





A Ford Script

Official Newsletter of THE MODEL "A" FORD CLUB OF AMERICA Canterbury New Zealand Chapter. PO Bo 4212 Christchurch

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COVER PICTURE By Ian Dixon on the Arthurs Pass Road.

HENRY FORD QUOTE:-

Coming together is a beginning, staying together is progress, and working together is success.



CLUB CAPTAIN'S REPORT



Autumn has reached us with a cold spell and jeans being worn for the first time this year.

The High Country Run, on February 28th.was a successful event with 14 cars plus backup 4WD, thanks to Ian Dixon's son and family.

It was pleasing to see a group from Ashburton and Sheffield join the Rangoria and town team on this run.

The weather was great and stops at Springfield and our lunch stop at Hawdon Flats attracted lots of interest and photos. The drive after lunch into Lake Letita and Mt White station followed an interesting route encountering

several other vehicles returning down the narrow shingle road. By all accounts the dinner at the Sheffield Pub was an enjoyable end to the run. Thanks to Wendy and Russell for planning this High Country Run.

I am looking forward to the run over Banks Peninsular on 3rd April.

<u>Note:</u> The meeting point is the Tai Tapu Store, not outside the school as mentioned in the March Script. Rod Corbett has set this run.

Happy motoring. Graham

CLUB CAR REPORT

The car has a new windscreen due to delaminations around the edges, and is now housed back in the rental shed.

So it is all ready for Banks Peninsula on 3rd April.

Please call Graham Ph 0273207948 or 3515919

NEXT COMMITTEE MEETING:

Wednesday 16th March, 2016 7.30pm, at Graeme Scott's home, 556 Main North Road. If you have any matters you would like raised, please contact a committee member before this date.

COMING EVENTS

April 3rd Sunday Banks Peninsula Run

Meet-: "The Store/Obelisk" Tai Tapu 9am for 9.30am start; **Briefing-:** 9.20am;

"The Store" is open from 8.30am for breakfast, coffee, toilets etc; **"Challenge Tai Tapu"** is open from 8.00am for petrol etc, (no fuel again until Little River on our

return). Please ensure full tank before departure.

Bring-: Lunch, tea/coffee, picnic chairs etc;



Approx. run distance-: Morning : 41.5miles/66.5km from Tai Tapu to lunch at Pigeon Bay Yacht Club grounds; Afternoon : 38miles/60.9km to finish at Hill Top Tavern, SH 75. **Rod Corbett ,** organiser. 027 433 8772



REMEMBER.... Daylight saving ends early Sunday 3rd April morning

April 30th Saturday. Gymkhana and Park visit.

Meet at The Peg Belfast. **9.00.** Head through to Rangiora and meet Nth Canty people at the new Ashley Road Bridge. We will then travel to **Iron Ridge Quarry and Sculpture Park** near Amberley. There is a \$10.00 entry fee for the Sculpture Park The drive in is picturesque with a wee bit of minor hill work.

Can you please let Brent Miles know if you are coming. Ph3327207 or



brent@glassmiles.co.nz For more than 20 people, the owner will light up the forge and presumably give a demo of his talent. There is hot water and loos available and an inside area if the weather is a bit iffy. Bring your lunch etc and be ready for a grand day out.

We will email out any further info approx. 18th April after the next committee meeting.

May 21st Saturday Night Trial More details next Script.June 25th Saturday Mid Winter Dinner, Pot Luck at the VCC Barn. Era clothing encouraged.

The last week in April we are helping our son shift house so the Script will be a wee bit late out. Coming events will be emailed about 18th April . If you are not on email please do not hesitate to ring a committee member if there is anything you want to know about the Iron Ridge outing.



High Country Run Sunday 28th February

We packed the Model A and headed to the local bakery for filled rolls for lunch and headed off the meet the Christchurch A's at Springfield. When we arrived they were already there and most had been to top up with petrol at the local garage.

While we were waiting to get started, several tourist buses stopped and their passengers were every where taking photos, sitting inside vehicles and asking questions.

There was a good line up of Model A's and just before we left another one arrived, but he could not do the run, but said he would join us for a meal at the end of the day.

Russell informed everyone that they were to make their way to the Mt White Station turn off and continue to the bridge, where we would regroup. As we passed Lake Lyndon we caught up with three Model A's that had come from Ashburton. Most of us were held up by a set of traffic lights, controlling a section of road under repair near Flock Hill,

At the Mt White bridge 14 Model A's & Ian & Lee Dixon & their son Craig in a back up vehicle assembled, ready to follow Russell to Hawdon Flats, where we decided to have lunch. As soon as we arrived, so did the sandflies.

After lunch we packed up and started heading to Mt White Station, with Russell leading the way. At the first gate, we offered to stay and close it, so Russell could stay in the lead. Further along the road, we came across several A's stopped, with lots looking under the bonnet of David & Marion Oakley's Model A. The battery had dislodged on the bumpy road and the wiring caught fire. The men repaired what they could, so he decided that he would start heading back home, so he was turned around and given a push and a tow to start and everyone continued onto Mt White Station, where we had afternoon tea near Lake Letitia, which was lovely, especially as there were no sandflies. Bob Scott gave us talk about snow rakeing, mustering and hunting on the Station.

We packed up and headed out towards the main road to make our way back to Sheffield tor a meal at the Hotel. As we were travelling along the main road, we came across the Oakleys sitting on the side of the road, as they had broken down again.

We all waited with them until the back vehicle arrived, so they could be towed. When all was under control we headed towards Sheffield, but had to stop at the traffic lights again, which caused a build up of traffic. We decided to wait at the top of Porters Pass with Garth & Pauline Moore to check how they were getting on towing the vehicle. It was decided to put the Model A on the front of the tow vehicle to go down. We followed them to the bottom and they flagged us on, so we proceeded to the Sheffield Hotel for our evening meal. The Oakley's were towed to Waddington, where they left their vehicle, and went back to Ashburton with the other two Model A's. After our orders were taken, Donald Wright introduced Fred Bull, who had arrived at the start of our run, but couldn't come, to talk, as he is a pilot and has flown to Mt White Station several times. It was very interesting listening to his stories about Mt White Station. After a beautiful meal it was time to head home.

Thank you to Wendy & Russell & everyone involved in the run and also to Ian, Lee & Craig Dixon for coming in their back up vehicle, it was much appreciated.

David & Pam Dacombe



Lunch at Hawdon Flats





Mt White bridge over the Waimakariri.

Lake Letitia



Nice Eh?

ENGINE OVERHEATING

Keeping your A's temperature in the cool zone

Engine overheating has been around as long as the automobile and the Model "A" is not exempt from the problem. However, the "A's" cooling system, if working properly, is more than adequate for almost any set of driving conditions you might encounter.

There are many causes for engine overheating, but once identified, most can be easily corrected.

Fan Belt - Fan belts are prone to slippage and a belt that's loose will not turn the fan and water pump at the proper speed. Belt tension can be adjusted by loosening the generator mounting bolt and pulling the generator away from the engine to take out the excess slack. A ½ to ¾ inch of belt play between the pulleys is about right. After the adjustment is made, tighten the generator bolt securely. Unfortunately, an unmodified Model "A" has no means of locking the generator in place and over time, the belt will loosen again. To alleviate this problem, you can use a "belt tensioning bracket" to hold the generator securely in place when driving. The bracket can be easily removed if the car is to be shown.

Fan - Fans can cause a problem if a "modern" type has been installed and the diameter or blade angle is too small to provide adequate airflow through the radiator. If you're determined to use this type of fan, check with other Model "A" owners to see what they have on their car. There's nothing wrong with the original two blade propeller type fan that came on the Model "A" but it should be checked frequently for cracks or other damage that could make it unsafe to use.

Hoses/Clamps/Petcock - A plugged radiator hose will restrict coolant ``flow and a leaky hose will cause coolant loss over time. Either condition can cause the engine to overheat. It's a good idea to replace both hoses even if only one is bad because the other hose is probably living on borrowed time. Check all hose clamps for tightness and if you're more interested in driving than showing the car, consider replacing the original wire hose clamps with the modern screw-adjust type. Also, make sure that the drain petcock located in the water return pipe is not leaking.

Water Pump - The Model "A" water pump is simple and robust but it can fail. If the impeller is loose on the shaft, the pump won't circulate the coolant. On the other hand, the pump may deliver too much coolant at highway speeds causing coolant loss through the radiator's overflow pipe. The new "leak-less" water pumps appear to have a higher output capacity and have the capability to overflow a poorly maintained system. Once again, check with others to see

what they're doing.

License Plates and Other Radiator Obstructions - The headlight bar seems like the ideal place to mount the license plate, but the plate does block a sizable chunk of the radiator's cooling fin area. A radiator ornament or plaque will do the same thing. On a hot day, consider removing the ornaments and flipping the license plate into a horizontal position to expose more fins to the airstream.

Incorrect Ignition Timing - An incorrectly timed engine can run hotter than normal. Check your car's timing using the standard timing pin. While running in high gear the advance should be all the way down. On heavy inclines listen for any spark knock and reduce the amount of advance to eliminate the knock. Watch your water indicators for any sign of excessive heat.

Incorrect Fuel Mixture - If the fuel mixture is too lean, the engine will run hot. Check your carburettor settings and reset to specifications if necessary.

Brakes/Wheel Alignment - Dragging brakes and poorly aligned wheels can increase the rolling resistance of the car and force the engine to work harder resulting in over-heating. The bad wheel alignment won't help your tire life either!

Bad Head Gasket/Cracks in Block - These can be classified as serious problems and if uncorrected, you'll have more to worry about than overheating! To check for exhaust leakage into the cooling system, remove the radiator cap and briefly accelerate the engine. If bubbles appear in the coolant, you could have a bad head gasket or a crack in the engine block. Oil in the coolant may also indicate a cracked block. After the necessary repairs are completed, check the integrity of the block by magna fluxing. This process will-detect any minute cracks that cannot be found by other means.

Radiators - The key word in any radiator discussion is flow rate - how much water a radiator will actually pass in a given period of time. A good Model "A" radiator should have a flow rate of at least 38 gallons per minute. 1930-31 "AA" truck radiators should pass about 48 GPM. Anything less can result in overheating problems. Disconnect the upper and lower hoses and fill the radiator. A good radiator should empty in 4 seconds or less. Radiator troubles can be traced to broken or blocked tubes, an inadequate number of usable tubes remaining in the core after damaged tubes have been removed, so-called "stop leak" pellets clogging the tubes or leaky upper/lower tanks. Blocked tubes can be opened by "rodding" or ultrasonic cleaning. Damaged or rusted tubes can be replaced but if a large number of tubes are in bad condition, it may be less expensive to replace the radiator. The condition of the overflow pipe should also be determined during the radiator check. A broken or rusted pipe can cause the coolant level in the radiator to be lower than normal. A broken or missing baffle plate may allow the water pump to push the coolant directly into the overflow pipe and out of the radiator. To reduce the amount of water going out the overflow pipe, add a short piece of plastic tubing to the top of the pipe. Just make sure it is below the radiatorcap. Loose tube fins can also contribute to over-heating. If the fins are not making good contact with the tubes, heat will not be transferred into the radiator's airstream. Sometimes over lubricating the original type water pump rear bearing can cause excess grease to be introduced into the water system and clog the tubes.

Coolants - The Model "A" was designed to run using plain water as a coolant. Most era drivers either drained their car's radiator before winter storage, or added some type of antifreeze for cold weather operation. Alcohol was common as an anti-freeze and worked reasonably well but boiled away at about 170 degrees F. Kerosene was also used but it attacked rubber parts and boiled at such a high temperature that the engine could be damaged before overheating was detected. Today's modern automotive coolants contain ethylene glycol and are designed to remain in the cooling system at all times. The boiling point of the coolant is higher than water and the solution contains a built-in rust inhibitor and water pump lubricant. When mixed 50/50 with water, ethylene glycol will protect your "A" to about 34 degrees below zero F some disadvantages to using ethylene glycol in your Model "A" - the coolant may attack some types of paint and the Model "A's" water pump can whip the solution into a green, frothy foam, impairing the cooling action. To eliminate this problem there are two products on the market that will help. Prestone "LowTox" and Sierra antifreeze is formulated with propenyl glycol (PG). As compared to ethylene glycol, propenyl glycol is less toxic and safer for children, pets, and wildlife in the environment. One final consideration -some automotive experts believe that ethylene glycol does not work as well as water in a nonpressurized cooling system. In actual tests, some Model "A" overheating problems disappeared after switching back to plain water. If you decide to use water as a coolant, make sure that you add a good rust inhibitor to help keep the system rust free. At one time, soluble oil was suggested as a rust inhibitor. It worked, but the oil coated the inside of the radiator, degrading its heat transfer characteristics.

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The experts all agree - don't use oil of any kind as a rust inhibitor! Also, consider using distilled water to eliminate "other" minerals being introduced into the water system. I see a lot of lower water pipes that are powder coated. They look nice, but the inside will be affected by the solution and will flake and clog up your water system. Go to a stainless steel pipe to solve the problem.

Thermostats - According to many Model "A" owners, a good thermostat offers two important benefits:
Coolant flow through the system is reduced so that less is pumped out of the upper radiator tank at high speeds.

• The thermostat will maintain an engine temperature of at least 160 degrees F that many feel is optimum for complete fuel combustion and clean plugs. On the down side, a thermostat that sticks closed will prevent adequate coolant circulation and overheating can result. To prevent this make, sure that there are two 3/16 inch holes drilled on the surface opposite the sensor so some water will still flow. If you install a thermostat, use the kind that fits inside the upper hose and has a short pipe welded to the end instead of the type that mounts with tabs. Some owners have experienced leaks with the tabmounted variety.

A good running engine makes everyone happy.

From Hawkes Bay Model A Ford Club Magazine Aug 2015.

ADVERTISEMENT.

Swap Meet at Winchester 2nd April.

John Dawson will be at site 177 with a load of Model A parts surplus to his requirements. Mainly early stuff, but not all.



From Quail Magazine

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 April 2016. Please send to the Editor, Wendy Genet <u>afordscript@gmail.com</u>. 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 site 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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