

A Ford Script



April 2023

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 - <https://www.modelaford.co.nz/>

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: National Model A Rally

CLUB CAPTAIN'S REPORT

A special thanks to the Canterbury Chapter members who attended the 16th National Model A Rally in Methven at the beginning of March. As organisers of this Rally and the virtually three years that it took our committee for it to come to fruition, we are really pleased that it was so successful. Special thanks to our organising committee who were: Brent Miles, David Dacombe, Annette & Lindsay Painter, Graham & Anne Evans, John Olliver, Kevin Mercer, Glenn Birnie, and myself. We have since had only positive comments and feel really pleased that it went so well. For those of you who have never attended a National Rally it is always good fun and there is plenty of interesting things that happen. The 2025 Rally is in Masterton, so if you are able to take the time to attend I am sure that you would enjoy it.



This was the entrance that our committee helped to put together, and to welcome everyone to the Mt Hutt Function Centre.

We continue with our year's activities this month and there is a summary of these on the following pages with further details under each month. With these events that we organise it is very helpful for us to know numbers attending, and more especially if there is a cost. Sometimes we need to have definite numbers so that food can be ordered, and you will understand why it is necessary for us to request attendance. In saying that, if you are to attend Rusty Acres the \$10 entry fee can be paid when you get there.

We look forward to seeing you at one of our events soon.

Kind regards.

Lyn

COMING EVENTS

2023

April 16th

April Run

Wilson Mill Car Collection and Gardens and The Rusty Acre

Starting Location:

9.30 Meet at Wilson Mill Garden, 3 Christmas Road, Ohoka
Followed by a short run, finishing at The Rusty Acre,
1 Roscrea Place, Mandeville. Entry is \$10 per person.
This is a sculpture garden where we will have a picnic lunch.

Bring:

Picnic lunch

Attendance:

Please advise Lyn Miles mileslyn6@gmail.com or 027 228 6292
by Friday 14th April.

May 13th

Night Trial

June

Mid Winter Dinner

July

AGM

If anyone would like to add any interesting ideas that they would like to see us offer to our members for this year, please contact Lyn or Brent.

PAST EVENTS - 16th National Model A Rally Methven



16th National Model A Rally Methven, New Zealand

4th- 10th March 2023

“Touring Through the Mountains and Plains of New Zealand’s Canterbury Region”

The 16th National Model A Rally, hosted by the Canterbury Chapter of MAFCA, based in Christchurch, took place from 4th- 10th March 2023 in the picturesque Canterbury regional town of Methven, on New Zealand’s South Island, attended by over 200 participants, including a smattering from Australia and the UK, accompanied by 103 Model As, keen for a week of frenetic activity.

There had been initial concern expressed for several participants from the North Island coming from areas heavily impacted by recent floods, including the art deco region of Napier, hosts of the 2017 13th National Rally, and Gisborne, who hosted the 15th National Rally in 2021.

However, Model A’ers are not easily deterred, evidenced when the first day of the Rally, planned as an era fashion “Show and Shine”, was completely washed out, with the only significant activity being vehicle concourse judging in freezing conditions under the welcome cover of an agricultural warehouse.

The delay in proceedings resulted in many impromptu conversations with visitors and locals alike. Those of a certain age recounting their experiences with a Model A, whether learning to drive or, for some, engaging in more amorous pursuits. Everyone, it seems has a Model A story to tell, some truthful, others a little more fanciful. Then in the evening, as tradition would have it, the Hubley racing was on in earnest.



Blue skies and a snow-capped Mt. Hutt after the rain

In a foretaste of the transition from summer to autumn in the Southern Hemisphere, after the rain participants the following morning were greeted with blue skies, bright sunshine and snow-capped mountain peaks. It was now time to seriously get things underway.

The day unfolded in the best British tradition with a visit to Bruce McIlroy’s magnificent Bentley and Rolls Royce Heritage Dealership, where they exclusively restore and service motor vehicles from 1907 Rolls Royce motors through to the present day. Not deterred



by the previous day’s rain, period dress was in great abundance as participants paraded their vehicles, posed for photographs, engaged in impromptu picnics on the luxuriant lawns while drooling over some of the most magnificent motoring machinery ever built.

PAST EVENTS - 16th National Model A Rally Methven

Model A enthusiasts, their palates well sated, then motored the short distance to Winchmore Gardens, a magnificent 170-year-old colonial estate, with its exquisite mid-Canterbury gardens, sheltered by a wide variety of lush and verdant trees. It was the perfect setting for a "High Tea", as participants sat at small tables throughout the garden, being entertained by live music, parading in period fashion, while sipping champagne, eating cucumber sandwiches, cakes and other delicacies,

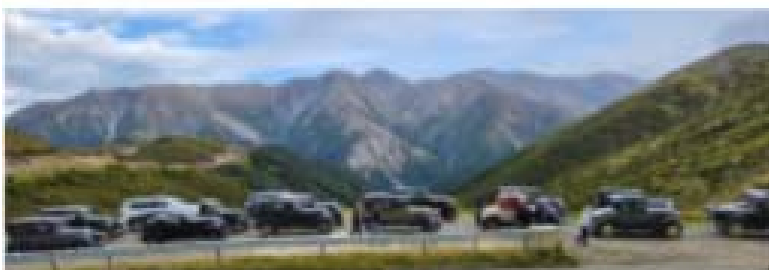


finishing off, as one does, with tea. It was quite picturesque, highlighting for all attending that some things just do not date as time goes by.

The Tuesday run was the competitive Rally Day as Model As weaved their way over a variety of back roads, through farms and small hamlets. Encountered along the way were rural delights, such as having to pause for cows meandering their way from milking, guided across the road by temporary electric fencing wires keeping them in check. Road rules valid to present day require stock to have priority, even for Model As, but then a short time later, around another bend a mobile butcher expertly works on a recently deceased beast, strung out on a large supporting frame. Not the average experience when motoring on a freeway.

Neatly-attired participants eventually arrived at the historic "Terrace Station", so full of New Zealand's early colonial history and architecture. It was once the home of Sir John Hall, credited as the champion of the right of women to vote, with New Zealand being the first jurisdiction in the world to achieve universal suffrage for women and men in 1893.

Magnificent gardens, detailed libraries of museum quality, in addition to rough-hewn buildings full of traditional farming equipment and blacksmith's forges. Again, it was as if we were being transported back in time, so in keeping with our Model As, with many now in their 95th year and still going strong.



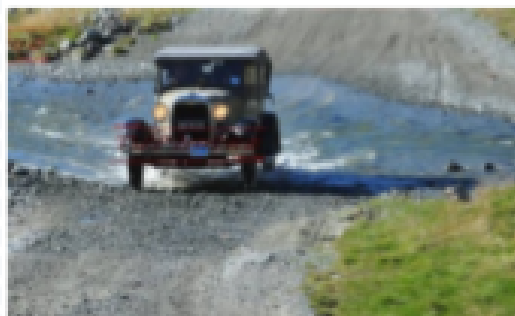
Model As crawling up Mt. Hutt

With the weather behaving itself, Wednesday was a day of challenge as brave Model As weaved their way up the rough, narrow, shale-surfaced roads, much without any safety barriers, to the lower reaches of Mt. Hutt, soon to be the epi-centre of the

forthcoming ski season. In conditions that would put many modern all-wheel drive vehicles to shame, slow and steady in 1st and 2nd gears got us to our destination. The views were magnificent and the sense of achievement, quite palpable. Then it was time for the descent, with patient, slow progress, as brakes would soon begin to overheat. The experience was all the more memorable, as the driving experiences replicated what would have been like it was to drive in the 1920s and 1930s before present-day road infrastructure existed.

PAST EVENTS - 16th National Model A Rally Methven

Then there was "Plan B", namely the gymkhana, that had been delayed from the very wet first day, where skills were put to the test in all manner of manoeuvres, while other participants chose to visit the variety of near-by towns, many with excellent vintage car, aviation, agricultural and railway museums. Some went for a jet boat ride on the Rakaia River, or soothed their tired bodies from travelling too many hours in an A at the renowned [Opuke Thermal Pool and Spa](#).



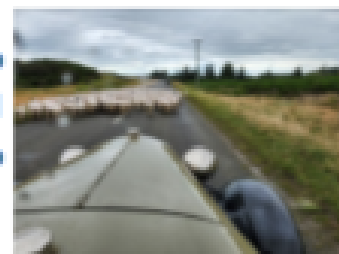
Thursday was the non competitive rally day, with instructions to have plenty of fuel for both cars and participants. It was a significant sight as 100 Model As weaved their way through [Hakaterere Conservation Park](#) and [Ashburton Lakes](#), through areas

that were utilised in the filming of scenes from "Lord of the Rings".

We finally arrived at the huge Mt. Heron Station, covering 60,000 hectares in the wilds of the Mid-Canterbury region of the South Island. Rough shale

roads and crossing fords of fresh mountain streams, replenished by recent mountain snows, added to the unique New Zealand ability to replicate driving in conditions as they would have been in the Model A's heyday.

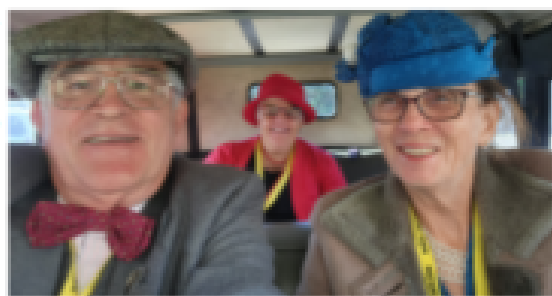
So isolated is the area that in winter, access is often restricted to light aircraft or helicopters to bring in supplies. This was underlined when sudden heavy rain had participants beating a hasty retreat to the station's airline hangar in order to have their picnic lunch.



The return journey had the novel approach to mustering sheep as a fleet of Model As at 3mph on both sides of the road gently assisted local farmers get their flock from one side of the road to the other, a frequent sight in New Zealand otherwise known as the Kiwi version of a road jam.

As we motored on over more than 120 miles, most of the Model As looked like they had been to a motorised hell and back. However, the exhilaration of the day could not dampen our spirits, with yet again, the Model As triumphing over diversity.

No sooner than having made it back to Rally Headquarters in Methven, it was time for a quick refresh and dressing up in period attire for the formal Rally Dinner as the concluding finale to the 16th National Model A Rally. A plethora of awards for both vehicles and well-attired participants was interspersed with entertainment and dancing that indicated more about the physical limitations of several who took to the floor, than the rugged robustness of the aged vehicles they represented.



Wes Hartley, Beverley Biggs and Marion Hartley in the Canterbury MAFCA Chapter's 1928 Phaeton.

PAST EVENTS - 16th National Model A Rally Methven

The final morning was the Farewell Breakfast, as participants prepared their homeward journeys, while anticipating meeting once more for the 17th National Model A Rally to be held in Masterton, North Island from 24th to 28th February 2025, preceded by the Wairarapa Air Show from 21st to 23rd February. It will be an opportunity to celebrate yet again our great love of the Model A Ford and the pivotal part it has played in automotive history.

As Australian members, my wife Beverley and I express our appreciation to the MAFCA Canterbury Chapter for once more embracing us and allowing us to experience a very particular way of engaging in what is Model A motoring.

Article by MAFCA member Wes Hartley - Busselton, Western Australia



Ashburton Guardian Saturday, March 11, 2023

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DriveThru



All things motoring and otherwise

with Bernard Egan



Not everyone can say they've had 93 Ford Model As parked in their garden at the same time.

Bob and Marg Verrall and their daughter Mandy can.

Ford Model A Club members visited the Verrall's Winchmore Garden during their recent national rally based in Methven.

One of the organisers, Brent Miles, says club members have enjoyed venturing far and wide around our district.

"The hospitality, kindness and generosity we've experienced and the scenery has been amazing."

Brent and Lyn Miles came in their 1929 Ford Model A Tudor. Bought by Brent many years ago, it was his first car, and has been part of the family ever since.

The Ford Model A replaced the famous Model T. Appearing in 1928, it was actually a new Model A - Ford had used the name previously, 4,858,644 examples were built in various body styles.

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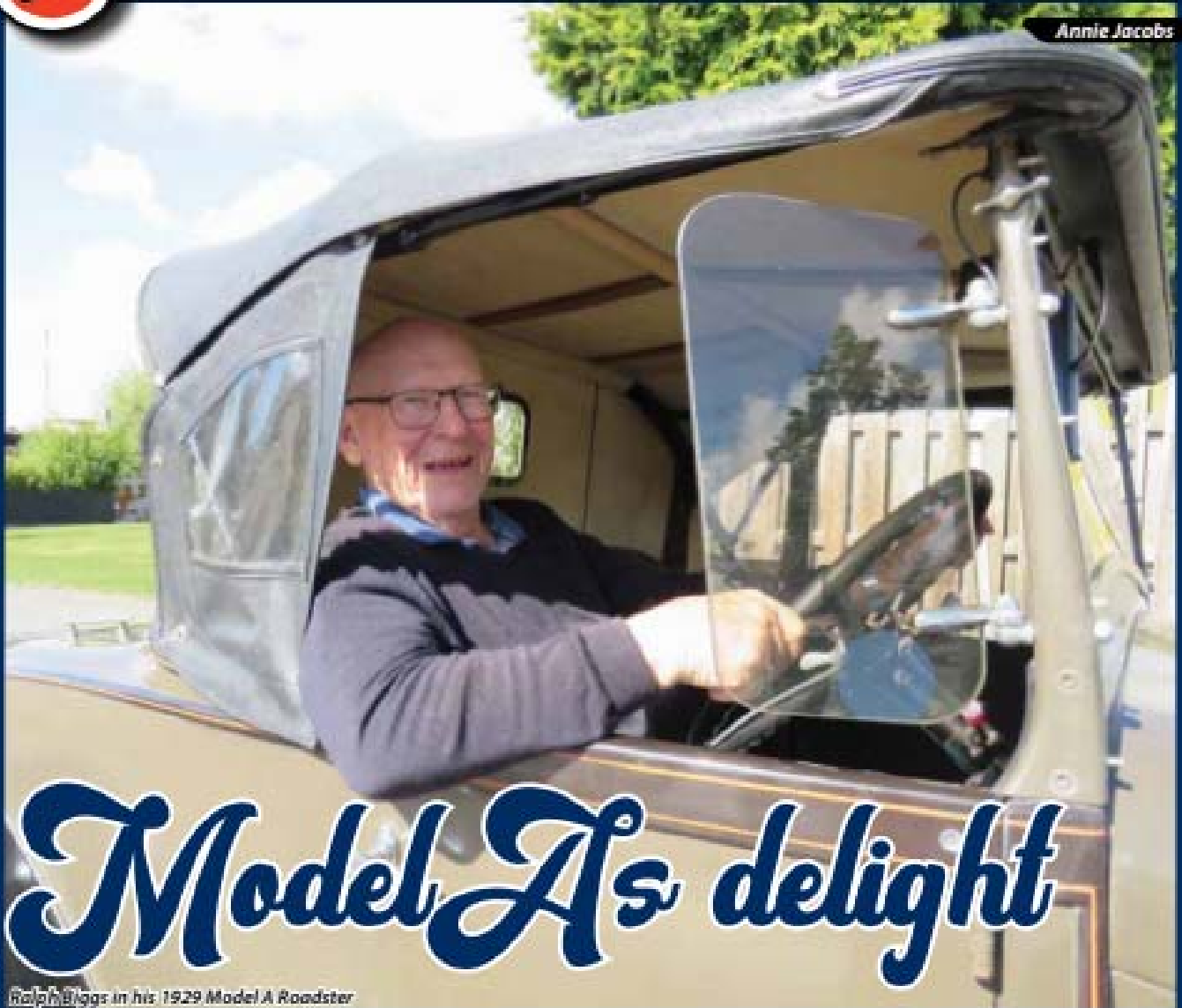
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Taitē 16 Māhe 2023
Thursday 16th March 2023

Putanga 7
Issue 7

Annie Jacobs



Model A's delight

Ralph Biggs in his 1929 Model A Roadster

Methven was the place to be last week, as the National Model A Rally was held in town and a host of Ford Model A vehicles gathered from all over New Zealand to attend.

The event alternates between the North and South Islands, and Methven was chosen for its central location, gorgeous weather, nearby scenic spots, fantastic accommodation and warm hospitality.

Ralph Biggs and his son Hudson attended the weeklong festivities in Ralph's 1929 Model A Roadster.

"It's been alot of fun," Ralph said, "I enjoy driving it." He purchased the roadster and set about restoring it in 1979. Despite an outing to Lake Heron on a shingle road, the lovely car looked pristine with the chrome gleaming in the sunshine.

"Dad's had a great week," said Hudson, who had come up from Dunedin to be 88 year old Ralph's back up crew.

There were a variety of events held for attendees during the week long rally, with the Gala Day giving everyone a soaking. That however, did not stop the public from coming out to see the lineup of beautiful vehicles on display.

Other events included car judging, a formal dinner, a high tea, driving out to the lakes, a competitive rally to Terrace Station near Hororata, with attendees dressing in period attire.

Residents of Methven were delighted with seeing the variety of Model A's around town. The cars were made by Ford after the success of the Model T, from 1927 until 1932 with over 4,858,644 vehicles made in a variety of styles including convertibles, sedans,

story continues inside

Model A's delight

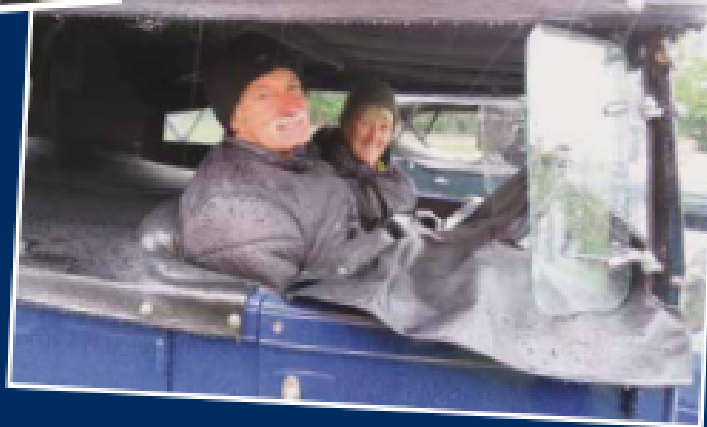
Annie Jacobs



continued from front page

phaetons, coupes, roadsters, station wagons, trucks and more. A joint arrangement between Ford and the then Soviet Union made a licensed style for four years which became the basis for armoured vehicles in the early stages of World War 2, by the Russians. Around the world, the Model A was converted for all kinds of uses including rail cars and a Snow Flyer fitted with skis and tracks.

With 123 cars entered in the rally and entrants from as far afield as the UK, the 2023 National Rally was a roaring success.



The Kea Scouts had an impromptu visit from three of the Model A Ford cars and enthusiasts on Wednesday evening.

Two of the cars were borrowed by enthusiasts from Great Britain. The Keas were delighted to ride in the Model A Ford truck as far as the gate. It was a great way to end our session.

PAST EVENTS - Pictures



Houdaille Shock Absorbers. PART TWO

The restoration process.

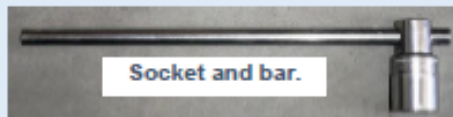
It is assumed you have removed your four Houdaille shock absorbers from your vehicle. Save the mounting bolts washers and nuts. The shocks will be dirty and require an initial clean before dismantling. Usually, the best way is the old-fashioned way with a solvent and a wire brush. **Shock Repair or Restoration.**

You will need the following: A very strong large metal vice, - A pair of large grips as pictured below. A 2 ½ metre length of strong walled pipe. A 1 ½" AF long reach ¾" socket and associated bar. Heat, preferred is oxy - acetylene.



The work required is not for the faint hearted and can be time consuming, and at times frustrating. You will see an inscription on the reservoir cover which shows lefts and rights. CW & AC. We will restore two bodies, a left and right and differences between the two are minimal. Remove the filler bung and drain out any fluid. Gently tap the outside of the outer cap and locking ring as pictured, holding the body in the palm of your hand. Don't be too severe and watch your fingers. This is to break the threads on the locking ring and reservoir cap. Severe tapping will expand the components and give problems with sealing later on. Use large grips to back down the locking ring and then unwind the cover. For working on bodies, I made a special holder to hold

each body in the vice. Pictured left which is large box section steel, suitably drilled to take the 2 shock lugs. Lugs uppermost, as they are off centre.



Mounted to chassis. Thick-walled 2.5m pipe not shown, which fits over the bar.

Mounting bar.

1 1/2" AF long reach socket.

Mount the shock and tighten the box section firmly in the vice. Or you can use a chassis as pictured.

Opening. (*Photograph your every move*) Remove the adjusting valve first if your 1 ½" socket is not 'long reach'. A short socket will destroy the top of the valve. Valves are delicate things. Heat is advisable, but not too much. Try backing off the nut on the top of the valve. (*Some early valves had a pointer adjustment nut, and a ring spanner will not fit over.*



Arrows show both threads on the valve. At right. Valve and rotor cut in half.



Use the open end of the spanner.) Gently does it. Try backwards and forwards to free up. Only unwind 2 turns. With a ½" open ended ring spanner,



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using the ring end, gently unwind the gland nut below the valve adjusting nut. Watch it does not slip off the nut. The valve has 2 internal threads and each has to be backed off in sections to



remove the valve. Once you have backed off both threads fully, gently prise the valve out of the rotor with a screwdriver. There will be gland packing evident. Keep as a sample. Note the steel washers above and below the packing. Get out your camera and take a picture for assembly. You will not regret it. Before you remove the 1 1/2" 'flange nut', (and occasionally 1 5/8") check for dimple markings showing the line-up of components when first factory assembled. *Red arrows*. This is needed for re-assembly. If no markings, (some



didn't) then add your own, as pictured. With you shock body bolted in place in the vice, back off the large flange nut. It will be really tight and a little heat will not go amiss. Don't over heat as it effects the internal body components. It is a normal anti clockwise thread. It will release with a bang and you will have to swing on the long leverage pipe. Remove any old seals. The white arrows represent small relief plugs which don't have to be removed at this stage.

Now you have your 'flange nut removed'. You will need 2 ice-cream containers. Keep all parts separate. Never mix components. If there is sideways play in the rotor shaft, it is not good news, sorry. Wear can be eliminated to achieve good resistance, but it costs. This is where you have to toss up to repair, or purchase new. For the benefit of this article, we are going to repair. It is going to be a lengthy article and will cover 2 or 3 newsletters.

The rotor can be pulled out from the body. Pictured at right, above.

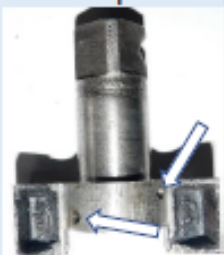
Sub note I have only ever had the luck of obtaining 3 shock absorbers in brand new condition. One of these I still possess. On dismantling all, there was no wear evident anywhere, although one had very minor use. The rotor was duly removed and when it came time for assembly, the rotor would not fit back into the body. This had me really puzzled. The fit of the rotor to the body was so extreme it had to go in exactly vertically otherwise it would not fit. The fit I measured down to 0.0005" and it was probably less.



Located top and bottom of the open body are two partitions which contain the check valves to control the flow of fluid. Pictured at left. There were quite a few variations of the internal check valve position through the years, but I will stick to the most common type, as pictured throughout this article.

Pictured at left, both check valves allowing fluid to only travel in one direction.

Call this a CW. For an AC (anticlockwise) the check valves are reversed. They can be rusted and not allowing the small internal ball bearing to move, seat and seal. A small screwdriver suitably pointed and bent at right angles makes a good tool to get into the check valve to loosen it up. This can take time. These check valves can be removed with difficulty by drilling out the retaining pin on the top of the partitions in the body. Take this carefully. The rotor shaft can wear where it



passes through the reservoir cover seal. It should measure unworn at 29/32" or 23mm. The rotor will contain 4 holes at its base. (pictured). 2 upper holes and 2 lower holes. Both sets of holes cover different purposes. The top holes are controlled by the adjusting valve. The bottom holes are not adjusted and let fluid through on any stroke.

Flange Cover. Pictured next page.

Rotor showing vent holes.

This part has 3 components. 2 pressure relief plugs and a non-return valve. The 2 relief plugs can be knocked out from the underside and each contains a small groove running the length of the valve. Clean with a 3 cornered small fine file and

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reinsert exactly as removed. At the bottom is a one way valve allowing fluid to enter the rotor chamber and not to return. Some fluid can escape from around the shaft during operation and is replaced automatically. When assembling, this valve must always be at the bottom. Use your specially made tool to clean out the non-return valve -*pictured below*. This valve can be removed by drilling out the retaining pin. Be careful.



The shaft hole in the flange cover can be trued up and the rotor shaft built up to suit, or bore and bush the hole to fit to the rotor shaft. A phosphor bronze bush is suitable for this purpose. The partitions in the body can be removed by drilling a small hole in the underside of the body and punching out. This leaves the body to be trued up in a lathe and the rotor will need building up to compensate. Weld up the holes after re installing the partitions. The relief plugs must be reinstalled in exactly the same position as removed with the groove facing the same direction. *(You forgot to photograph didn't you)*. Cross hatch the top of the plug to secure, or secure as pictured. This next operation sorts the men from the boys. The final tolerance between rotor and body must be as described as above to 0.0005". Anything less will decrease resistance markedly, even down to 0.005" will effect operation, but is acceptable. The rotor outer blade edges will have to be built up and carefully machined to the trued up body diameter less 0.0005". Now. It is assumed you have the body, rotor, flange cover, reservoir cover and adjusting valve (with graphited gland packing (water pump packing) installed. You are now ready for assembly. You will require neoprene 'O' rings. 'O' rings. One ring between the reservoir cover and locking ring = 75 x 4mm. The rotor 'O' ring you will have to make yourself from 6mm length as nobody makes them. Purchase 5mm circular neoprene rubber sections, say 400mm length. You will need plenty as mistakes are easily made. Cut to 85mm and join with super glue. I obtain my seals from 'The Front Store' Nelson - 03 548 3029.



Reservoir Cover. Not a lot can be done to restore this. If wear is evident around the centre hole look for a better cap. There are quite a few different designs and the later caps (pictured) seem to seal better. With a small chainsaw file carefully remove any burs from the sealing edge of the cap and the locking ring. Burs will cut into the seal. The locking ring has a chamfered edge and can only be installed one way up.



The reservoir filler bung. Not a lot to do here. The thread into the reservoir is at times easily cross threaded. Always start the thread with your fingers until you have a few turns of thread located.



Another enthralling instalment next month.
I bet you find it hard to contain your excitement.
Headnut.

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Miscellaneous

Please send us a caption to the below photo.

Best caption wins a price.

Winning caption will be in the next Script.



FOR SALE

1930 Ford Model AA Truck

Our family heirloom is looking for a new home. The truck is currently stored in a garage in Grovetown, Blenheim. It was last driven on the road in March 2020. Its registration is currently on hold. For enquiries, contact Ruth McConnell ruthmcc71@gmail.com

022 104 7705

03 578 3409



History

The truck has been owned by David and Ruth McConnell for over 30 years. David was a member of the MAFCA and the Canterbury NZ Chapter for more than 50 years, until his death in April 2020.

While living in Christchurch during the 1960's, he was Club Captain and newsletter editor of the Canterbury Chapter, being the proud owner of a 1928 Phaeton.

The truck was originally owned by Ruth's father, Don McTainsh, of Hornby, Christchurch. In 1973, the truck was sold to Gordon Mitchell. He restored the vehicle and registered it in 1979.

The truck later returned to the McConnell family in the 1990's.

The truck was used to transport produce from the McConnell's asparagus farm in Grovetown. It was the ideal vehicle to promote and sell fresh asparagus at the local Farmers' Market.



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Wanted tidy 1930 model a coup

Contact Grant 022 681 4083 or email callaghangrant@hotmail.com

SCRIPT CLOSING DATE

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 2022**. Please send to the Editor, Andre Kraenzlin 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.

CLUB CAR REPORT

Club car has got a new Warrant.

It motored well on the National Model A rally with no problems.

The inner cable of the speedo has siced and broken and will be replaced.

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.

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