
Annette and Lindsay Painter	027 644 7892
David Dacombe	03 313 7341
Glenn Birnie	03 347 4849
John and Sandra Olliver	03 359 6360

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Script Editor	Andre Kraenzlin	afordscript@gmail.com
Club Car Custodian	Graham Evans	027 320 7948

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: April Run

CLUB CAPTAIN'S REPORT

Another fantastic day with the visit to Wilson's Mill Gardens and the Rusty Acre. The weather was also kind, which helped to make it a positive experience. I am sure that you will enjoy reading about it on the following pages.

May sees the Night Trial – a very popular event, and always plenty of laughs. We will try to make it as difficult as we can, as we think of another interesting way to try to trick you as you travel on a short run around one of our suburbs.

We have discussed why we need to have your attendance for our events. Obviously this is necessary when we book venues, but also when there are runs involved we need to know how many instruction sheets to print. Please try to get these numbers to me by the date requested. It is pleasing to be able to give you the dates of our events up to and including July, and our next meeting in May we will work towards dates from August to October. The Christmas dinner date is already decided and this will be on 26 November.

If there is anyone interested in looking after our website could you please contact me. It really needs a total revamp but that can be organised once we work out exactly what it is that we want.

We have a group of very interested people who are going to put together a history of our club. We already have The Script information that Graeme Tucker has collated for us – thank you Graeme. Now it needs further work to complete other information that is available. Once again, please contact me if you would like to join this group.

Hopefully we will meet soon.

Kind regards.

Lyn

COMING EVENTS

2023

May 13th

Night Trial

Starting Location: 5.30 pm at Princess Margaret Hospital

Please park facing the road

Bring: We finish at a reasonably priced restaurant with licensed premises

Attendance: Please advise Lyn Miles mileslyn6@gmail.com or 027 228 6292
by Wednesday 10th May.

June 24th

Mid Winter Dinner

July 16th

AGM

Location: Elmwood Trading Co.
1 Normans Road, Strowan

Bring: There will be lunch afterwards. The menu will be advertised in the next Script. It is pay your own.

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 - 16th National Model A Rally Methven



NATIONAL RALLY 2023

The 16th National Rally in Methven is now completed with the final committee meeting held on 17th April.

The event was well attended albeit that we did lose some registrants due to the adverse effects of cyclone Gabrielle, and health reasons.

In total there were 117 cars which provided some 220 people for most of the major events and evenings. The greater percentage were from outside of the Canterbury region, which was somewhat disappointing. However, indications from those who attended are that the Rally programme was thoroughly enjoyed by all. We have had many very positive comments.

Methven folk and businesses were very happy to have us there. Locals proved extremely helpful in providing assistance where needed to complete the Rally programme successfully.

I thank our committee members, together with other members of our club, for the time and effort dedicated to the project, particularly over the last two years. Their endeavours provided a wide and varying range of prizes, giveaways, and sponsorship finance. Many hours were spent travelling to and from Methven to ensure that the Rally programme and daily events were completed successfully for the enjoyment of all who attended.

Financially the event proved successful too. We have been able to forward start up funding to the North Island Club for the 2025 Rally in Masterton, equivalent to that sent to us by Gisborne from the 2021 Rally. A small balance remains, which the committee has resolved to donate to St Johns Ambulance Canterbury.

Brent Miles
Chairperson

PAST EVENTS

There were 12 Model A's and two modern parked up at Wilson's Mill Gardens at 9:30 on Sunday morning. We were greeted by Kelvin, John and John. Kelvin explained to us how the gardens got the name Wilson's Mill and he introduced us to the two Johns.



Then we were let loose to look at the car collection and the gardens. I ran out of time to go and look at the gardens and only managed to look around the shed. There were some very interesting cars to look at, and lots of stories to be heard about them. Most of the cars were in need of restoration when they came into the collection and a lot of them have been lovinly restored and brought back to life.

We then got instructions to make our way to the Rusty Acre — our lunch destination — where we were greeted by Allan and Andrea. We had a picnic lunch and then started to explore the garden and all the sculptures. It was fun exploring the different

areas in the garden and looking out for the more than 60 sculptures hidden in trees and bushes. It is incredible that when Allan and Andrea bought the land it was just a bare paddock. A visit to Allan's workshop showed us how the sculptures come to being and we had an interesting chat about batteries and the future of cars.

On the way out it was difficult not to have a look around Andrea's home décor and gifts shop. So much to see and so little time. It was a great day. Thank you to John and Sandra Oliver for organising the event.



Houdaille Shock Absorbers. PART THREE.

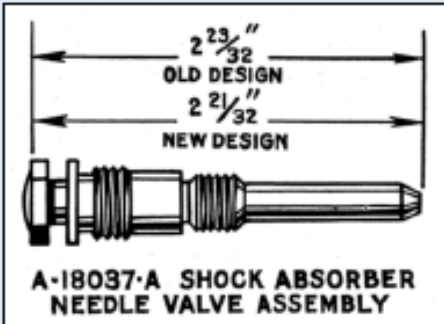
Authentically Speaking.

The restoration process continued.

How Do They Operate? (This explanation will help you in the assembly process.)

This is accomplished by means of the rotating shaft. This shaft, which is connected to the lever arm, automatically turns every time an uneven point in the road is encountered and forces the fluid from one compartment to another through small by-passes in the stationary wing shaft and around the bottom of the needle valve seat.

On the downward stroke of the arm where greater shock absorber resistance is required to cushion the recoil of the springs, the fluid is forced only through the by-pass around the bottom of the needle valve seat. The resistance at this point is controlled by the adjustment of the needle valve. The by-pass in the stationary wing shaft is completely closed by the ball check valve which is forced down on its seat by the pressure of the fluid.



The Adjusting valve (Needle valve).

Although there is little that can be done there are two important areas



to look at.

1. The valve seat pictured at right. Can be trued up as they do distort.
2. The gland packing, Original style pictured. This was a rubberized material that perished and broke up.

Use a graphited string gland packing. Only need about 30mm and wind around clockwise. Mix with a little grease. Too much packing added will make the valve adjusting nut too hard to turn when the gland nut is wound down fully. There were two lengths of needle valve as pictured. Both seem to work in all shocks.



Added note. The 2 or sometimes 4 small air vents in the flange cover which were previously knocked out and need installing back after cleaning. The vent must face outward away from the rotating shaft. There can be a gas build up internally and this allows for ventilation.



Where the internal fixed vanes (or stator) were removed, in the corners were small lead balls punched into the corners, as pictured at left. This is to stop leakage from one side to another and to limit the travel of the rotor.



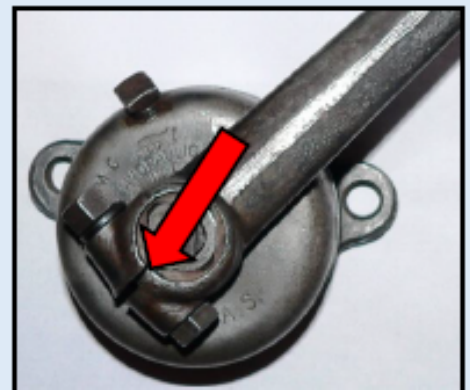
It is now assumed you have the following parts restored and ready for assembly.

Shock body and mounting fasteners. Taking only one shock as an example. Rotor, flange nut, reservoir cover, filler bung, and adjusting valve.

Do not mix up parts from other shocks unless really necessary. Mount one of your bodies horizontally in your vice and fit the rotor. NOW. On one of the body mounting lugs is marked CW or AC, pictured. If you have not mixed your parts up you will be



ok to fit the same parts back to the same body. If you have mixed up, you are in some minor strife. If you have undertaken some serious machining to the body and rotor, then it does not matter too much, as long as you have very good fit of rotor to body.



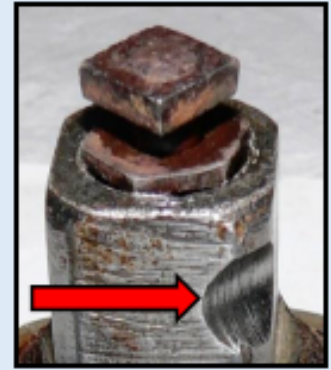
The rotor will appear to fit in two positions, but to correspond to the marking on the lug, there is only one position.

Authentically Speaking.

The simplest way.

AC mounts front left and rear right. CW mounts front right and rear left. Imagine the shock is mounted on the chassis in the correct position. The shortest distance between the lugs is uppermost. The rotor can only fit one position. For an example, say CW which is front right.

The rotor has a notch to allow the arm mounting bolt to pass right through. Arrowed at right. This has to be at the rear end of the arm. If the rotor is mounted in the wrong position, it is impossible to mount the arm to the rotor. Don't always go by the position stampings on the reservoir cover, as covers are easily miss matched by inexperienced repairers in the past.



Filling with fluid.

Originally shocks were filled with mixture of glycerine and alcohol. Later the Ford Bulletins stated a change to what they called M-564 Hydraulic Shock Absorber Fluid. What this is, is unknown, but obviously better than glycerine. The best fluid I have found is a very heavy hydraulic oil which used to be hard to obtain. You will need the viscosity of glycerine, or as near as you can get to it. Or a diff oil. I have used Penrite Pro Gear 85-W110 with good results. If your bodies are worn internally and you don't want to go the expense of a rebuild, try a really heavy diff oil which makes any resistance nearer to 50/50, or if you have no resistance at all, call the scrap man. Some modern day repros give resistance of around 40/60 which suffices, but if you want to do it properly you must have better resistance in one direction. As I mentioned in part 2, the three new shock absorbers I have obtained through the years all had 95/5 resistance and one pair had never been on a vehicle.

Best to fill on the workbench with the shock body bolted in your square sectioned holder, sitting horizontally. Fit the rotor (*the right way around*) and then fill the body cavities and wind down the flange nut finger tight. Tighten the flange nut using your socket- and long extension bar and tightening to align the punch marks you made on the body, flange nut and rotor. Wind down the locking ring with chamfer uppermost. Add one 'O' ring/seal to the locking ring. Add another smaller 'O' ring to the rotor arm pressing it down into the flange nut cavity. It will sit in a depression in the flange nut and press tightly against the rotor shaft. (That is if you made your 'O' ring to the right diameter. If not, make another. *I have a small tin of failures.* Smear some heavy oil on the rotor seal first, as it has to stay in place while the reservoir cover is wound down. To aid sealing use thread seal paste on the body thread and inside of the reservoir cover thread. Wind down the reservoir cover until it feels quite tight on the rotor 'O' ring/seal. The filler bung must be at the top of the body. Wind up the locking ring to compress the large 'O' ring. Do not use the punch marks on the 'O' ring as they distort the ring. With a shock arm temporarily attached, add fluid to the reservoir cover and keep working the arm to remove air from the system. It will take time. Never fill the body completely. There must be an air gap at the top when the body is held vertically. Work the arm back and forwards with the adjusting valve and filler bung backed off. This is to bleed the system of air. Wind down the adjusting valve until you feel resistance. Wind down fully (If you have done the required machining) you will have far too much resistance and will need to back off considerably. In 1928 a K R Wilson tool was designed to measure resistance, where a large arm and weight was mounted to the shock body had to drop a certain distance in a certain time. See picture and description below. Best to sit the sealed shock bodies on the workbench for some time to check for leakage. Many of mine had to be resealed but the thread sealer works wonders. Thread sealer paste works best on dry oil free surfaces.

Fitting Shock Arms.

Shortest arms to the front. There is no left or right for arms, but slightly different designs through the years.

Ball wear can be remedied by replacement balls. See your friendly supplier. He will explain how.



Always secure the arm to the shock absorber shaft very firmly and pin. *I have seen a few shocks where the arms had never been removed. Now for the real purists only, when the pin was inserted through the mounting bolt castellated nut, only half of the pin was bent back. The other half of the pin was left straight.*

With the arms in place it is easy to test resistance again to your preference.

Installing linkages.

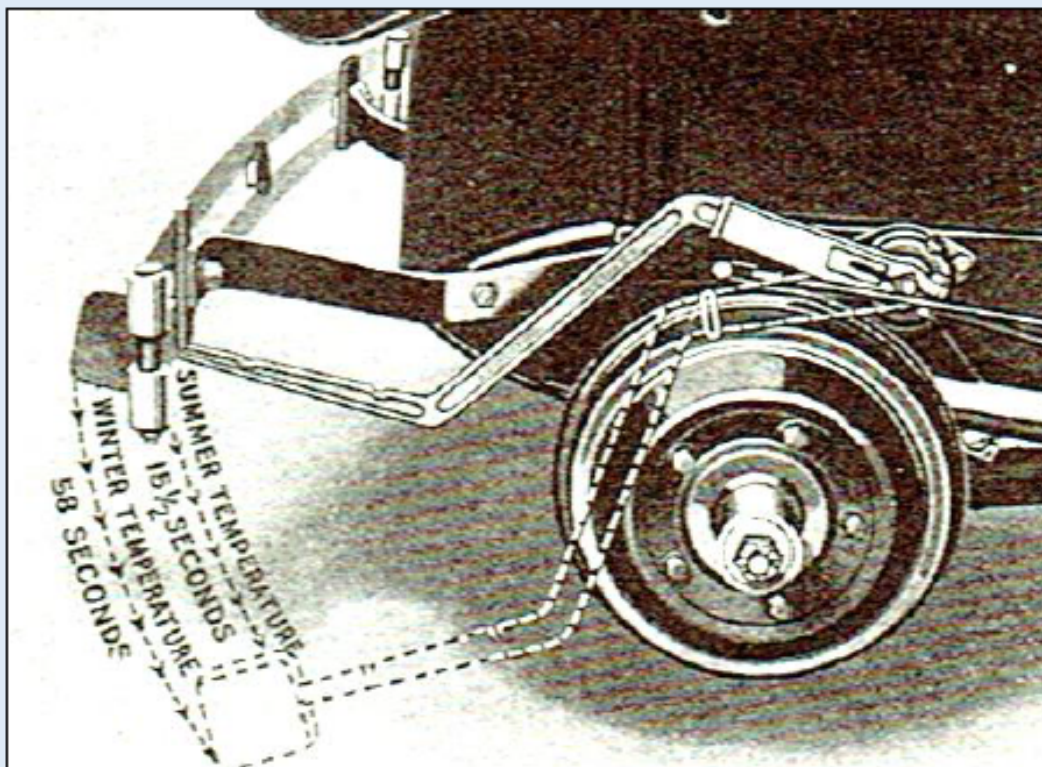


Originally all linkages were tubular. That's what we are discussing here. To install the linkage components to the shock arm and to the perch bolt ball can be tricky. The internal parts have to go in the right order.

Pictured right. Start at the bottom. Add a brass cup to the bottom of the linkage with grease. Insert the perch bolt ball and then another cup. Then the spacer, cup, shock arm ball, cup and the threaded top cap. All this

must be done with plenty of grease which is an advantage, as it helps glue the parts in place during assembly. Wind the top link cap down firmly until the link is stiff to rotate on both balls. Pin with the pin provided. **NOW.** People say the links fall off.

They do not. It is only through neglect and poor maintenance that they come loose. If you check the link rotation every time you grease the car and retighten the top cap if necessary, you will never loose a link. Grease thoroughly. I have never lost a link in all my motoring years, and they have been considerable. Below is the K.R. Wilson tool for checking shock resistance.



Instructions below for use of the KR Wilson resistance measuring tool. Copied from the 'Service Bulletins'

Disconnect shock absorber arm from instrument and drop linkage down out of the way. Close needle valve by turning it to the right until it seats. Insert testing tool over square end of the wing shaft, tighten testing tool clamp bolt and slide the weight back to the rear notch on the end of the shaft as shown in Fig. 1100. With the lever arm in its fully raised position, release the weight and record the number of seconds for the weight to travel downward to its stop position. There is ap-

proximately 23° of travel, and if the instrument is at its full strength it will require at least 15½ seconds for the weight to descend (at summer temperature), and 58 seconds (at freezing temperature). It being assumed that the instrument has been exposed to outside temperatures just prior to making the test. If the car has been standing in a heated shop for some time the summer temperature test will of course apply.

If the reading in seconds is less than the figures given, the instrument is not at its required strength. With the needle valve in the closed position, move the testing tool lever in an up and down direction. If a free motion of more than ¾" to 1", measured at end of lever, is felt while the arm is being moved up and down, it indicates that the air vents are plugged, causing an air pocket in the working chamber. If an air vent is plugged, or if an instrument is under minimum strength, it will be necessary to remove the shock absorber from the car, take it apart and thoroughly clean the parts.

from the 'Service Bulletins'

With your shock link kit from your supplier will come 8 rubber grease retainers and 8 steel grease retainer caps plus 4 grease nipples. The grease seals and caps must be fitted over each ball before the link is installed. Install the grease nipples supplied and

grease thoroughly if not done so.



A front Houdaille shock absorber mounted in position.

Next month.

The making of my repro original style 'spatter pattern' front floor mats.

Headnut.

Miscellaneous

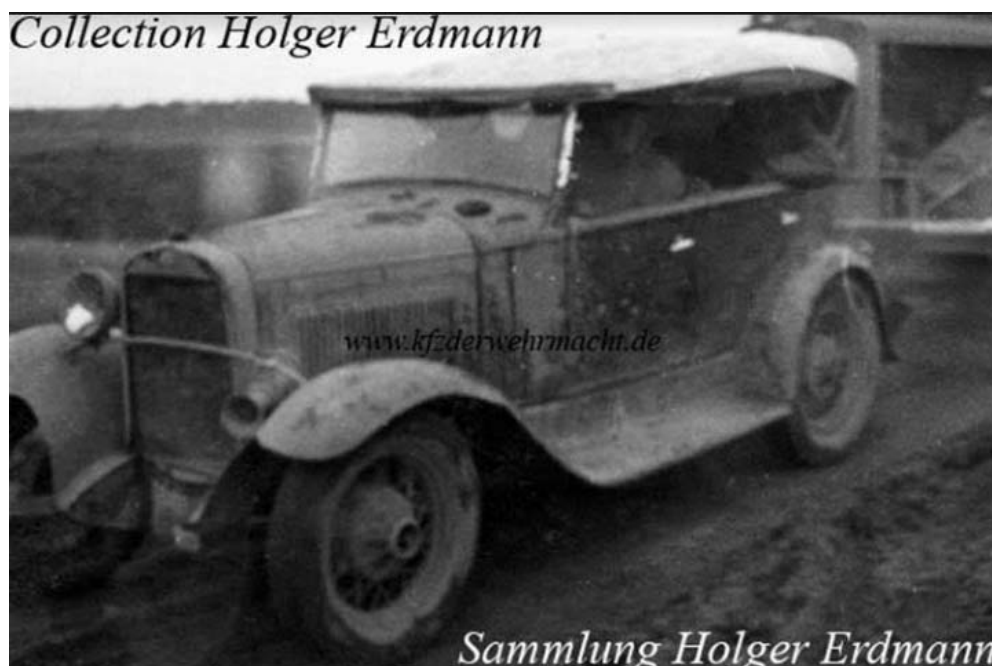
And the winning Caption is:

Who's Doctor Who?



The GAZ A passenger car was based on the American *Ford A* but was adapted to Russian conditions. Some parts like the front axle, the engine and the steering gear were interchangeable to the 1.5 ton lorry GAZ AA.

The GAZ A was widely spread in the Red Army. So some exemplars have found their way to the stocks of the *Wehrmacht* in more or less good condition. The bumper on the illustrated vehicle was missing.



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

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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

Wanted 19" tyre, prefer Firestone in good condition

Contact Graham Evans 3515919 or 0273207948

CLUB CAR REPORT

The speedo is repaired care of George and Glenn and now has a new inner and outer cable. We have a booking for the club car for a wedding on 8th July.

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.

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 May 2023**. 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.

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