

A Ford Script



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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

COMMITTEE

| | | |
|-------------------|----------------|---------------|
| Club Captain | Graeme Scott | (03)384-8773 |
| 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 |
| Peter Bayler | (03) 313-7067 |
| Pam Dacombe | (03)313-7341 |
| Russell Genet | (03)329-9065 |
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| Vaughan Morrison | 021660762 |

| | | |
|---------------------------|--------------|--------------|
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| Script Editor | Graham Evans | (03)351-5919 |
| Club Car Custodian | Graham Evans | (03)351-5919 |

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

COVER. Ken & Jose Cattermole enjoying the High Country run

CLUB CAPTAINS REPORT

Club Captains Report November Script

Since my last report I have learnt that one of our members, Wes Hartley (domiciled in Western Australia) has been awarded the **MAFCA Director's Literary Award** for an article he penned as a member of our Club (and driving the Club car) on the recent National Rally (held in Te Anau earlier this year) for the 'Restorer' magazine. I believe this could be a first for our Club and Wes's brother Frank (who lives in the States and who was travelling with Wes and Beverley around Te Anau) will personally collect the award on Wes's behalf at the awards banquet ceremony in Claremont California on December 5th. A very well done Wes.

Our High- Country Run proved to be a very successful event thanks to Vaughan for both organising it and providing (with the assistance of other 'moderns') the recovery for those (in some cases more than once) who were unable to cross the rivers under their own means. A brilliant day weather wise and scenery and, as can be seen by the report elsewhere in the Script, a good deal of fun testing our skills in areas we don't often do.

The Club car has recently needed extensive maintenance to be carried out on it and my thanks to Lindsay Painter and Glenn Birnie for the considerable time and effort expended on our behalf on the front axle (kingpins), brakes and bearings. Together with Lindsay and Glenn I would also like to acknowledge and thank George Spriggs who has made significant contribution towards the parts needed to complete this work.

The committee has also approved the replacement of the Club car tyres with a set of new Firestone ones and again we have been greatly assisted with this with a very generous donation of \$A800 by Wes Hartley towards this expense.

A gentle reminder to those who have yet to pay their (now overdue) subs. We have just under a quarter of the membership yet to renew their subscription, and it is my intention to apply the provisions of rule 3(d) to those members who remain unfinancial at the end of this month.

As Marlene and I are shortly to depart on our annual vacation this will be my last Club Captain's report for this year (next month's report will come from our Vice Club Captain, David Dacombe,) so I wish you all a safe and enjoyable festive season enjoying both your families and your Model A's

Graeme Scott

High Country Run

PAST EVENT

The High Country Run started at Amberley Supermarket car park, with 14 Model A's and 3 moderns.

Vaughan Morrison highlighted that we would be travelling through MacDonal Downs Station and that there were several river crossings and if uncrossable he had an alternate route.

We all travelled north out of Amberley, turning off opposite Waipara Hills Winery, into Georges Road continuing on to Ram Paddock Road which continued to become Macdonald Downs Road. After some distance we turned left into Clark Hill Road continuing past the Macdonald Downs homestead into the yard where we regrouped.



We continued through some lovely distant scenery with the greenness of the trees and pasture all around us. On reaching the first river crossing we spied Vaughan in his 4 wheel drive on the other bank waving us upstream to find a more suitable crossing. This was where we eventually crossed with a few needing assistance to exit the river.





After negotiating several other river crossings we ascended and descended into Lees Valley where we spent an enjoyable time having lunch, discussing river crossing issues, and not the least with some bonnets lifted, getting advice on repairs or improvements that could be made to our A's.



Following lunch we headed home after another great High Country run.

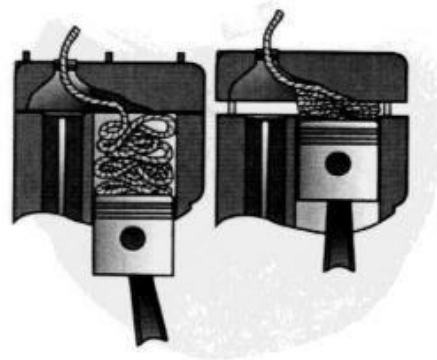
Many Thanks to Vaughan Morrison for organising and gaining access to a private farm road.

Helped by some incredible weather.

Tip of the Month

Safe & Easy Way to Remove a Stuck Head

If you are trying to remove your Model A head and it is stuck - simply remove all head nuts (if you have not already done so). Take out all of the spark plugs and using your hand crank, turn the engine over until pistons #2 and #3 are at top dead centre. (A torch will aid in looking in the #2 and #3 plug holes.) Take two pieces of 3/8" nylon or cotton rope, several feet long and feed one end of each rope into the #1 and #4 cylinders through the plug holes. Then simply hand crank to compress the rope and with a little force on the crank, the head will lift right up. Try to use about the same length of rope in each cylinder so as to lift the head evenly.



MAFCA Directors' "Literary Award for 2019"

It is with much pleasure we can report that the article written by Wes Hartley, covering his experiences while travelling to and from the 14th NZ National Rally in TeAnau, has received an award from MAFCA Directors' "Literary Award for 2019"

Wes highlighted that this is also an award for the Canterbury NZ Chapter of MAFCA - for without the Club's support and generosity, we would not have been able to participate on the Rally in the first place.

Wes's brother Frank, who was with him for the 2019 NZ Rally and is mentioned in the article, lives only ten miles from the Awards Banquet venue in Claremont CA (NE Los Angeles) will attend the Awards Banquet on 5 December and receive the award on Wes's behalf.

To read the article go to web site Model A Ford Club Canterbury and click on 2019 MAFCA Directors Literary Award.

COMING EVENTS

November 23rd Christmas Function Jagz—416 Williams St, Kaiapoi 6:30pm.

Bring a \$10 gift male & female, Era dress optional (Era Dress Cup)

Contact Anette Ph 342-5247 and \$40 pre pay to club account 06-0805-0018320-000
by November 14

December 4th (Wednesday) Children's Christmas Picnic

VCC Grounds Cutler Park McLeans Island by Motor Cycle Area.

If you have children/grandchildren 10 years and under, the club will provide a present.

Names, Age and Sex to **Anne Evans Ph 3515919 or cell 0274423758 or email
gaevans@xtra.co.nz by Tuesday November 15th**

December 14th Night Trial. - Vaughan organiser

2020

January 26th Concours & Era Picnic.

February 16th Gymkhana.

March 13-14-15th Weekend in Geraldine (Refer more details page 8)

April 19th Local Run

May 23rd Breakfast Run

June 20th Mid-Winter Dance

July 26th AGM

Geraldine Weekend 13th to 15th March 2020

Provisional Programme

13th Friday evening. Meet and Greet Village Inn Hotel (Range of mid price meals available)

14th Saturday. Run to Peel Forest and Mesopotamia Valley

Meet Mr John Acland for tour of Peel Forest church and tour of Peel Forest homestead grounds. (small cost pp)

Saturday night. Meal. Venue not yet confirmed.

15th Sunday. Visit to lace museum with expert explanations. (small cost pp)

And a run to visit an eclectic collection of older vehicles. (Including a Model A)

Geraldine is hosting a fun run this same weekend so accommodation might be a bit tight. But when I rang a few places, there were still plenty of vacancies. Some suggestions below however google will find you more.

Andorra Motel www.andorramotelgeraldine.co.nz 03 6938622

Asure Scenic Route Motor Lodge www.motelscenicroute.co.nz 03 6939700
0800723643

Four Peaks Motel www.fourpeaksmotel.co.nz 0800473257

Geraldine Heritage Hotel www.geraldinehotel.co.nz 03 6938458

Geraldine Motels www.geraldinemotels.co.nz 0800400404

Geraldine Top 10 holiday Park www.geraldinetop10.co.nz 0800393693

Rawhiti Backpackers www.rawhitibackpackers.com 036938252

We will send out booking forms when we finalise the Saturday evening meal arrangements, cost etc.

Russell Genet 03 3299065

WANTED

Petrol cap for 1928 Model A, needed for removing a dent from petrol tank

Phone John Olliver Ph 3596360

1930 Model A a straight chassis

Phone Vaughan Morrison Ph 021660762

Henry Ford's Torque Wrench.

Wikipedia states:

The first patent for a torque wrench was filed by John H. Sharp of Chicago in 1931. This wrench was referred to as a *torque measuring wrench* and would be classified today as an indicating torque wrench. In 1935 Conrad Bahr and George Pfefferle patented an adjustable ratcheting torque wrench. The tool featured audible feedback and restriction of back-ratcheting movement when the desired torque was reached.

Henry Ford's torque wrench had no moving parts. This double ended wrench was combination of a cylinder head nut tightening tool and a spark plug installation tool. The most critical aspect of this tool when tightening head studs, was it's overall length. It worked on the principal on the length of the tool and the strength of an average man's arm. This gave the cylinder head nuts an approximately even and sufficient torque, tightening enough to sufficiently hold the cylinder head securely in place to seal successfully. Although there was no way of measuring the torque at that time, it sufficed quite well.



I have experimented with the tool and by tightening a cylinder head nut down firmly, and then applying a modern day torque wrench to the same nut, I found the nut was re-tightened to 50ft/lb by approximately two 2 extra pounds, meaning Henry's tool got to 48ft/lbs. (Maybe it's just my arm.) Getting to 55ft/lbs as most people require today, is a bit more difficult, but can be obtained with perseverance and covering the end of the tool with a cloth. I must admit, trying to obtain 55ft/lbs is not easy. (*I probably need more Weetbix.*) The same applies when fitting a spark plug with the wrench. The plug has to be firm but not overly tightened. I would recommend a 7/8" long reach spark plug socket for this work today.

When using a modern torque wrench on a newly fitted copper/asbestos or composite head gasket with a skimmed cylinder head, and if you don't want to have a leaking head gasket in the future, I have found the following procedure very effective. Coat both sides of the gasket lightly with grease. Make sure the gasket is up the right way.

For the very first tighten down, only take the nuts down to around 35 ft/lbs and **always in sequence**. Depending on the gasket used there could be quite a lot of 'squash' on the gasket. Always use a socket on the head nuts and always in sequence.



There are no washers used under the cylinder head nuts.

1. Cold torque to 35 ft/lbs. in sequence.
Using a match stick on the outer sides of each water neck outlet stud nut, as pictured at right.
2. Cold torque to 55 ft/lbs. in sequence. Undertake first start-up.
3. After 4 to 5 miles, or a hot engine, another hot torque to 55 ft/lbs. in sequence.
4. After 50 miles the same again. In sequence.
5. After 100 miles the same again. In sequence.
6. At your first oil change the same again. You will be surprised at how much the nuts will take up at each torque. Don't forget the manifold stud nuts.

FRONT 



You should have no head problems in the foreseeable future. This entire process may seem time consuming and a bit over the top, but it has served me well for over 50 years of Model 'A' use. Headnut.

CLUB CAR REPORT

The Club car has undergone extensive repairs to the front axle (king pins), front & back brake shoes, full set of replacement hubs, two new firestone tyres

The work is being carried out by committee members Lindsay Painter and Glen Birnie and has now been completed and now has a new WOF..

The car is now ready for members to loan.

Foveux Model A weekend Mosgeil 23 Nov

For further information contact Richard & Jan Muir Email; the4muirs@xtra.co.nz

Mobile Richard 0274333037

Rushmore Motors (NZ) Ltd.

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For Sale

1929 Model 'A' Roadster. In excellent condition. Over \$20,000 spent recently on mechanical work. Priced at \$37,995. Location Wanaka. Ph 027 2245 045 any time.



Has the following features.

Rumble seat.

Running board fuel can.

Over \$20,000 spent recently.

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1920's—30's Canadian
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for details of all the various sizes available.

FOR SALE

Model A Ford Shock Absorbers rebuilt as exchange \$210 each, or \$240 outright.

Ph. Jack at 03-352-6672 ChCh. or 0274-322-041

WANTED

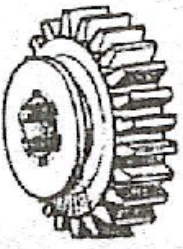
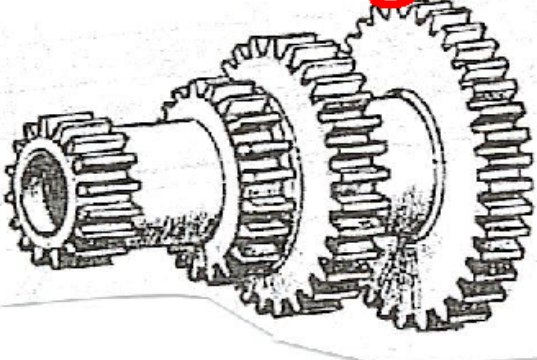
Original 1928-29 hubcaps in reasonable condition suitable for restoration. Minor dents are no problem. Condition of (or lack of) plating does not matter. Any quantity, one or five or more.

Garth Moore 0274 726 025 or pgmoore@xtra.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 November 2019. 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.

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.
With the installation of this new cluster and 2nd gear, this is all that is needed to achieve the effect desired i.e.: higher speeds in 2nd gear, making traffic driving and hill climbing not a problem.

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

CONTACT
Errol or Linda McAlpine
On
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

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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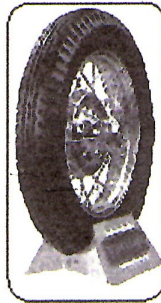
**LUCAS
BLACKWALL
TYRES 21"**
440x450x21
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**LUCAS
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TYRES 30x3¹/₂"**
\$ 453 each



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