

Top of the South Model A Club Inc.

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September / October 2024 Newsletter.

Seems as though we are finally getting into some reasonable Model A motoring weather so it's time to make sure the old wagon is ready for the road. The recent run down to Kaikoura in order to attend the International Model A Day event was great even though at times the weather was somewhat threatening – a bit of rain at times, some reasonably low snow on the Kaikoura range and the possibility of worse weather to come according to the forecast. Fortunately this did not eventuate.

Regarding the Kaikoura run, John Pauling has sent in a comprehensive report on this event which I will send out separately from this newsletter – thanks again John for your contribution.

We did manage to muster a few vehicles in order to attend the recent “Show n’ Shine” day event hosted by the Nelson VCC which was a fundraiser for the Cancer Society annual daffodil day event.





Jeanette and Rosie getting into the swing of the day.



The next turnout was at Higgins Park for the annual Classic Car Display Day. Numbers down a bit and no prizes won this year but still a good day out.

The old adage that “things come in three’s” certainly came pretty true to me this month – whilst attending the Kaikoura event my Canon Camera spat the dummy and failed to work. Got home and decided to take it apart (supposedly to fix it !) - lots of bits in these things. Put it all back together and still dead !!

While on the run back from Kaikoura I started to notice a knock in the old A which I decided was probably a big end starting to fail. So out with the motor and it sure was the case. New bearing fitted and all sorted, however I also decided to check a possible vibration problem which turned out to be a distortion in the flywheel housing. The max for this is about 6 thous. I found it to be out of line with the crank shaft flange by 12 thous so ended up fitting another housing which brought things back in line.

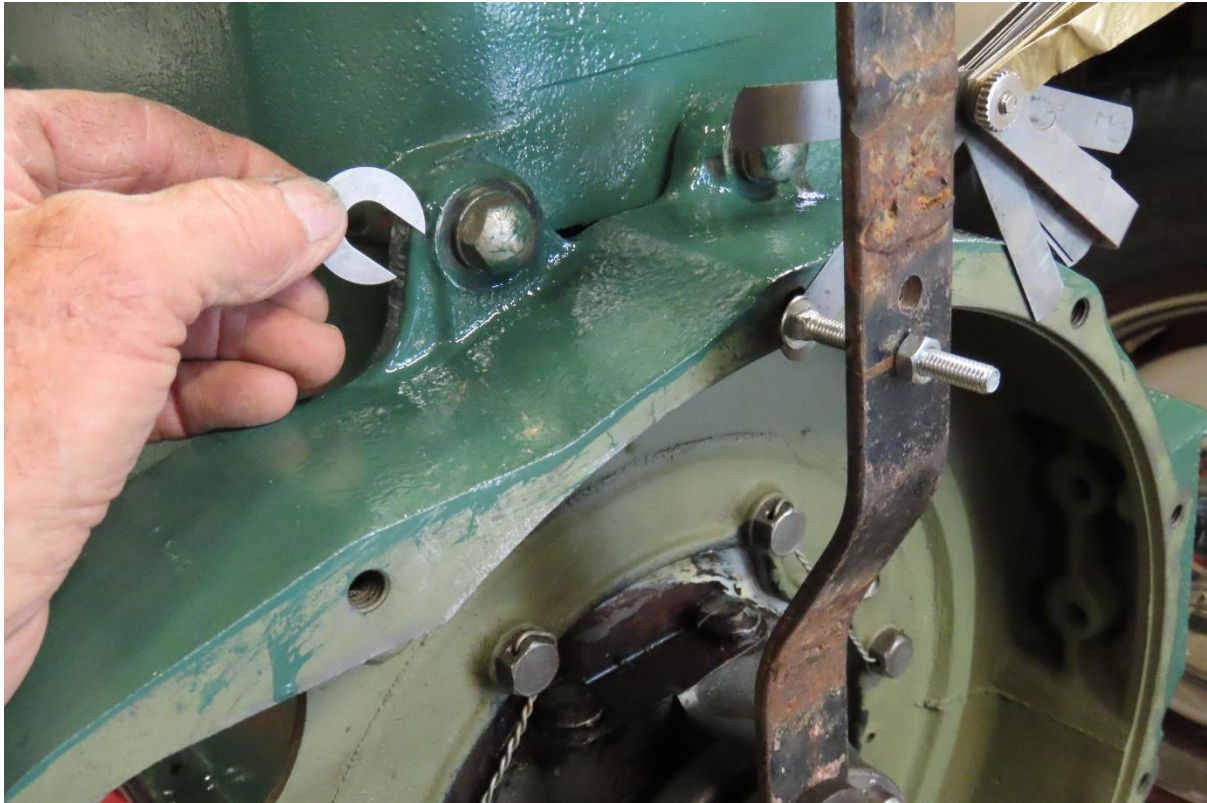


Measuring device bar bolted to crank flange. Check all around the rear face of the housing using feeler gauge. 6 thous deviation is the max .

I also checked the flywheel for wobble. The max permissible deviation is 5 thous. Mine was found to have about a 10 thous wobble which was also corrected and finished with about 2 thous. For accuracy in this case I used a DTI reading off the flywheel face. These issues can create problems in the gear box, primarily causing a problem with jumping out of gear, especially in second.

I have found extensive information relating to these issues – happy to send a copy should you consider a need for it.

Regarding the flywheel housing a very important consideration is the possibility of the required shims not being in place at the two top mounting bolts. These are required to compensate for the thickness of the gasket fitted between the block and the housing. Very important consideration with respect to ensuring proper alignment between the motor and gear box. Plenty of info available regarding the aspect which sometimes overlooked during engine assembly.



Shims that go between block and flywheel housing. Standard size is 10 thous. Some variation may be required to bring assembly into correct alignment.

Failure No 3 was my computer. Updating some programmes in order to fix a few problems led to pretty much a total loss of all email contacts, various files etc etc. After days of diligent work by eldest son (just back from Germany where he works as an electronics design engineer for a company over there) finally got things sorted and back up and running.

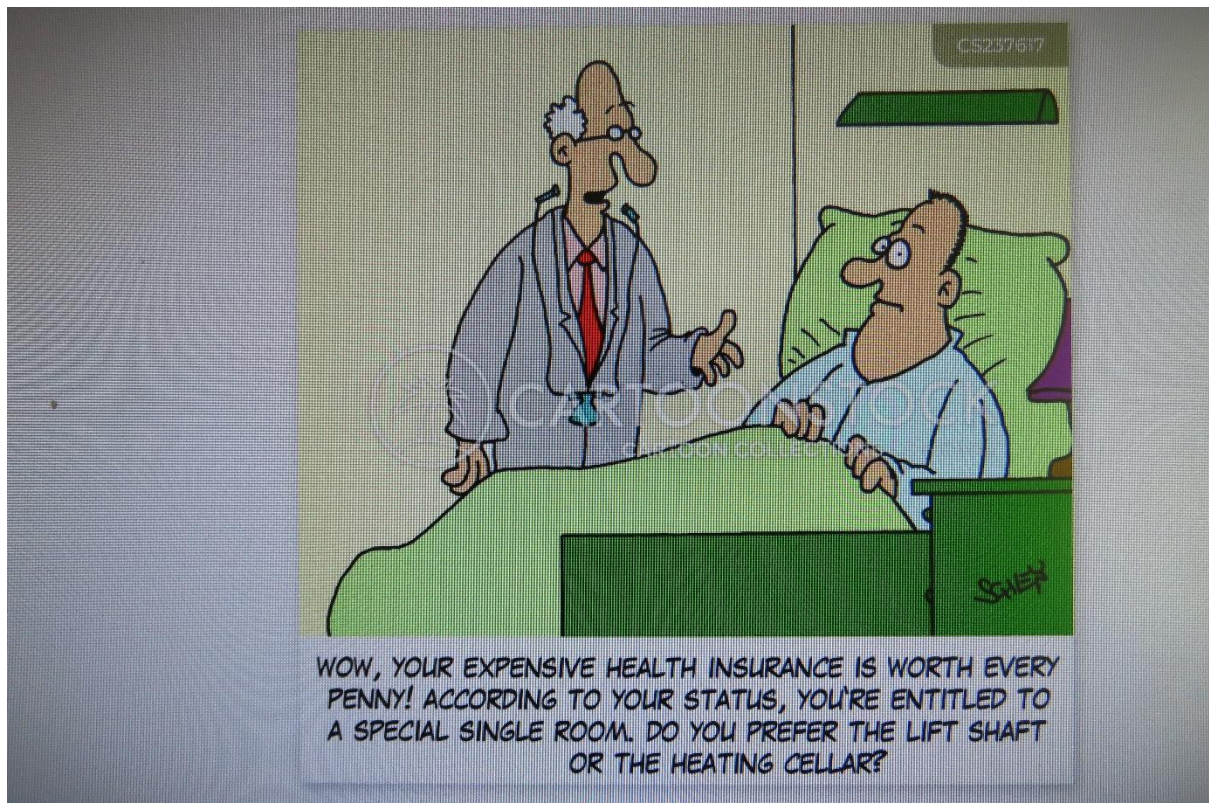
Moral of the story : Stick with the A's – much simpler to fix !!

Speaking of bad luck it was the case recently while Malcolm was indulging in a bit of travel over in Aussy land when he unfortunately had to check out the hospital system over there. He was pleased to say that it was excellent and managed to get him back on his feet fairly promptly – I guess if it happened on this side of the ditch he would be still waiting for attention. Glad to see that he got through the experience OK and was able to continue his exploration.

One thing that apparently troubled Malcolm was the possibility of an extensive medical care bill.

He was put at ease after querying the matter when he was advised “no problem, no charge involved as we have an agreement with NZ to cover such costs”.

Could hear the sigh of relieve from here !!



Thought for the day.

“If life’s an uphill struggle, then downhill from now on can’t be that bad”

Future outings :

Sunday 3rd November. A run out to Mapua to visit the Apple Packhouse Museum facility. Meet at Richmond NMIT car park at 11.00 am
We will combine this with a luncheon session at possibly the Mapua Bakery

Sunday 24th November. we are looking to hold a barbecue event at Lake Rotoiti in order to gather Marlborough and Nelson members. Club will looking to provide tucker for the barbie. Further details to follow.

Sunday 8th December. Once again it's close to the Xmas season. To celebrate we will be holding a Xmas barbecue / picnic at John & Rosie Herd's place, Wakefield. Time, details to be confirmed.

Hopefully in the event of some members not being able to attend that a similar event is able to be held in Marlborough .

From the web :

<https://www.youtube.com/watch?v=vLf1pihIMcE> a possible future project !!

Cheers. JH

Model A Shock Absorbers - Part 2

This is part of a series of articles intended as a guide for those who want to restore and install original Model A shock absorbers. Part 1 of this article is in the previous newsletter and covered the following:

- a. Source of restoration information.
- b. What the shock absorber is intended to do.
- c. Taking shock absorbers apart.

Note regarding Part 2: The following applies only to the restoration of the check valves within the shock body centre partition as shown in the photographs below. There is also a check valve in the nut bushing (see the drawing in Part 1.) also but its restoration and testing will be discussed in Part 3.

Testing Check Valves in the Shock Body Centre Partition.

There are two check valves which consist of ball bearings located within the centre partition of the main body. The valves allow oil to flow more readily between the two halves of the main body chamber on the upstroke of the shock lever arm and restrict oil flow on the downstroke. The direction of flow of oil for the check valves is the same for two of the shocks and check valves for the other two shocks are reversed. Two shocks are therefore stamped with the letters ACW (Anti Clock Wise) and the other two are stamped CW (Clock wise). Care should be taken therefore not to mix parts of the shock absorbers during restoration.

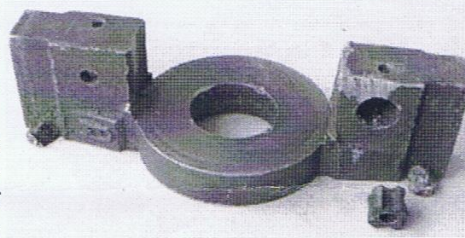
The check valves should be first tested by applying the nozzle of a can of WD40 or compressed air in both directions to see if the ball bearings are free to move. If not try poking a ball bearing with a pin or a dentists pick. If the ball bearing cannot be freed then the partition has to be removed as described below. If found to be free however then test the valve to see how well it blocks oil flow in the reverse direction. This is done by holding the shock body so that the partition is horizontal and such that the ball bearing is sitting on its seat. Put a drop of thin oil onto the top opening to the check valve and see if the oil weeps through. If so the ball bearing and/or its seat is pitted with rust or it is clogged with debris. In this case the partition has to be removed from the shock body before the check valves can be restored.

The partition can be removed by drilling two holes in the back of the shock body as shown in the photograph. These holes are marked out on the centreline of the partition and approximately 3/4 inch from the edge. Drill these holes 7/32 inch in diameter and slightly longer than the thickness of the shock body base. A pin punch is then used to drive the partition out of the shock body. The holes made will need to be filled later and this can be done by threading the holes and inserting threaded studs which can be locked in place with retaining fluid such as Locktite.



The method of removal of the check valves follows. The check valves are held in place by a retaining pin and it was apparent that it would be extremely difficult to drill this pin out accurately. The exit opening of the check valve

contains a small nozzle having 4 outer grooves for oil flow and it is held in place by the retaining pin. (See the second photograph where a nozzle has been extracted) A 2.5 mm drill is entered **Centre Partition** into the centre of the nozzle and the centre part of the retaining pin is removed. The outer part of the retaining pin is then able to be driven in further and again the 2.5 mm drill is used to remove more of the pin. Repeated several times the outer part of the pin will be removed completely. A 5/64 inch drill is then inserted into the hole left by the top part of the pin so that the remainder of the pin can then be drilled out. The check valve which is comprised by the nozzle and ball bearing can then be driven out from the opposite end. The check valve is restored by cleaning the internal ball bearing seat with a drill, replacing the ball bearing with a new one, reinstalling the nozzle and installing a new retaining pin.



After the partition has been repaired it is pressed back into the shock body. The four bottom corners of the partition when installed have to be caulked with lead beads which are supplied with restoration kits. The lead beads are beaten into place with a punch and hammer.

To be continued: Part 3 of this article will explain the restoration of the nut bushing which is the name used in the drawing of Part 1 but which otherwise could be called the inner cap with the large nut.

(Compiled by Trevor Davis)