

A Ford Script



October 2020

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. David and Pam Dacombe start of International Model A Day, Murchison

Hi Folks

Hopefully the weather is getting warmer and Covid stays at Level 1, so we can continue planning some interesting events.

It was good to see several members attending the International Model A Day in Murchison. The weather on Saturday was lovely. We went out to Lake Rotoroa, via a very interesting road including some fords for a picnic lunch. By the time we were ready to head back to Murchison the Sandflies had discovered we were there and came out, so it was definitely time to leave. We decided to go back the same way we went, as it was off the main road. Special thanks to the Top Of The South Club for organising a great weekend.

Four cars decided to take the long way home, we went up to Karamea for a couple of nights and then to Hokitika. We encountered lots of rain, hail and sleet during our extra time away. We also saw some very interesting collections of cars, tractors and memorabilia. Roger Devlin invited us to see his interesting automotive collection. We were informed as we were leaving Greymouth that Arthurs Pass had just reopened, as it had been closed with snow overnight.

I was a bit concerned going to Murchison to see some Vintage cars travelling too close and not watching for vehicles coming up behind them. There were places they could have slowed down and pulled over safely to let other traffic past. It does not look good seeing Vintage cars holding up traffic.

Looking forward to catching at our next event.

Happy Motoring

David

2020

COMING EVENTS

October 18th **A short run prior to a visit to the gardens of Sir Miles Warren's property "Ohinetahi" in Governors Bay**

Meet at Princess Margaret Hospital 10am and bring a picnic lunch.

If wet please call Russell Phone 03 329 9065

Ohinetahi is former residence and garden of Sir Miles Warren noted Christchurch architect. The garden was designated as a World Heritage site in 1990. A number of sculptures are located within the garden and an art gallery featuring prominent NZ painters and another showcasing Sir Miles's architecture will be open for viewing. Two gardeners will be available on the day.

Toilets and hot water are available. Bring a picnic lunch and chairs.

There is a \$15 entry fee per person. Please pay to the club bank account prior to the event if possible. Otherwise pay cash prior to the start of the run. Thankyou.

November 21st **Christmas Function Hosted at the Birnie's home**
Spit Roast with Lamb, Beef and Pork option at \$30 per head

November 28th **Garage Raid, with a visit starting at Garth Moore 25 Woodlau**
Rise at 1pm then to Ken James and Graham Evans to view Model A Restorations.

December 9th **Children's Christmas Party - Cutler Park Motorcycle 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 by Tuesday Nov 17th

2021

January 31st **Era Picnic**

February 14th **Run and Gymkhana for Rex Chenery Trophy**

March 28th—April 8th **National Meet in Gisborne**

April 18th **High Country Run**

May **Night Trial**

June **Mid Winter Function**

Past Events— July 2020 Run

15 Model A's from Canterbury Chapter, gathered at Murchison on Friday to meet for registration at 5pm, in the Rivers Cafe hosted by "The Top of the South Model A Club", (Nelson Bays Area). We all enjoyed an evening catching up on Model Aers from Westport & Nelson along with some other Canterbury owners.

On Sunday 40 Model As lined up behind Beechwoods Café for a late morning departure to Lake Rotoroa via the Mangles Valley then through the Braeburn Track, where the weather was clear and calm for our picnic lunch.

The evening function was very well catered for at Beechwoods Café with an assortment of lucky prizes distributed amongst the entrants.





Lake Rotorua scene for Saturday lunch.

It was wonderful to see so many Model As, sharing a weekend.

An excellent weekend with a big thankyou to the Top of the South Model A Club.

Next year was tentatively set as being hosted by the Westcoast Club .



OBITUARY

David McConnell a former member and Club Captain of the Canterbury Chapter.

Sadly, we record the passing of David McConnell who was a member of this club for fifty three years. In the early years of the club David and his wife Ruth attended most club events in their very original 1929 phaeton. David was a medical technologist and soon after qualifying they left for a working holiday in Canada. This trip included attendance at the 1970 MAFCA National Meet in Milwaukee where they were recognised as the first New Zealanders to attend a MAFCA event.

On his return to NZ, David served on the club committee and spent two years as club captain and also newsletter editor. In 1974 David and Ruth moved to the Marlborough Sounds to join the family owned Gem Resort. Although the resort had no road access the phaeton was kept in storage. David and Ruth retired to Blenheim a few years ago and their phaeton was joined by a restored 1930 AA truck. They attended the club's fiftieth anniversary weekend in 2015.

Treasurers Note : Subscription Payments

Thankyou for embracing modern technology.

It is pleasing to see that a good number of subs have already been paid. Certainly the majority have been via internet banking with many subs notices being sent back by email.

Should there be any difficulty in returning the subscription notice by email it can be posted to P.O. Box 1242 Christchurch, and still pay by internet if you wish.

The voluntary contributions to carbon emissions is encouraging and if you intend to contribute, then the return of the notice is helpful for my book keeping . Like wise if you wish to have a hard copy of the *Script Bank Account—06-0805-0018320-00*

If you have any problems, please just give me a call ,

03 3439482 anytime (transfers to cell) or 0274326512

Cheers Brent Miles

The Model 'A' Fan Blade And Fitting The Water Pump To The Cylinder Head.

If your old original fan blade breaks while in use, the results can be horrific. Fan blades can completely ruin a radiator core, or do significant damage to a nicely painted hood/bonnet.

If you are sure you want to use your original fan blade, firstly TIG weld any cracks and surface grind the weld. Cracks are usually caused by metal fatigue, rust between the blades, and vibration. When you weld repair watch you don't grind too much to weaken the weld. The blade must be very carefully balanced. Unless expertly repaired, personally I would never trust an 92 year old fan blade.

The original construction of the fan blade was made by using two pressings or skins spot welded together incorporation the hub and pulley. Most fan failures are where the blade meets the hub, where it was not welded.

Actually seeing a crack in the blade while it is still in the car is difficult. If you do see any parting of the metal layers or obvious cracking, remove the fan immediately. Cracking will most likely be around the hub. Any suspicions, remove the water pump and inspect the fan very closely. Some fine cracks are very hard to see, even on a workbench, and some could be there, but filled with paint. Fan blade failure is also caused by turning the engine over by the fan blade. This will cause separation of the sheet metal causing the blades to bend forward, or bow.

If you are determined to safely repair your fan blade, there is an excellent article in "The Restorer Magazine" Volume 41 Issue 6. This is a very comprehensive article, even giving a complicated stress analysis.

Repro Aluminium Fan Blades. They are excellent quality, fully balanced and will last a lifetime. They look like the original, perform the same and won't break in normal use. The internal taper on the fan hub is perfect and it will lock to the water pump shaft and be difficult to part, as they are intended to be. (*As a brake drum hub on a rear axle.*) Always assemble tapers dry. Make sure you have installed the small woodruff key before assembly. Wind on the castellated nut with a small washer under the nut and pin. A steel washer is required, as the nut will dig into the aluminium blade and eventually become loose. When fully on, the pin hole in the shaft will line up with the slot holes in the castellated nut.



Taper inside fan blade housing.

Woodruff key in place



Cast aluminium fan blade



The Model 'A' Water-pump.

All pump parts are available, including bodies or complete pumps if required. New pumps can include leakless varieties. I recommend just using the pump the way it was made with no drastic modifications, and with little attention will last a very long time with either a steel or stainless shaft. With just a hundred miles or so, the new gland packing in the gland nut may require tightening until the packing has compressed sufficiently to stop any leaks. The secret is having grease with the gland packing when the packing is added to the gland nut. As with a lot of types of gland packing, if you run them dry they will eventually overheat the water pump shaft, turning the shaft blue and eventually either scoring the shaft or seizing up altogether.

Why does your 1929/1930 pump have a large hole in the base casting, where some earlier pumps had smaller holes, or none at all? It is simply a matter of economics. The larger hole was not to let more grease and water through, but to save on cast iron at the foundry. Not much is saved per pump body, but over may hundreds of thousands of pumps, it would amount to quite a few tons of cast iron.

Fitting The Water Pump To The Cylinder Head.

Firstly, do a dummy fit to the head. Seat the pump over the locating studs and turn the pump shaft over a few turns with the pump pushed firmly to its seat, or lightly tighten the four nuts. This is to check that the end of the shaft is not too tight on the cylinder 'stop' inside the head and to see if the tips of the impellers touch the internal cavity of the head. Usually it is the impeller tips touching that can cause a problem. Very carefully grind about 1/32" to 1/16" off the impeller tips and try again. If the end of the shaft is hard up against the stop inside the head and the pump body won't seat properly, a small amount of shaft will have to be removed. This is a rare occurrence.

There should be .006" to .010" of end float. If there is more than the acceptable tolerance some metal will have to be added to the end of the shaft and ground to fit.

If you have purchased a shaft complete with impeller from a reputable parts supplier, it will have been fitted correctly and there should be no need to check the impeller to shaft tightness.

It is important that the three pulleys (pump, crank and generator) all line up when everything is fitted.

Remove and install four new mounting studs to the cylinder head. 3/8" x 16 and 3/8" x 24 x 1 1/4" plain stud. Use a new pump gasket A-8507 and use gasket cement both sides.

Don't torque. Just bolt up firmly. Use your judgement.



Body gasket.



The 'stop' inside the head.

Fan Belt Dimensions: A8620-A
Belt width 0.670"
'V' depth 4.33"
Inside diameter 40". Code B40.

Water-pump Modifications.

There are numerous modifications that can be done to the Model 'A' water pump.

There are:

1. Leakless ball bearing pumps with no end play. A complete pump is purchased.
2. Leakless and greaseless pumps. A complete pump is purchased.
3. Gland nuts with greaseless seals. Two varieties are available.
4. Sealed brass bushing assemblies. (Replaces A-8520.)
5. Complete part kits are available. Leakless with a stainless shaft.
6. A modern pump kit. Converts you pump housing to a modern type.

Added Note.

Having owned Model 'A's for some 50 or so years, I have never had the need for a leakless pump or any leakless modification what so ever.

If the shaft, either steel or stainless steel, is in good condition and within the .005" of wear where the gland packing sits, there will not be any leakage. With plenty of well-greased gland packing added to the gland nut, no water ever escapes. The gland nut will require retightening occasionally, but the system Ford used on the Model 'A' is excellent. (Many cars of the same era had the same system.)

I have installed "Leakless Pumps" on countless Model 'A's I have restored at customers request throughout the years, and they have performed well, but no better than a completely original pump which works out a darn sight cheaper.

Two things to have right and your pump will not leak.

1. Plenty of packing, well-greased.
2. A good shaft within the .005" wear tolerance.

Headnut.

OTHER EVENTS

Wings & Wheels Darfield, Sunday 4th October,

Charlie & Jos Draper farm Kimberly Road, Darfield

This is a Sheffield Volunteer Fire Brigade fundraiser, and they have requested car clubs to display cars on the day entry \$20 per car includes passengers.

They will have planes from the Tiger Moth era to the present, Also Gliders, Helicopters, Homebuilt aircraft and maybe a hot air balloon.

There will be cars, motorbikes, trucks and other vehicles from the early 1900 to the latest available.

VCC Swap Meet. 9, 10, 11 October now CANCELLED

WANTED

For a North Island Model A member to purchase Model A Coupe or Roadster

Please contact Jon Turney email jonturney@twoup.nz or phone 0220597698

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1963 Studebaker. Very tidy.
1956 Francis Barnett M/c. Restored.
1926 Essex fully restored. Bargain.
1930 Model 'A' Sedan.
1928 Buick 6 Sedan.

1939 Ford V8 Sedan.
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Model A Ford Shock Absorbers rebuilt as exchange \$210 each, or \$240 outright.

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CLUB CAR REPORT

The club car will be fitted indicators on October 7th at Peter Bayler place.

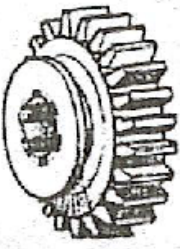
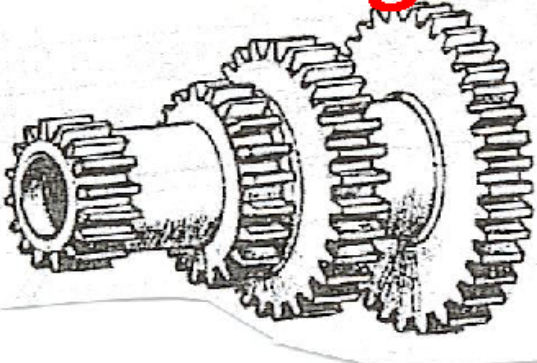
If you have your car unserviceable for a run, you can book the car by calling

Graham on 3515919 or 0273207948

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 2020. 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.
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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 have printed the annual run organiser for the coming events in this script.

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