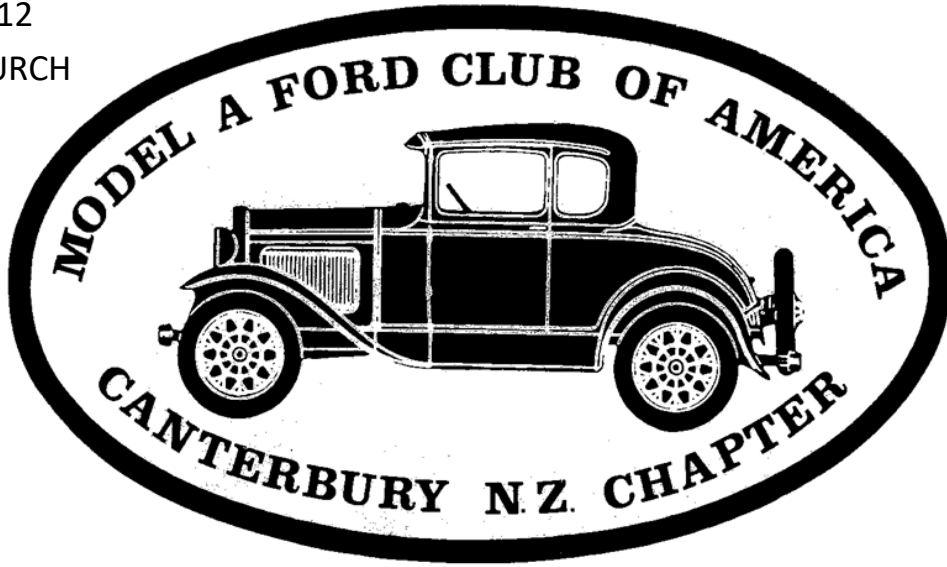


PO BOX 4212  
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# *A Ford Script*



NOVEMBER 2017

# A Ford Script

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

## COMMITTEE

<b>Club Captain</b>	Peter Bayler	(03)313-7067
Vice Club Captain	Graeme Scott	(03)384-8773
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 and David Dacombe	(03)313-7341
Russell Genet	(03)329-9065
Lindsay and Annette Painter	(03)342-5247
Bruce Miles	0272389692

<b>Webmaster</b>	Graeme Scott	(03)384-8773
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<b>Script Editor</b>	Graham Evans	(03)351-5919
<b>Club Car Custodian</b>	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 adds for members can be posted. Any questions or suggestions please contact Graeme Scott (webmaster) at '[scotts.belfast@xtra.co.nz](mailto:scotts.belfast@xtra.co.nz)'

COVER . Model A Display @ VCC Swap Meet

## CLUB CAPTAIN'S REPORT

Rosalie and I travelled to Oxford for the Spring event, in our Coupe, where we met up with fellow members, the Newell families, and Alan and Shirley Wills .They were in their moderns. The event of the month was Pam and David's run, after breakfast at the Two Fat Possums, West Melton, our group enjoyed a perfect motoring day and a visit to Racecourse Hill home-stead. Thank you, Pam and David, for a fantastic day.

Peter

## CLUB CAR REPORT

The Club Car had a run to VCC Swap Meet in October. With the "One Make Display", a disappointing weekend with the weather all but destroying this annual event.

New WOF and change of oil plus couple of small maintenance issues.

Working-bee has been organised for 25th November @ Brent Miles, 6 Devine Drive, Templeton— starting at 9am, to review gearbox selection and speedo cable.

The club car garaging has come up for review, is ongoing.

The committee has been looking at alternative garaging, and we will give an update as things progress.

## 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](mailto:afordscript@gmail.com)

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

Regards Graham

## NEXT COMMITTEE MEETING:

Next committee meeting is 7.30pm, **Tuesday 21st November, 2017**, at Russell & Wendy Genet 's 108 Main Road, Governors Bay.

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

## COMING EVENTS

**November 12th** Run to "Overflow" at Mayfield via Rakaia Gorge. Meet at Yalhurst Hotel car park at 9:00am for a 9:15am departure, (for out of towners), meet at Windwhistle 10:00am For those not joining in the run up, meet at Mayfield Domain. Bring morning tea and lunch.

**November 25th** Club car maintenance at Brent's, 6 Devine Drive, Templeton @ 9am

**November 26th** Selwyn Motor Fest. (See below)

**December 3rd** 71<sup>st</sup> SANTA PARADE.

**December 6th** Children's Christmas party at the Groynes.

If you have children 10 years and under, the club would like to give them a present.

Please advise Pam Dacombe their name and age by 14th November, so presents can be purchased. Phone 03 313 7341 or email [dacombe@usnet.co.nz](mailto:dacombe@usnet.co.nz)

**December 10th** Christmas Breakfast at Hartnells, Prebbleton 9.00am

Please pre-order off menu on page 5, and bring a present to the value of \$5 .00 please make your present for male or female and i.e.. 1 male 1 female (if this is what your party consists of 2).

We are looking forward to celebrating our Model A Christmas Breakfast with you.

Please contact Annette Painter before the 6th December with your menu selection and to say you are attending.

Ph. 03 342 5247 or 027 644 7892 or send an e-mail to; [woodwormnz@gmail.com](mailto:woodwormnz@gmail.com)

**January 28th** Broadfield Garden, 250 Selwyn Road, Starts at 11am. \$15 pp

Posh Picnic. Era dress Bring Lunch and Refreshments.

### **Non Club Event**

Selwyn Motor Fest

Sunday 26th November 2017.

It is hoped that there will be a 1,000 vehicles for display as a fund-raising family fun day event for Selwyn St John Ambulance.

Registration is only \$10 per vehicle.

For Registration enquiries email [selwynmotorfest@gmail.com](mailto:selwynmotorfest@gmail.com) and you will be sent





## BREAKFAST AT THE 2 FAT POSSUMS

October 15th

It made your committee thrilled to welcome 31 members to the 9am breakfast in West Melton. Thanks to all those who made the effort to join the Model A Team.

After an enjoyable breakfast and a catch-up, we were whistled to attention by David and given the rally instructions.

David and Pam had set up a great drive through the back roads via Homebush Road, to arrive at Racecourse Hill

Homestead. Where we settled down around a Catholic Church relocated from Colgate, a mere 14km away.

The owners kindly invited us all inside their home to view this lovely home.

A number of members carried on to Brendon Wilshire's to see his 1938 Ford V8 restoration, while the ladies admired his garden.



A memorable day with good weather, good company and an excellent event organised by David and Pam Dacombe.









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## WANTED

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**Model A** (prefer a Roadster), must be a runner. Bruce Russell Ph. 03 347 9692 or 0274361727

## SUBSCRIPTIONS

If you have not paid your 2017/18 Subscription.

Please action as soon as possible.



## 40 Horsepower - Where and How the Model A Ford Gets It (Contd)

### High-Velocity Cylinder Head

Obviously, if we increase the compression of an automobile engine from 35 pounds (Model T Ford) to the 65 pounds (of the new Model A), we greatly increase the horse power. Just as we increase the power of a steam engine by raising the steam pressure.

Higher compression was not used in the Model T engine because “detonation” or knocking occurred when carbon collected. But this tendency to detonation and knocking has been eliminated in the new Model A engine by using “dome-shaped” combustion chamber, right over the valves, so that when the piston rises on its compression stroke, the gases are powerfully forced from the space over the piston into the dome-shaped space over the valves.

This principle was discovered by an English engineer named Ricardo, who called the swirling, churning action of the compressed gases “turbulence”, and found that the whirlpool action made more homogenous mixture.

By changing the *shape* of the combustion chamber to a small, compact space, Ricardo found that the flame, resulting from the spark more smoothly and quickly spread through the entire charge, thus giving a more powerful and smoothly running engine.

Another advantage of turbulence is that as the piston rises, the gases “scour” any partially vaporized fuel from the surfaces of the cylinder head and piston, mixing the fuel with the charge, so that the fuel is burned to develop power, instead of coking to form carbon in the engine.

An idea of how the high-velocity head operates can be obtained by considering the tremendous power developed when a wedge is driven into a log of wood. In much the same manner, the powerful explosion of the gases around the spark plug drives a “wedge” of gases between the cylinder head and top of the piston, forcing down the piston in a very powerful manner.

### Carburetion System Improved

The clean, free sweep of the inlet manifold, and the ample opening through the carburetor, with no obstructions to curtail the development of power. The “hot-spot”, where the inlet manifold fits against the exhaust manifold, and so receives just enough heat to vaporize the fuel, without over expanding the air. Well vaporized fuel means power and speed, together with fuel economy.

The improved carburettor is of multiple-jet type, with an opening for idling, another for speeds up to 35 miles an hour, and a high-speed jet for extreme power at speeds of over 35 miles per hour. Since fuel is supplied in accordance with needs of various engine speeds, full power is developed with a minimum consumption of fuel.

The special carburettor was especially engineered for the new Model A engine and, while manufactured by Zenith, includes many refinements suggested by Henry Ford himself such as the single, substantial bolt which holds the entire assembly together.

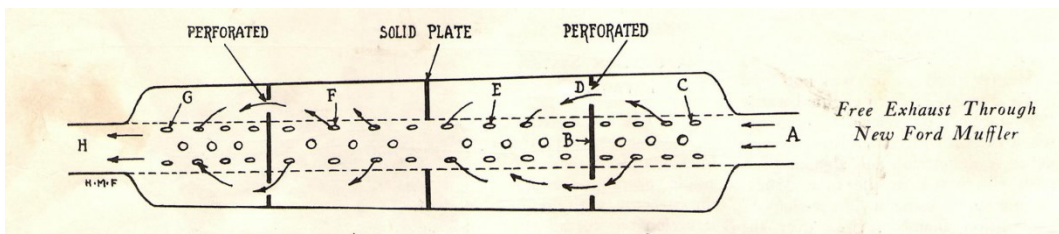
## Adequate Valve Openings

Not only are the new valves of larger diameter, but the actual *lift* of the valves is greater, thus considerably the “effect of opening” of the valves. The design of the cams of the new Ford camshaft is such as to give a quicker opening of the valves, which also contributes to increasing the effective opening.

The story of the Ford valves would not be complete, if we did not mention the “accuracy” which is built into the Ford valve timing. Once adjusted to .015 inch valve tappet clearance, the simple and dependable Ford valve timing tends to “stay put”, as there are no adjustments to get out of order. And the only wearing surface between valve stem and tappet is of ample area (mushroomed valve stem) and of high grade steel, and is immersed in oil – which ensures long wear. With its five large bearings, and husky Ford cam shaft does its share in maintaining the *accuracy* of the valve timing – an important in securing increased power. Consider also the permanent accuracy of the spiral timing gears of the new Model A as compared with timing chains which wear and stretch.

## Ford One-Piece Muffler

Compare the new Ford Model A muffler with the “tomato-can “ mufflers which have been used on many cars. Note its sturdy one-piece construction, with no rivets or bolts to rust or loosen. The few, simple parts of the Model A Muffler are welded together, so that each part adds to the strength to the strength of the entire assembly. Let’s take a look at the diagrammatic view of the new muffler.



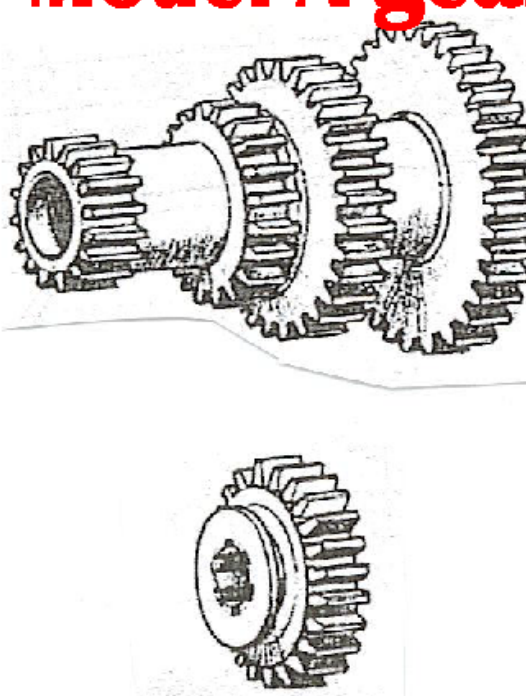
The exhaust gases from the engine enter the large end of the muffler through the exhaust pipe at “A”. Now the end of this exhaust pipe is closed at “B”, so the gases pass out through the holes in the exhaust pipe at “C” and into the muffler shell which, owing to its large size, gives the gases a chance to expand and cool, and allows successive “puffs” to mix with each other, so that they lose much of their kick and noise. The gases now pass through the holes “D” in the front baffle plate into the second expansion chamber. Then again enter the perforated pipe through the holes “E”, passing through this pipe and out through the holes “F” into the third expansion chamber. Thence through the holes in the baffle plate or partition into the rear expansion chamber. Finally through the holes “G” again into the central pipe, and out through the tail at “H”. Owing to its large size and streamline design, this new Ford muffler not only gives the hot exhaust gases a chance to expand, but serves as an efficient cooler, thus reducing their volume and noise. As the aggregate volume of

each group of holes in the baffle plates and in the centre pipe is far greater than the area of the exhaust pipe itself, little obstruction is offered to the free flow of the exhaust gases. Consequently, there is practical no back pressure to curtail the power of the engine or cause overheating.

### Reduced Engine Friction

We have already told how light pistons and connecting rods have greatly reduced the load on connecting rod and main bearings – thus greatly reducing friction and wear. We must also mention the fact that the oil scoops on the connecting rods, and the direct oil feed pipes to each of the three main bearings. With light reciprocating parts, on well-oiled bearings, no wonder the Ford engine runs freely. The “stiffness” of the new crank shaft is an important factor in reducing vibration in the new Ford engine. Due to its circular cheeks, and the wide webs of the crank throws, the new Ford crank shaft is so strong and rigid that a force of 30 tons, applied at a radius of 1 inch, will not have any detrimental effect. This means the crank shaft will run more smoothly under the impact of forces applied by the pistons, and that little power will be wasted in vibration. Another vitally important factor, contributing to the ease of running of the new Ford engine is the Ford “tapered” piston rings are so effective, that the three narrow rings, placed near the top at the piston suffice. There is no ring placed at the bottom of the piston, to “shut-off” the oil from the piston skirt (which carries the side thrust of the connecting rod), and so the piston skirt is kept fully lubricated. The tapered piston rings are so effective in keeping the oil down and the compression up that *narrow* rings are used, so there is less pressure and wear on the cylinder walls.

## Model-A-gearbox upgrade.



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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 November 2017. Please send to the Editor, Graham Evans [afordscript@gmail.com](mailto: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.

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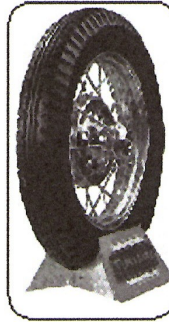
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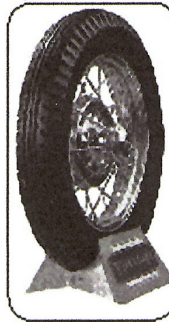
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