

A Ford Script



May 2021

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. Bruce giving the Te Karaka School children a ride

CLUB CAPTAINS REPORT

Hi Folks

I hope everyone is making the most of the beautiful weather we have at present and have been out in your Model A's.

It was good to see several of our members attend the National Meet in Gisborne. They had planned a fantastic week of activities and some interesting runs that enabled us to see some great places during our stay. It was pleasing to see a numbers of trophies awarded to several of our Canterbury members. Well done.

When it was time to leave Gisborne, several members headed in other directions for a few days before heading home. We saw four other Model A's on our trip back from Picton to Christchurch on our return over a week later.

The next National Meet is being run by our Club and will be held in Methven. There is an Early Bird Registration available, so if you are planning on attending you should register, as you will then get all the newsletters about the event.

We have also had the High Country run that was organised by Kevin & Ruth Mercer and what a great day we had. We started early at West Melton, visited a Buffalo Cheese Factory, went to Lake Coleridge and then back to the Darfield Hotel for a beautiful evening meal.

Our next event is the Night Trial, see the details in the Script for this.

Happy Motoring

David

2021

COMING EVENTS

May 22nd Night Trial

Meet at Pine Acres Restaurant & Bar 740 Main North Road at 5:30pm

Bring a Pot Luck Dinner, if needs heating leave with Lyn at start, otherwise bring to dinner venue along with plates, cutlery, glasses and refreshments

Please email brent@glassmiles.co.nz or phone 0274326512 to advise if you will be joining us for the night trial, to assist with numbers

June 19th Mid Winter Christmas Dinner

Lincoln University \$36 pp (minimum number 30) *see menu on page 5*

Please contact Graham on email gaevans@xtra.co.nz or phone 03 3515919 by 15 June to advise if you will be joining for the Mid Winter Christmas Dinner

July 25th Annual General Meeting

Elmwood Trading Centre, 1 Normans Road 11am lunch meal at 12:30pm

November 12 –14th Show weekend away.

Ruth and Kevin Mercer will host a long weekend away to Oamaru, we will start at midday with lunch at the NOSH Café SH1 (at the turnoff to Waimate), staying Friday and Saturday Nights in Oamaru then everyone is free to make their own way home Sunday.

For anyone who is interested in a full weeks motoring we will continue from here following the East coast as closely as possible to Invercargill, then returning through the middle of Southland to Ettrick, Waipouri, Ranfurly, Kurow and Fairlie.

As accommodation will be limited please email us now to give an indication of numbers to allow us to confirm where the overnight stops will be. khmercercer@xtra.co.nz

No Dogs on Rallies



Model A Car Club Mid Winter Christmas Menu

Orange & Honey Glazed Ham
Roast Lamb Leg prepared with Demi Glace

Roast Gourmet Herb & Garlic Potatoes
Steamed Greens with Olive Oil Roast
Root Vegetable Medley

Individual Pavlova with Cream & Kiwifruit
Fresh Fruit Salad

Tea and Coffee

\$36.00 per person including GST

Minimum 30 guests

Past Events— Gisborne 15th National Rally March 28—April 4th 2021

19 Model A members from Canterbury Chapter travelled to Gisborne for the National Rally. We departed from Christchurch on March 23rd and met up with the Oliver's in Blenheim. We crossed from Picton to Wellington the next day overnighing before moving on to Napier, Wairoa before arriving in Gisborne on Saturday 27th March.

Sunday was registration along with drinks & nibbles.

Monday hosted the concourse with 12 cars entered. **Authentic Restoration & Best in Show; Garth & Pauline Moore. 1st Touring Class; Kevin & Judy Straw, 2nd place in Modified; Roger & Irene Devlin.**

Tuesday we had a run to Mahia Peninsula with a return via Pongaroa Station. 40 competitors entered in the Hubley Challenge. Winner being Lindsay Painter.

Wednesday 31st was the Competitive Rally to Motu via Te Karaka with a stop for school children who were interested and excited to see so many old cars, some were driven up and down the main street. Driving on we stopped at Motu for lunch. Winner of this rally went to Kevin & Judy Straw.



Lunch stop at Motu

Thursday Grand Rally—Kaikino Station - Era Costume day. Terrier Racing. Unfortunately the only day we had rain, so roads muddy and underfoot also. Graeme Scott won best dressed man and Bruce Miles managed to take up a great collection for cancer.

Friday Display day which was very well supported by the Gisborne public. This also featured the Assembly Challenge and the Gymkhana.

Saturday Dinner, Awards

Sunday Farewell Breakfast

The National Rally was well organised with a good MC, Graeme Williams; local farmer, bush poet and a good joker.



Gathering in Gisborne Show Grounds



Best Model A in Show winners; Garth & Pauline Moore



Assembly Challenge



Past Events— High Country Run April 18th



17 Model A's left West Melton at 8:30am before gathering 3 more cars at Sheffield.
Next stop was at the Wairiri Buffalo Farm the home of Italian Water Buffalo where we were treated to an explanation on milking the Buffalo and then cheese tasting.
Next stop was at Lake Coleridge Power Station for the lunch stop.



Following lunch we rolled up to the head of the lake called the Harper. After afternoon tea we travelled through to Lake Lyndon and on to the Porters Pass road arriving in Darfield at 5pm for a meal at the Hotel, completing a wonderful High Country Run 2021.
Thanks to Kevin Mercer for organising this years rally, well done .



FOR SALE

1930 Tudor Sedan \$30,000 No Dreamers Ph Ken 03 3598642

3rd owner since 1955. Well maintained and garaged all its life. Has had new crown wheel & pinion fitted by Auto Restorations. New running boards (recent) Foot brake stop light LED on rear window. Directional indicators. Needle roller bearings in steering box, shortened pitman arm, new sector shaft (two tooth). Long arm new ball end fitted. New steering balls. Reconditioned motor with bearing shells, head ground, new distributor with modern points & condenser. Diode cut out. Modern starter motor drive. New electric wiper motor. New brake rods, & modern brake kit fitted. New shock absorbers. New wire loom & light switch. Windscreen safety glass. New standard gearbox (recent). Float a motor engine mounts. New tillitson carb. Complete new interior upholstery, new long grain roof. New header & roof bows. New metal rails above doors. Mudguards repaired and repainted. Lockable luggage box. Several parts including removed engine & gearbox.



Return of Trophies

Would all winners of trophies in 2020 please return these to a committee member ASAP

Authentically Speaking.

Front Wheel Bearings.

With a little maintenance they can last you a long time. Two most important facts that will make your wheel beatings last longer.

1. Correct tension (not torque) on the axle nut.
2. Regular inspection, with removal, cleaning and repacking with the correct wheel bearing grease.



6000-mile maintenance:

Pull each front drum off the axle and put aside. Put aside the special washer and castellated nut. The outer small bearing will come off when the drum is removed, leaving the larger inner bearing in place. Remove his inner bearing. If the stub axle is in good condition a puller will be required for the bearing removal.

Clean and inspect the hub bearing cones for wear and cracking. The outer bearing cone can at times rotate inside the hub, and the hub will have to be repaired. There are various options.

1. Purchase a new hub from a parts supplier.
2. Run a small weld around the outside of the hub to shrink, and grind the weld off. Best if the inner surface where the bearing shell seats, is trued up on a lathe as welding causes uneven shrinkage.
3. Carefully shim the inner cone to the hub. (this is a 'last ditch' method not really approved of.
4. Look for a better hub.

Check the inner cone in the hub for wear and replace if necessary. Both cones can be knocked out if necessary.

Check that the grease cup behind the inner bearing is tight on its seat and clean.

Check the stub axle for wear and thread damage.

The axle bearing surface of the inner bearing A-1201 should measure 1.1895".

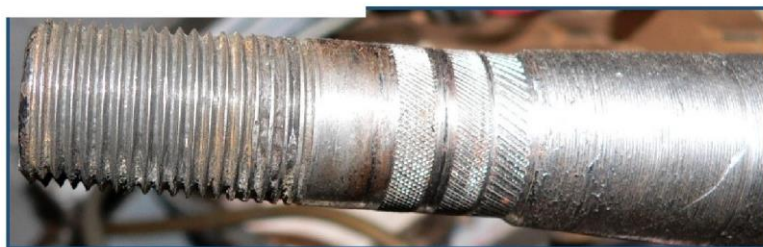
The axle bearing surface of the outer bearing A-1216 should measure 0.7500".

Very few stub axles will measure to the original specs. If they do not:

Remedy. 1. Purchase new stub axles, which can be expensive. 2. Have the bearing surface for each bearing built up with hard chrome, ground to size. (Give the engineer the bearings for size)

3. Very carefully knurl the worn areas. This is frowned upon in some engineering circles. I have used this method and it has served me well for many years and it is virtually free. See *right*.

The thread can show stretching. Not a lot can be done without replacement. Don't run a die over the thread, it will only make matters worse.



'Ford' had their own thread tolerances.

The thread is 3/4" x 16 tpi **UNF** with a 1 1/8' **UNF** castellated nut using a 1/8" cotter pin. Be careful when repining. The cotter pin must not touch the hubcap. Always use new cotter pins.



Wheel bearing part numbers as follows:

- Inner bearing Timken 15118 (A-1201)
- Inner cup Timken 15250 (A-1202)
- Outer bearing Timken 09074 (A-1216)
- Outer cup Timken 09196 (A-1217)

Installation of bearing cones to the hub.

Making sure the seating area of the bearing cone is clean, very carefully with a **brass drift** tap the cones into place. Tap evenly around the cone until seated when a distinct change of note will be heard. Do this to both cones. Clean all surfaces, (really clean) and remove all traces of brass if any are present. Wipe a smear of wheel bearing grease over the cone surface.



Installation.

It is assumed that all parts are to a **safe** and satisfactory standard.

If you have removed the stub axle from the axle, bolt up through the backing plate, ensuring the **head** of the **bolt** faces to the outside of the car. Install the grease cup if removed.

Packing wheel bearings properly.

It does not suffice to just smear the bearings with grease. This will never work. The bearings have to be packed with the appropriate long strand wheel bearing grease. There are two options. 1. Purchase a bearing packer. 2. Repack yourself. Each bearing will hold a surprising amount of grease. Push the grease into the bearing with your **clean** fingers until grease appears out the other side of the bearing of its complete circumference. Leave excess grease in place. You are ready to install.



Install the greased inner bearing. If tolerances are tight (as they should be) the bearing will need to be carefully tapped into place using a brass drift, only touching the body of the bearing. Cone tapering outwards. Tap at equal sides of the bearing base until seated, when a distinct change in note will be heard.

Install the hub and drum as one unit.

Push the drum into place carefully over the brake shoes. Install the outer bearing and again it may require **very gentle** tapping into place with the brass drift. This bearing does not want to be overly tight on the axle shaft, as proper wheel bearing adjustment must be obtained. Once the bearing is seated fully into the outer cone, install the nut washer A-1195-A and wind the nut A-21920) until some resistance is felt. Now, be careful as there has to be a little tolerance when fully adjusted.



Do the following:

With the front wheels off the ground tighten the axle nut up to where there is zero play (this will also seat the bearing) and then back it off until cotter pin slips through the nut holes. The bearing and cone must be mating properly to obtain correct bearing adjustment. Then spin the wheel and check for play with a very slight drag on the installed (2 -3 wheel nuts) wheel. If there is play tighten the nut again, this time a little tighter than before and then back it off to the next pin hole, spin the wheel check the drag, and insert cotter pin. It's a matter of feel. The wheel must spin with a slight feel of drag. This 'drag' is putting a small preload on the outer bearing. Travel a few miles and check play and drag again. Correct if necessary.

A quart of oil is 36,500 drops of oil. A normal engine in the 30's 40's and up to the 60s used 111100 of a drop on every power stroke (1 quart every 1000 miles was normal back then) and if an engine drips one drop every 50 feet, and it doesn't matter how fast your going, (think about it) the engine will lose 1 quart in 300 miles.

This used this to illustrate that a drip was actually much higher consumption than a burn.
Headnut.

WANTED

Literature on the Model B Carburetor
Contact Andre Kraenzlin 021996223 or
Lunatigs@hotmail.com

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

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CLUB CAR REPORT

No running this year yet. The car is due for a Rego & WOF

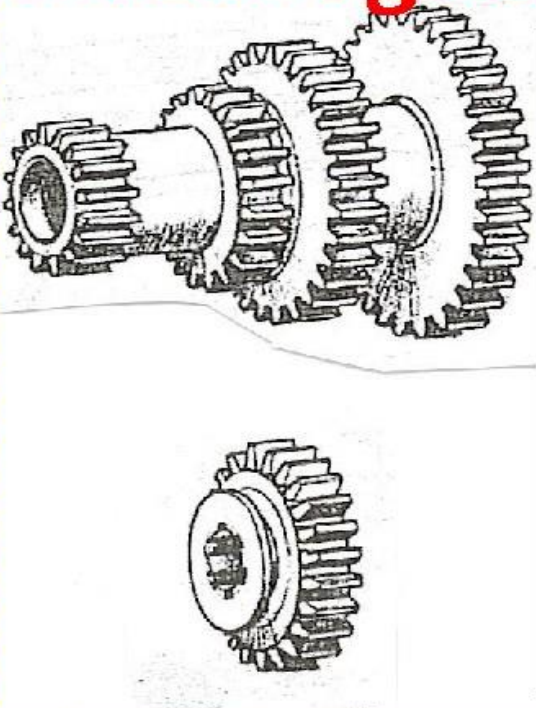
If you have your car unserviceable for a run, you can book the car by calling

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 May 2021. 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.



The image shows a technical drawing of a gear cluster assembly. It consists of a shaft with several gears of different sizes mounted on it. Below the main assembly, there is a separate drawing of a single gear, likely the 2nd gear mentioned in the text.

Improved 2nd gear ratio by 15% to increase overall road speed in 2nd gear and hill climb ability without stress revving your engine.
With the installation of this new cluster and 2nd gear, this is all that is needed to achieve the effect desired i.e.: higher speeds in 2nd gear, making traffic driving and hill climbing not a problem.

COST
All new cluster and 2nd gear **\$1890.00 + P&P**

CONTACT
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Swanson
Auckland 0614
New Zealand

PH (09) 8329818
MOBILE (0274) 543 983
EMAIL: vet_vin@xtra.co.nz
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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