



# *A Ford Script*



**December 2022 & January 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.

COVER: Taieri Tour

## CLUB CAPTAIN'S REPORT

Our November event was unfortunately cancelled at the last minute because the owner of the car museum contracted Covid – it just seems to keep on bugging us! It was probably quite appropriate with continuous rain on that day and a picnic would not have been at all pleasant.

We will still have the children's Christmas party at Cutler Park on 7 December and our adults' Christmas party on 15 December at the Papanui Club. Further details in the following pages. We shall also have the era lunch on 29 January at Tai Tapu Domain. All events now require you to advise your attendance to my email address so that we have a concise number to work with. The date for notifying for our Christmas at the Papanui Club is 1 December, so this does not leave a lot of time and has probably passed before you receive The Script. However I have sent out a separate reminder too.

Several of our members attended the Taieri run organised around Dunedin the first weekend in November. From all accounts it was very well organised and enjoyed by all who attended.

The first part of next year will be extremely busy organising the National Rally in Methven 4<sup>th</sup> – 10<sup>th</sup> March. The registration forms have now been sent out and if you did not advise an "Earlybird" registration you will need to email me to obtain a registration form. The interest has been really high, and with the Rally in Methven there may not be a lot of room if they all intend to arrive.

Kind regards.

*Lyn*

## COMING EVENTS

### December 7<sup>th</sup> Children's Christmas party

**Starting Location:** 5pm at VCC Grounds

If you have children or grandchildren 10 years or under, the club will provide a present.

**Attendance:** Please advise Lyn [mileslyn6@gmail.com](mailto:mileslyn6@gmail.com) or 027 228 6292 by **Nov 15<sup>th</sup>**  
Please advise name, age and gender

### December 15<sup>th</sup> Christmas buffet meal

**Starting Location:** 7pm at the Papanui Workingmen's club.

**Bring:** \$27.50 per person and buy your own drinks.

**Attendance:** Please advise Lyn [mileslyn6@gmail.com](mailto:mileslyn6@gmail.com) or 027 228 6292 by **Dec 1<sup>st</sup>**

### February 12<sup>th</sup> Era Picnic

**Starting Location:** To be announced

**Bring:** Picnic lunch.

**Details:** Visit to Gavin Bain's Collection and lunch at Waitaha Governors Bay  
More Information to follow in the next Script

**Attendance:** Please advise Lyn [mileslyn6@gmail.com](mailto:mileslyn6@gmail.com) or 027 228 6292

**It would be nice to see as many of you get into the spirit and get dressed up. It will be judged and there is a cup to be won.**

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.

## **Tips on Pumping Gas**

I don't know what you guys are paying for gasoline.... but here in California we are paying up to \$3.75 to \$4.10 per gallon. My line of work is in petroleum for about 31 years now, so here are some tricks to get more of your money's worth for every gallon:

Here at the Kinder Morgan Pipeline where I work in San Jose , CA we deliver about 4 million gallons in a 24-hour period thru the pipeline.. One day is diesel the next day is jet fuel, and gasoline, regular and premium grades. We have 34-storage tanks here with a total capacity of 16,800,000 gallons.

Only buy or fill up your car or truck in the early morning when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground. The colder the ground the more dense the gasoline, when it gets warmer gasoline expands, so buying in the afternoon or in the evening....your gallon is not exactly a gallon. In the petroleum business, the specific gravity and the temperature of the gasoline, diesel and jet fuel, ethanol and other petroleum products plays an important role.

A 1-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

When you're filling up do not squeeze the trigger of the nozzle to a fast mode If you look you will see that the trigger has three (3) stages: low, middle, and high. You should be pumping on low mode, thereby minimizing the vapors that are created while you are pumping. All hoses at the pump have a vapor return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapor. Those vapors are being sucked up and back into the underground storage tank so you're getting less worth for your money.

One of the most important tips is to fill up when your gas tank is HALF FULL. The reason for this is the more gas you have in your tank the less air occupying its empty space. Gasoline evaporates faster than you can imagine. Gasoline storage tanks have an internal floating roof. This roof serves as zero clearance between the gas and the atmosphere, so it minimizes the evaporation. Unlike service stations, here where I work, every truck that we load is temperature compensated so that every gallon is actually the exact amount.

Another reminder, if there is a gasoline truck pumping into the storage tanks when you stop to buy gas, *DO NOT* fill up; most likely the gasoline is being stirred up as the gas is being delivered, and you might pick up some of the dirt that normally settles on the bottom.



# AUTHENTICALLY SPEAKING

## Is your Model 'A' feeling a little under the weather?

Here are a few things you can do to improve its health.

1. **Inflate your tyres** to at least 32 pounds. Fronts to 34 pounds will help a lot.
2. **Is the 'tow in'** on your front wheels set to 1/8" to 3/16" (max).
3. **Tappet clearance** can make the world of a difference. This can be a major undertaking if you are not using adjustable tappets. Set to .013" for inlets and .015 for exhausts.
4. **Do your points** need a clean and adjustment? If your engine has a miss upon starting it could be the points having metal transfer deposit on either side. Check your points to see if each surface is clean with no material sticking to either contact area. Clean with a small point file and adjust to 0.18" to 0.20". The rubbing block on the points wear down as you drive the car. This causes the points to close up. The ignition timing is set after the point gap is set. Usually set at a nominal .020. As the points close up it changes the timing. They tend to close up faster on a new set of points. On a new set they can close up considerably in just 100 miles. After that the wear is not as severe. You will notice them closing up while driving as you will have to keep retarding the spark by pushing the spark handle up. Resetting the points to .020 restores the timing.
5. **Carburetor adjustment and stalling.** Let's assume you are running a Zenith carburettor. Your problem might be float level. It might be an air leak. It will almost certainly be one or the other. I believe in checking the easy things first. I suggest you try spraying some starter fluid around the manifold, carb flange etc. - anywhere there may be a leak and listen for a change in the sound of the engine. If it changes, you have found the problem. If that is negative, go to the carburettor and check the float level. It may be too high, in which case, you should correct it by adding a washer under the float valve. The bowl must be parallel to the carb casting.



The idling jet adjusting needle (at left) can be altered for more or less air to the carb. If your engine is running rough at idle a

very common problem is wear on the A-9581-A throttle shaft. New oversize shafts can be hard to obtain and a better result is to simply solder the worn areas on your shaft. If you do fit an oversize shaft the real problem is reaming of the shaft ports in the carb. The 2 ports have to be exactly inline. The standard shaft is 9/32" and the oversize shaft is 19/64".



A-9581-A throttle shaft.

6. **Condenser** can cause engine missing problems. Easy to change and not an expensive exercise. Keep a few spares under your seat. Heat from the manifold is the main problem.
7. **Weak coil.** You need a nice white/blue spark. To check. Get a helper and some thick cloth. Pull the coil lead from the distributor cap, wind plenty of cloth around the lead (if you don't have enough cloth, you will soon know about it.) With the ignition switch OFF, get your helper to put their foot on the starter button to turn the engine over. Carefully hold the well wrapped coil lead near a head stud nut and watch the resulting spark. Don't go near the front of the engine as the fan blade will be turning over. If the spark is red then replace your coil. At the same time remove any green corrosion from the coil lead ends.

Headnut.



## INTEREST IN FORD MODEL T's & A's By Tom Stephens (contd.)

Trevor Gould drove a grader for the Waitaki County Council and lived in a county house on Gray's Road just off the Pukeuri Kurow Highway at Papakaio. His everyday car was a well worn but original 1928 Ford A Roadster. Trevor was responsible for the up keep of all the gravel roads on the Waitaki Plains from the coast inland as far as Georgetown. The county house had an underground fuel tank supplying fuel needs of machinery based in that area and on occasions when Trevor grader didn't make it home at night fuel was transported to the grader in a 12 gallon drum in the boot of the Model A. Trevor, his Galleon Grader and Model A roadster was a common sight in the area in the 1960's and into the 70's when the Model A was finally traded for a Austin A 45. The Model A was sold to Neil Tomkinson who restored it to original condition. I was reunited with the Model A when Neil moved to Rolleston.

Francis McCutcheon grew up on her parents farm at Kaura Hill South West of Oamaru and the family purchased a 1928 Ford Model A Tourer new and still owned it when they retired to Oamaru in the 1960's. Francis had a nursing career and when her father died she stayed at home to look after her mother and drive her on outings in the Model A. When Francis died in the 1990's it was passed to a relative Ray Cook in Dunedin who didn't use it much and sold it on Trade-me in 2018 to Glen Kimber a fencing contractor at Hororata. The car is still very original with only 63,000 miles on the speedo and I have also been reunited with it.

Mrs Daphne Horton of Oamaru was still driving her husband's Lionel 1930 Tudor Model A into the 1970's. Terry Buchanan took over the maintenance of the car while he was still restoring his 1930 Tourer and before he had it on the road and took it on a number of both local and out of town rallies, often taking Daphne with them. The car was first registered to Thomas Anderson of Dunedin on the 20<sup>th</sup> December 1930 and after 6 owners came to Oamaru in 1950 to Alan Gardiner then the Hortons in 1951 and when Daphne Horton died it was sold to John Cameron of Oamaru who restored it but did not use it much and sold it to the present owners Keith and Kathleen Perry in 1999.

Oscar Scherp who farmed on Tussock Road near Enfield replaced his 1929 Ford Model A Doctors Coupe with a Studebaker Lark in the mid 1960's but he kept the Model A for farm related work until the farm was sold in 1970 when it went to Colin McLeod on a neighbouring farm who used it to replace a worn out 1923 Dodge then it went to Burns Pollock at Duntroon to share the shed with his 1929 Roadster.

In 2004 I sold the farm and moved to Rolleston which necessitated downsizing my Ford Model A fleet so the AA Truck, the Ford A Roadster Pickup kit set were sold and the 1928 Phaeton, 1928 Town Sedan and the 1929 Trucked Phaeton came to Rolleston with me. Since then I have sold the 1929 Trucked Tourer from Papakaio to Bob Molyneaux which has currently been put back in running condition as a Pig Racer. See Beaded Wheels, number 372 'Bragging Rights.'

Over the years while collecting Ford Model A parts, Ford Model T parts also came into my possession. While at a neighbours farm I noted some Model T parts under the trees and commented on its source, and was told by my Grandfather's brother in law that they were the remains of one of his Ford T cars, so I gathered up these parts and any other early parts I found locally with thoughts to restore a Veteran Model T. I knew his first T was registered OU40 and finally rebuilt a 1911 Ford T Tourer and a 1909 Ford T Tourer and are now able to enjoy the experience he had back when he drove a Ford T.

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Must be driving car needing virtually nothing done to it.

Phone or text Dave Goodman 027 4427 325 or [dave-goodman@xtra.co.nz](mailto:dave-goodman@xtra.co.nz)

# CLUB CAR REPORT

The car is booked for

- National Rally Feb 2023

This month has seen some maintenance carried out on the Club Car.

The brakes have been pulling to the right, and after adjustment they lost grip. This was found to be wear to the brake wedge adjusters. Four new wedges were fitted and now the car pulls up straight on each application of the brakes.

The noise in the rear end was narrowed down to the differential pinion bearing. On dismantling it was found that the bearing outer case was spinning in the housing and the pinion bearing were rumbly. Both items have been remedied by "Early Ford Parts", thanks to George and the boys for a job well done.

The Club Car was used for a wedding on Saturday 28th Nov along with Graham's Fordor. Rod Thrower and Graham travelled to and from Rolleston to Riccarton House with the bridal party

## 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.



Club members receiving Trophy for best display at the Canterbury Swap meet



## 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 **20<sup>th</sup> January 2023**. Please send to the Editor, Andre Kraenzlin [afordscript@gmail.com](mailto: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.

## FACEBOOK

We have a Facebook page.

Search for **MODEL A FORD CLUB CANTERBURY CHAPTER**

Select join. Facebook will send out a request to join. The Facebook editor will receive the request and will check it before you will be accepted. This is to prevent undesirable people from joining and keep you safe from them on the group.

Alternatively if you know a member who has joined the club, ask them to invite you to join the club.

## **CANCELLATIONS:**

In the event of unsuitable or doubtful weather, cancellations or postponements will be emailed to you.

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