

A Ford Script



October 2021

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: Blossom Festival Run 2020

CLUB CAPTAIN'S REPORT

We will really appreciate the time when we can actually have some events. Unfortunately all we can do is to guess when that may be. I know that we are all looking forward to seeing our Model A friends again and all hoping that it will be before the end of 2021. Even if we have to make some changes to the way that we organise these events we will eventually make them happen.

Our committee has therefore decided that we will still have the run scheduled from 8 August, over to Banks Peninsula. Details on the list of events for 7 November. Let's make the most of it, and thanks John for the rearranging that you have had to do to make this possible.

For those of us involved with the VCC swap meet, this has been postponed until 26 – 28 November.

The weekend to Oamaru is still happening over show weekend. Thanks to Kevin Mercer, who has arranged the activities for the 14 couples who have registered to date.

Our sub committee who are organising the 2023 National Rally in Methven are well organised and finalising some really interesting and enjoyable activities over 4 – 10 March. As secretary, you can always contact me on 2023modelarally@gmail.com if you would like to be involved, or would like to receive the newsletters outlining details. Registration forms will be sent out around mid 2022, so make the most of having a Rally in your area as this opportunity will not occur for a few years after this one.

We are still awaiting some subscriptions. Please pay online if you have not done so already, and contact Brent if you have any trouble doing this – since cheques are no longer acceptable.

Keep safe.

Lyn

COMING EVENTS

2021

October 8 - 10th - VCC Swap Meet - Cancelled

New date 26-28 November

We will have a display of some of our Model A's, plus a display site at the VCC Swap Meet at Cutler Park. If you would like to display your car, please contact Brent Miles.

Sunday 7th November - Sculpture on the Peninsula Run

Due to the cancellation of the run after the breakfast at Riccarton House we are now having the run on SUNDAY 7th NOVEMBER.

9:30 MEET AT RICCARTON HOUSE CARPARK. DEPART 9:45 for 1.5 hour run.

We will finish at Loudon Farm .

Please bring a picnic lunch .

Shelter and toilet facility on site

There will be sculptures to view and a short talk by the owner, Philip King

The official Sculpture on the Peninsula has been postponed until January due to Covid.

November 12 –14th - Show weekend - Oamaru Trip

Hopefully, we have dodged the Covid bullet, and everything is all go for the Oamaru Trip.

Thanks to those of you that have already entered, payment can now be made to the Clubs account as per the entry form.

To allow us to confirm final numbers for meals over the weekend we can only accept entries sent to us by 20th of October.

We believe that some of the entrants are leaving a day early and heading for an overnight in Waimate, a great idea to help with the predicted busy roads for the weekend.

Kevin & Ruth Mercer

10A Manor Drive

Rolleston

0211597798

(See page 10 for entry form)

COMING EVENTS

December

December 1st - Children's Christmas party at VCC

December 19th - Christmas Lunch at Hornby WMC

PAST EVENTS

Unfortunately all the events were cancelled, but we are looking forward to the ones coming up

Authentically speaking

Gas Gauge. A-9300-E

Gas Gauge Weepage.

Weepage from the gas gauge can happen anywhere at any time, and is usually just enough to be annoying.

To repair a gas gauge weepage.

Firstly, purchase or borrow the correct gauge tools, and purchase a cork gas gauge gasket set. (Not neoprene.) See you friendly parts supplier. A 3" piece of square steel bar is an advantage if you can obtain any. This replaces the small repro inner ring tool.



All these parts are inexpensive. It is a good idea to purchase two gas gauge gasket sets. Someone you know may need one also, or a spare for under the seat, with the tools.

Disconnect the battery.

The level of gas in the tank **MUST** be well below the gauge level.

Remove the dash panel. (4 screws.) Pull the dash out and away from the tank. There should be enough room to get at the gas gauge.

Carefully check to see where the weepage is coming from.



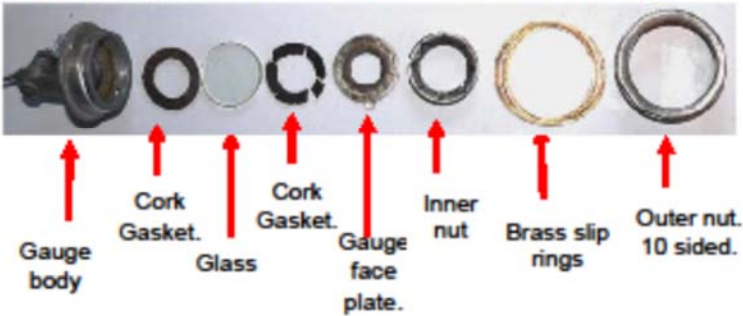
If the weepage is from the **bottom of the outer large nut 'A'** it will be a reasonably simple fix. Undo the outer nut and pull the complete gauge from the tank. Watch for the two brass slip rings behind the thread which must be reinstalled in the same position. Be careful, as the complete gauge has a cork float at the end as pictured at left. At the rear of the gauge is a cork gasket which mates to the tank. Remove any cork from both surfaces and clean out the fine grooves on both surfaces. Install the new gasket with a slight smear of Golden Syrup on all surfaces. Install the two brass slip rings, which must be lightly oiled to slip together. Reinstall and tighten the outer nut, ensuring the gauge is level. **Weepage at 'B'** is shown at left, and covered below.



1" square bar is ideal to remove the inner ring.



Gas Gauge Order of Disassembly & Assembly.



Authentically speaking

Complete removal and disassembly for weepage 'B'.

1. Remove the dash panel, if not already removed.
2. Removal of the inner gauge nut. (1" square bar tool.) Best done at this stage. It may be tight. The removed complete gauge can be difficult to hold in a vice. It is sometimes easier to remove the inner nut while still fastened to the tank.
3. Remove the outer gauge nut.
4. Remove the complete gauge from the tank.
5. With a sharp point remove the 'Face Plate'. A projection on the bottom of the plate fits into a groove locating the plate in the correct position. *New face plates are available.*
6. Remove the cork gasket below the face plate.
7. Carefully remove the glass. Be careful not to scratch it.
8. This exposes the 'level indicator'. Picture aright.



Both inner and outer rings are nickel plated. Chrome will completely spoil your restored dash panel which is also nickled. Purchase a 'Gas Gauge overhaul Kit.' You will need a new cork float, a face plate, a gasket set, and brass slip rings. All this should come in a complete set, but check with the supplier. A modern plastic or brass float can be use if you do not wish to use cork. Clean up all the old parts. Try to use the old glass lens if possible. (*Some replacement glasses are plastic.*) Two surfaces which must be clean, are the back of the gauge and it's mating surface on the actual tank. They are grooved as pictured below.

Installing A New Gas Gauge Cork A-9313-C Or Brass Float.

Install a new cork float on the end of the wire, or the brass float from a Tillotson carb soldered to the gauge wire works very well.

The wire has a small washer at the end, and the wire is crimped at right, to hold the washer in place. By carefully removing the crimping. This process can be duplicated with a new cork or brass float, or the brass float can be soldered in position. Coat the cork with tank sealer and leave to dry for a few days outside. Two coats are better. Or use shellac.



The first gasket installed fits against the gauge mating face in the tank. Place a slight smear of Golden Syrup on both surfaces. Grooves can be seen in the old gasket, the mating surface on the tank, and at the rear of the gauge.

Float Calibration.

Gauges were calibrated so they read "Full" when the cork reaches the top of the tank, with a reserve of one gallon when showing zero. The float wire can be adjusted by bending the wire until accuracy is achieved. To check as follows: Hook a wire through the filler opening and lift the float until the cork touches the top of the tank. It should read 'F'. To adjust, the gauge has to be removed from the tank in order to bend the wire. The only bend in the wire should be 1 1/2" back from the pivot pin. The 30/31 tanks required a 1 5/8" drop bend to accommodate the 1930 style tank, opposed to the 28/29 tank.

Gas Gauge Assembly And Installation. A-9300-E.

Once the float calibration has been checked and once all the parts have been thoroughly cleaned including the concentric rings on the back of the gauge hole in the tank, the back of the gauge casting, as pictured previously, you are ready to assemble. Place a smear of Golden Syrup on both sides of the large cork gasket and place it in the gas gauge hole in the tank.

The following assembly of the gas gauge can be either done on the workbench or on the tank. It is difficult to hold the gauge satisfactorily in a soft jawed vice to assemble, but assembling in place in the tank does have advantages, as described below. Place a light coat of oil on the two slip rings. Place them over the gauge assembly and against the back flange of the gauge housing. The slip washers will help to hold the gauge assembly from turning when the outer nut is tightened

Authentically speaking

down. (It helps if you can hold the inner ring with the gas gauge tool as an added precaution to help keep the 'face plate' line horizontal.)



Slip rings in position. Red arrow.

Outer nut in position, with slip rings behind.

Slip rings.

Insert the complete gauge into the tank hole against the large cork gasket. Placement arrowed in blue, picture 'E'. Screw the outer ring onto the tank pushing the gauge against the cork gasket keeping the assembly level. This is important. Do not tighten this outer ring firmly just yet. Install the first small gasket, very lightly smeared with Golden Syrup. Install the glass gauge lens, followed by another small cork gasket very lightly smeared with Golden Syrup. Then the face plate suitably slotted into the hole at the bottom of the inner thread to keep it square to the gauge. If the two previous gaskets are too thick, the face plate will not fit correctly.



Screw down the outer ring firmly. With the inner ring tool, hold the inner ring in position to keep the gauge level. Get some assistance to undertake this. By using Golden Syrup, if the gauge has to come apart in the future you won't have problems, and the syrup is impervious to fuel, or if you have a slight weep from the gauge, it can be tightened. Don't over tighten the inner ring as it can break the glass. Don't expect 100% satisfaction at your first attempt. You won't know how successful you are until you fill the tank.

A Word Of Warning. For the first fill of gas, (to just above the gauge) do it at home, so if you do have a leak from the gauge you are handy to your tools. The last thing you want is to be stuck at a gas station with fuel leaking out of your dash panel all over the floor. Some fuel gauges, and especially for the inexperienced person, can be troublesome first time around. Always make sure electrical connections behind the dash are insulated and do not touch the tank. Always carry a fire extinguisher.

If you can smell gas and still not detect a leak from the gauge, check the steering column clamp where it meets the gas tank. This area is prone to undue stress, especially if the clamp rubber has gone hard and loosing its shock remedy if the tank is weeping, is your local radiator shop for riveted and soldered.



Tank can weep here.

Clamp gasket. Neds to be 'live' rubber. See your friendly supplier.

Headnut.

New Model A Engine

The new Burtz Model A Engine has now been in production for several months. It is the result of many years design work aimed at producing a block which looks identical to the original but contains the features of a modern engine.

The fully machined Burtz Block is oil pressurised and made with modern grade cast iron and includes hardened exhaust valve seats and cam bearings. The balanced crankshaft has eight counterweights and is supported by five, 2 inch diameter main bearings. The forged connecting rods are designed for standard Model A pistons and have 2 inch diameter bearings. The block has in total 16 pressurised bearings fed from a main oil gallery. All assembly parts are standard Model A parts and “off the shelf”. The crankshaft accepts a standard Model A flywheel and utilises a rear main lip seal to prevent oil leaks. All parts needed to complete the build are stock 1928 – 1931 Model A parts. A new 30 pound flywheel is also available.

Compared to the original, the new engine is smoother, higher revving and should last longer. Already, there is one in the States that has done 10,000 miles. The first batch (several hundred blocks) has been sold and the next production run is underway.

Auckland member Dave Mossman is the NZ agent and he has sold a number of engines throughout NZ, including Greymouth. Dave will be familiar to anyone who went on the Gisborne National Rally this year.

He can be contacted on 0272 350 444.

Oamaru Trip Show Weekend 12-14th November 2021 Entry Form

This event will start midday from the Nosh Café at the Waimate turnoff on SH1, a great place for Lunch if you have not visited previously. Please do not be late as we have a full afternoons motoring.

Name -----

Vehicle Model -----

Number attending -----

All meals, apart from Saturday night are your responsibility.

Saturday Dinner Number at \$50 per person -----

If we know in advance of any dietary requirements we can accommodate all of these,

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<https://www.northstarmotel.co.nz/>

We have a special Room rate of \$130 per night.

Please make your Motel Booking now by phoning 03 437 1190, it is essential that you advise you are part of the Model A Club Group.

All rooms are being held but each person is responsible to confirm their booking, North Star will arrange for an alternative Motel once all rooms are booked, this is a 50m walk.

The weekend will finish at the Riverstone Café (by the Castle) for Brunch on the South Side of the Waitaki River.

Please email the completed form to khmerc@xtra.co.nz or post to 10A Manor Drive, Rolleston.

Make Payment to the Club account 06-0805-0018320-00

When making payment please use reference **Oamaru Trip** and your **Name**

WANTED

1930 Headlight Bar
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CLUB CAR REPORT

No running this year yet.

If you have your car unserviceable for a run, you can book the car by calling

Graham on 03 351 5919 or 027 320 7948

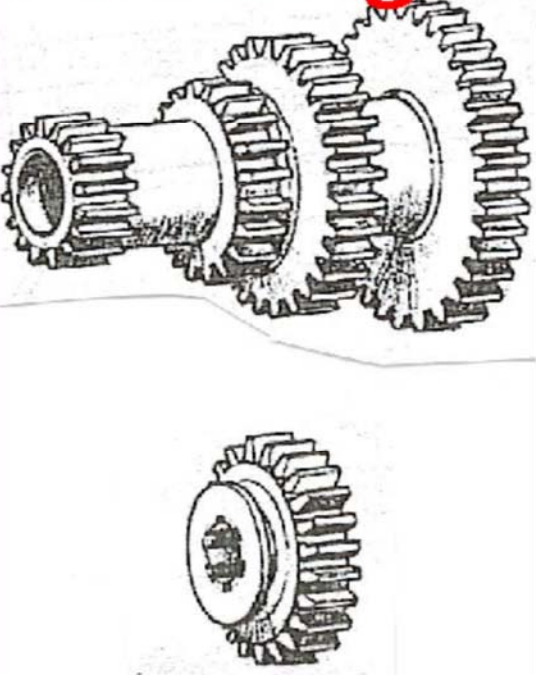
SCRIPT CLOSING DATE

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 October 2021**. 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.

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.
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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 have printed the annual run organiser for the coming events in this script.

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