

A Ford Script



October 2019

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

COMMITTEE

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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@xtra.co.nz

COVER. Tim Eagle, Overall winner of International Model A Day

CLUB CAPTAINS REPORT

Another month nearer to the warmer sunny weather as evidenced by the near perfect day for our recent 'International Model A' day run out via Gebbies Pass to Motukarara. The run, both through the city and around the edge of Lyttleton Harbour, as well as the weekend's social events proved to be an outstanding success, enjoyed by all who attended. It was gratifying to see this event supported by a number of out of town participants as well as our local contingent. As can no doubt be appreciated the organisation and running of these events involve a considerable amount of time and effort and as a Club we are indeed fortunate to have members such as David and Pam Dacombe who are willing to do this for us all.

Our 'High Country Run' event scheduled for October 20th, likewise, should be an interesting and enjoyable days motoring so please mark this day in your calendar. October (11th – 13th) is the VCC 'Swap Meet' where our Club will have a display of vehicles. If you are interested in having your vehicle included in this display please contact our Club Secretary: (Brent Miles 349 8108 / 027 4326 512) in time to have it included.

November (23rd) will be our Christmas Dinner night, that this year is being held at Jagz Restaurant in Kaiapoi, and has been organised for us by Annette Painter. These nights have proved popular in the past as a good chance (especially for the ladies) to catch up on topics other than Model A. Details of this event are elsewhere in this Script edition and I would ask that if you intend joining us you please assist Annette by not leaving it until the last moment let her know.

For December we have our 'Kids' (or Grandkids) picnic at the VCC grounds on the 4th (please make it known to a committee member if you have a little person who would like to receive a Christmas gift) and our 'Night Trial' on the 14th. We are trialling this event (for which there is a trophy) away from the traditional cold winter evening in the hope it might appeal to more of the membership.

Hopefully there is something in our upcoming program that appeals and which you be able to join us and be part of.

A reminder that our subs are now due. You will note that at our last AGM we have reverted back to having the subs reflect the individual type(s) of membership rather than a bulk family amount, both for fairness and identifying eligibility for voting as well as competing for Club trophies. The sub amount is essentially the same for most but just made up differently.

Stay safe and enjoy your motoring.

Graeme Scott

Club Captain.

The 2019 International Model A Day was celebrated with a weekend of events from the 20th to the 22nd of September.

For quite some years now Model A owners from The West Coast, Marlborough/ Nelson and Canterbury have taken turns to provide a weekend of activities which all owners can take part in.

This year was Canterbury's turn to host this event. Pam and David Dacombe (with the support of the Canterbury Club members) planned and ran this event for the Canterbury Model A Club.

There were 40 entrants, which included four entries from the West Coast, three from Nelson Marlborough, one from Gore and one from Timaru, with the remainder from Canterbury.

The Hornby Workingmen's Club provided a great venue for the Noggin and Natter on Friday night. The entrants enjoyed catching up over drinks and nibbles.

Saturday's run started at the Club at 9.30. Cars were photographed as they began a very interesting run around central Christchurch. Visitors and locals reflected on the impact the 2011 earthquake had on the Christchurch area as they drove around central business district where lots of new, modern buildings have replaced most of the historic buildings we all knew so well in the past.

The route then took us through the red zones of Christchurch, including the Avonside area, as well as Bexley and Bromley. It was a beautiful sunny day for our trip through Redcliffs, Sumner and over Evans Pass to Lyttelton. We followed Gebbies Pass, then on to Waihora Park for field tests, lunch and a relaxed chat. The run ended up back at Hornby via rural areas, Coes Ford and Rolleston.

In the evening a delicious buffet dinner was served at the HWC, followed by prize giving.

We were back at the Club on Sunday for breakfast, before everyone returned to their homes.

Thank you to Pam and David and their helpers for a pleasant weekend of interesting motoring, as well as a great opportunity to spend time with other Model A enthusiasts.

Barbara Hill



COMING EVENTS

October 20th High Country Run Start 9:30am at the Amberley Supermarket car park

November 23rd Christmas Function Jagz—Kaiapoi 6:30pm.

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

December 4th Kids Picnic

December 8th Christmas Parade

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 7)

April 19th Local Run

May 23rd Breakfast Run

June 20th Mid-Winter Dance

July 26th AGM

March Friday 13th Saturday 14th Sunday 15th 2020

Weekend in Geraldine

The committee has started planning this weekend and more information will follow soon. We will meet Friday evening and plan to have a weekend of motoring and activities, from lace to tanks, on Saturday with a run on Sunday.

There is a range of accommodation in Geraldine, The Geraldine Motels and the Andorra Motels are just two and the Top 10 Camping ground has a range of motels and cabins. Geraldine is a popular place so you may want to consider your options early.

More information to follow.

Contact Russell Genet 3299065 rwgenet@gmail.com



Model 'A' Spark Rod Movement.

The spark control rod on the Model 'A' is somewhat misunderstood. Today modern cars have computers that control the spark setting automatically. Before the computer, vacuum and centrifugal weights were used both individually and together to advance the spark.

The Model 'A' relies on the driver to control the spark advance. One must know why there is a spark control on cars. Here is a quick lesson on four stroke gasoline engines.

(1) Intake – The piston moves down creating a vacuum. The intake valve opens allowing the air/fuel mixture into the cylinder.

(2) Compression – The air/fuel mixture is compressed as the piston travels upward with both valves closed.

(3) Power – The air/fuel mixture explodes forcing the piston downward with both valves closed. This is where the energy in the engine is created. This is also what the spark rod controls. Ideally the full force of the explosion needs to be pushing on a piston traveling in a downward direction. If not, you could get back-firing or excessive pressure on the top of the piston, rings, rod bearings and even the crankshaft bearings. So, you want the spark timed to the downward direction.

(4) Exhaust – The piston moves upward with the exhaust valve open forcing the burnt gases out of the combustion chamber.

Here are some points to consider when advancing or retarding the spark control lever:

- A cold engine has slow combustion so more spark advance is needed.
- A hot engine the combustion is faster so less spark advance is needed.
- In a stock bore the combustion is faster (smaller space) so less spark advance is needed.
- In a large bore the combustion is slower (larger space) so more spark advance is needed.
- A stock cylinder head, the combustion is slower (larger space) so more spark advance is needed.
- A high compression head 5.5 or 6.0 combustion is faster (smaller space) so less spark advance is needed.
- At low speeds combustion is slower so less spark advance is needed.
- At high speeds the combustion is faster so more spark advance is needed.
- Heavy loads the combustion is faster so more spark advance is needed.
- Old gasoline has lower volatility so combustion is slower and more spark advance is needed.
- New fresh gasoline has high volatility so combustion is faster and less spark advance is needed.
- If the spark lever is retarded too much it will cause the engine to overheat.
- If the spark lever is advanced too much it will cause ignition knock. Fuel ignition too soon.
- Climbing steep hills or grades less spark advance is needed.
- Fully retard the spark lever when starting a cold engine.
- Advance the spark lever 2 notches when starting a warm engine.
- Fully retard the spark lever when setting the carburettor idling adjustment.

For normal driving the spark lever should be $\frac{1}{2}$ to $\frac{3}{4}$ the way down the quadrant. High speeds or flat driving the spark lever can be $\frac{7}{8}$ to the full range of the quadrant, but as soon as hills arrive the spark lever must be retarded some to prevent power loss and ignition knocking. In conclusion, there are many factors that affect the spark control setting on the Model 'A'. They are also interrelated. Do not be afraid to experiment with the spark control setting. You might discover more power and less overheating!

Note: These suggested settings are for the Standard Model 'A'.

Listen to your Model 'A', they usually tell you if something is not quite right.

CLUB CAR REPORT

The Club car is undergoing repairs to the front axle (king pins), front & back brake shoes, along with general maintenance.

The work is being carried out by committee members Lindsay Painter and once completed will require new WOF..

The work being carried out to obtain a current WOF.

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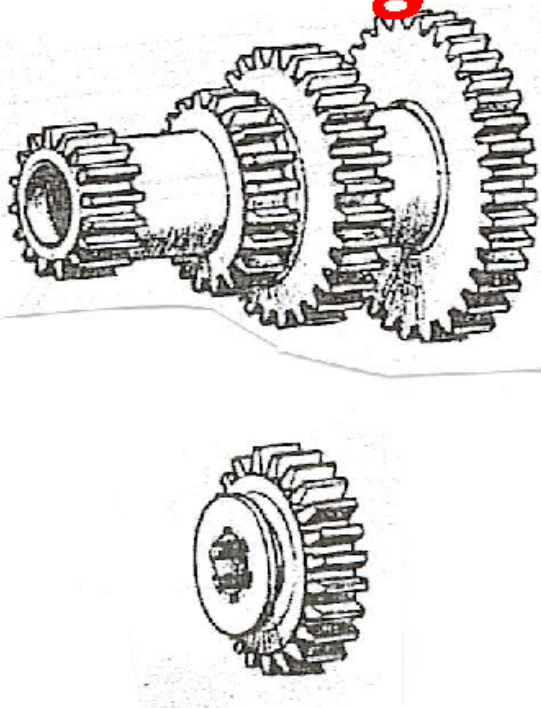
Original 1928-29 hubcaps in reasonable condition suitable for restoration. Minor dents are no problem. Condition of (or lack of) plating does not matter. Any quantity, one or five or more.

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 October 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.

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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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