

Top of the South Model A Club Inc.

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November – December 2024 Newsletter

Model A club outings in Marlborough

Report kindly submitted by John Pauling

A bit late for a quick report on our last two Model A runs here in Marlborough, but I guess better late than never, and besides, its a good memory test for yours truly trying to remember all the facts and figures.

Our November jaunt here in Marlborough was sweet and short as far as distance travelled, but an enjoyable time was had in good company and time to catch up, not to forget the nice morning tea.

A dozen or so cars and members gathered at the Argosy Cafe near the Woodburne Airbase and every time I see this old plane, it amazes me the thing even flew. It had two tails at the rear and I was informed it was so it could load cargo from the rear or the front (when the nose cone was opened) One of our members who was once the pilot of this thing and he was able to tell us a few stories of his travels in it, I guess even though we see it often, we tend to forget how rare this old Argosy Plane is. Sorry I don't have a picture of it's nether end to see the two tails.

Thanks to Bob and Shirley for organising our runs this year.



Our Christmas lunch was held last Wednesday in the beautiful garden of members Jim and Jean McLean here in Blenheim.

It was a hot day, but plenty of shade was afforded by the large trees, and after a BYO lunch/Picnic, many took the chance to look around their well established garden.

Jim and Jean had Recently Built a new house, along with a good sized shed for Jim, and his Model



A pick up.

Well its that time of year, when there never seems to be enough hours in the day, and summer is really here, spare a thought for our Model A friends in the other Hemisphere, where snow is the norm. Brrrr, I like the summer

Happy driving, have a good and safe Christmas

John Pauling



Nelson outings.

Things have been a bit quiet over this side of the hill (Nelson). As recently detailed it was decided to forgo the idea of a picnic event at Lake Rotoiti – marginal weather, a low level of interest due to conflicting events etc so we will now be looking to organising such an event sometime in the new year (possibly a gathering at Top House).

A few members have recently undertaken their own extensive tours – the Eaton's and Garner's took an "A Tour" to Cape Reinga (plus a couple of extra North Island A's) – by all accounts it all went well covering some 3000kms.

Our planned outing on 3rd November which was initially to visit an apple packhouse museum collection in Mapua had a change of venue which took us instead to a private collection of vehicles, motor cycles and various collectables . An interesting site to say the least which also was a suitable venue for our planned picnic. Thanks to Murray S. for hosting us.

We had a pleasant drive to the venue however once there we seemed to have lost a couple of vehicles – eventually the miscreants turned up which just happened to be "get lost with Ross" (yep

he was just practising the art) closely followed by Ron who had placed his trust in Ross knowing the way. !!



It seems that certain Club members have been exploring ways to reduce their Model A's gas consumption. I mentioned in the last Newsletter how Dave had "experimented" on running on 3

cylinders and it now appears that “Grumpy” aka Malcolm had recently tried something rather novel which consisted of doing away with the carburettor venturi – seems that the old Phaeton wasn’t too happy trying to run without one.

Does pay to have a bit of a look around for left over bits when putting something like a carb back together.

Regarding recent Marlborough outings it seems that a couple of the lads had a “junior’ moment when they espied a sand pit at the venue at a recent outing – they say pictures are worth a thousand words so generally no explanation is given or needed !!



Looks like good fun Rob and Chris – a bit of “down memory lane” perhaps !!
Life was simple at play school !!



Great turnout at the Xmas barbie at Higgins Park. Looks like the “barbie boys” did a fairly impressive job – no burnt saussies !!

Also great to see a good contingent from Marlborough able to attend even though the weather not too bright on the day.



Tech Talk.

Constant or intermittent valve noise after installation of adjustable valve pushrods is not uncommon. The lifter surfaces are not always square with the valve stem base (valve stem not ground square) which can result in the oil cushion between the two surfaces being lost. While this is annoying there is no harm if the valve adjustment is within specs. With wear-in the noise often quiets down. If not, it may require the valve stem(s) to be reground square.

To remove a stubborn fan blade from the water pump shaft, remove the blade retaining nut, screw on a head bolt nut about half its depth, follow this with a head bolt stud, tighten these together, rap bolt sharply with a hammer (aka an American screwdriver) while holding the fan blade. The fan blade will loosen and pump shaft will not be damaged.

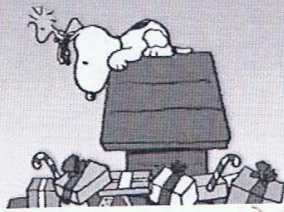
Save your nerves and the flanges on the upper water outlet (easily broken). File head and outlet mating surfaces square. Use a thin layer of a non setting sealant. No gasket. You can now tighten all headbolts without fear of breaking the flanges. Replacement outlet gaskets often squeeze out on the ends and can eventually cause a break in outlet casting as the bolts are tightened.

Seasons greetings.

That's it for now from me folks – on behalf of the Committee we wish you all a very pleasant Christmas and a prosperous New Year. Hope to see you all again soon – till then, happy summer motoring in your "A".

Cheers
JH

happy holidays



Model A Shock Absorbers - Part 3

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 appeared in the October 2012 newsletter and covered the following:

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

Part 2 appeared in the November 2012 newsletter and covered the following:

- a. Testing the check valves in the shock absorber body centre partition.
- b. How to remove the check valves to restore operation.

Part 3 deals with the following:

- a. Restoration of the check valve in the nut bushing (see the drawing in Part 1 in the October 2012 issue). The nut bushing as shown in the two photographs below will be called the inner cap in this article.

- b. Removal of air bleed plugs and their replacement.

- c. Modification of the inner cap if found to be misaligned with the shock body

The purpose of the check valve, which in the photographs is located at the lower part of the inner cap, is to allow replenishment of oil from the outer chamber to the inner chamber but prevents oil from being ejected from the inner chamber when the shock is operated. It can be tested for how well it blocks flow in the reverse direction by holding the inner cap horizontal and upside down such that the check valve 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 and must be refurbished.

The check valve is held in place by a retaining pin which is difficult to drill out accurately. Therefore drill part of the pin

away from the inside of the inner cap. The outer part of the retaining pin is then able to be driven in further and again a drill is used to remove more of the pin. Repeated several times the outer part of the pin can 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 is restored by cleaning the internal ball bearing seat with a drill, replacing the ball bearing with a new one and installing a new retaining pin.

There are two air vent plugs located at the top of the inner cap and visible in both photos. Hold the inner cap upside down and put a drop of thin oil in the inner recesses of the vent plugs (see top photo) and see if oil leaks through the plugs. If not drive the plugs out from the inner side of the cap and clean the very fine channel cut lengthwise along each plug. Then reinsert the plugs and test again that oil flows freely.

In the bottom photo there will be seen a very small indent mark located midway between the two vent plugs. When the inner cap is screwed in very tightly this indent must be at the very top of the shock body so that each vent plug is then able to allow air to vent from its respective half of the inner chamber. If the small indent mark does not align properly then it is possible that the inner cap may have during its life been put in the wrong shock body. It is not recommended that the inner cap be machined to correct misalignment as it is too difficult to align accurately in a lathe and also the check valve retaining pin could be machined away if too much metal is removed. It is better to remove the air vent plugs, weld up the holes and relocate the plugs to their required location. However make sure that the check valve is still towards the bottom region of the shock body otherwise it will not function properly and therefore may also need to be relocated.

The final part of this article will deal with the repair of a worn wing shaft, the assembly of the shock absorber, filling with oil, bench testing and adjustment on the vehicle.

(Compiled by Trevor Davis)

