

# *A Ford Script*



December 2021 / January 2022

# 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](mailto:scotts.belfast.nz@gmail.com)

COVER: Peninsula Run, Loudon Farm

## CLUB CAPTAIN'S REPORT

Thank you to all members for your patience during 2021. I would like to wish you a very pleasant holiday if you are having one at this time, and hope that as many of you as possible are able to unite with your families for Christmas.

With all of the cancellations and postponements of our events we certainly hope that we are able to squeeze a few more in as soon as possible.

To that end, we have planned what we would like to see happen for the first three months of 2022. These events are for you, so take a deep breath and tell yourself which one/s you would like to attend. We would love to see you there. I would still like to see some driving of Model A lessons for those who have not tried that yet and we have plenty of willing instructors to begin your journey. The gymkhana seems the obvious place to make a start. That is – no roads for this to begin on!

I have included in this edition an “Earlybird” registration form for the 2023 National Rally which is on your back doorstep. This early form will mean that you are able to receive the newsletters and the programme is looking more exciting each week as we add to our ideas.

Kind regards.

**Lyn**

# NATIONAL RALLY 2023



I would like to record an “Earlybird” registration for the Ford Model A Rally in Methven on 4 – 10 March 2023.

Name	
Address	
Email	
Cellphone	
Model A	

Please bank \$20 into the account number 06 0805 0018320 23 (ANZ).

The email address for this Rally is [2023modelarally@gmail.com](mailto:2023modelarally@gmail.com)

We look forward to seeing you.

Lyn Miles

Secretary 027 228 6292

## COMING EVENTS

### **2021**

**December 1<sup>st</sup> - Children's Christmas party at VCC from 5pm**

**December 19<sup>th</sup> - Christmas Lunch at Hornby WMC**

**Time:** 12noon—3pm

**Venue:** Hornby Workingmen's Club, Westview Lounge

### **2022**

**JANUARY 30<sup>th</sup> 2022 - Era Picnic @ Sculpture On The Peninsula**

We will meet at Loudon Farm, Teddington for our Era Picnic and to view the sculptures. Please meet in the carpark between 11 and 11:30am. Philip King will arrange a special area for our cars to be displayed.

**Entry fee to the sculptures is \$20 per person.**

We will have our era picnic and era dress up, in the grounds of the house.

**Numbers are required for this event by 25 January 2022.**

**Please phone or text John Olliver on 0273032300.**

**March - Gymkhana**

**April - High Country Run**



## PAST EVENTS - Peninsula Run

On our second attempt at the Peninsula Run we started at Riccarton House for a quick coffee. We made our way to Loudon Farm (the location of Sculpture on the Peninsula) via Halswell and some beautiful roads; some never travelled before by some of the group. There



are sculptures scattered all along the driveway which makes for fun discovering them. We were greeted by Phillip King who told us the history of the farm and how the sculptures came along the way. We then went for a walk around the gardens and heard about how

different parts of the garden were inspired. Very informative, interesting and many laughs.



We ate lunch in the garden and enjoyed a warm afternoon and the atmosphere, peace and tranquility of the settings.

After lunch we all made our own way back home. A great day of motoring.

Thanks to Sandra and John Olliver for organizing.

We look forward to heading back in January for Sculpture on the Peninsula see page5.





## PAST EVENTS - Oamaru Trip



Our group of 14 Model A's met up on a beautiful, sunny Friday for lunch at Nosh Cafe at the Waimate turnoff, before we started the journey to Oamaru.

Our first stop was the White Horse Monument overlooking Waimate township. Contractors were in the process of building viewing platforms and improving the walkways down to the Horse. We still enjoyed the views.

Next stop was an Historic Moa site. There was not much to see, but the reading of the history of the place was fascinating! At least 7 railway wagons or around 2.5 million Moa bones were removed from the site in the 1890s.

On to our Motel in Oamaru via the beautiful countryside of South Canterbury and North Otago.

On Saturday morning the first rain drops started to fall during our briefing, and the rain stayed with us all day. It was hard to believe that Friday was such a beautiful sunny and warm day. The nice thing about touring the North Otago country



side is the rolling hills. Our first stop is at the historic Milligans Eclipse Flour Mill. We all lined up for a photo in the rain.

The first of two stops/walks was Anatini Fossil Park which was a filming location for the movie 'Chronicles of Narnia, the Lion, the Witch and the Wardrobe.' This was the site for Aslan's camp before the battle.



## PAST EVENTS - Oamaru Trip



Some brave people weathered the rain and went for a walk to see the site and the fossil of an ancient Baleen Whale. This was followed by Elephant Rocks just a bit further down the road. Many of us saved these walks for better weather.

We made our way back towards the beach, with a coffee stop at the Maheno Tavern, a nice break from the rain! Back on the road we made our way to Kakanui. The Kakanui beach was meant to be our lunch stop, but as it was still raining we kept on going along the beach road back to the Oamaru for some free time to explore, site see and shop (or in our case eat cheese) before dinner in the Motel Restaurant.

We finished with a beautiful breakfast at Riverstone Kitchen on Sunday morning, a tour of Dot's castle for some, and shopping at the extensive gift shop before making our own way back home.

Thank you to Ruth and Kevin Mercer for organising this event.





# AUTHENTICALLY SPEAKING

## Emergency brake overhaul.

*This article applies to the separate braking system from mid-28 to 31, which is used on the majority of cars today. (If possible, have a parts book open to assist.)*

To do this job satisfactorily, it means the removal of the rear backing plates to replace bushings and renewal of both emergency brake rods clevises and pins.



Your first glimpse of the inner workings.  
longest bolts to the front, to accommodate the extra thickness of the radius rods.

Jack up the car on axle stands. Shake the car to determine it is safe to remove the wheels. Remove both emergency brake rods and unless new, discard. Remove both backing plates. To make removal a little easier, the emergency band can be removed. The complete backing plate can now be worked on a workbench.



A-2636 brake toggle lever.



Toggle arm showing toggle lever A-2636 in place.



A-2609 brake band with connecting and toggle links.



A-2647 brake lever spring.

**Emergency Brake Band Removal A-2609.** After removal of the rear hub, photograph what you see. Release the two small springs holding the band to the emergency carrier plate. Disengage the toggle connecting link A-2632, pinned to the toggle lever. Note the head of the toggle pin faces out, it is important. Remove the complete band with toggle and toggle connecting link as one unit. Mark for left or right side. There is no actual left or right parts, but left or right is determined in the assembly of the parts. Pictured at right. Photograph what you have just removed. For removal of the service brake shoes it is easier to remove them while the backing plate is in place. Remove the grease baffle and spacing washers. Remove the emergency brake lever bolt and pull the emergency brake lever from the toggle lever. Watch for the small woodruff key. Remove the A-2600 brake carrier plate which contains the toggle lever tunnel and 2 bushes per side.

If the bushed shaft tunnel for either the emergency or brake lever has broken off the band carrier plate, it must be welded back in position. Remove all worn bushings and replace with new. (Suppliers carry good stocks). If the toggle levers show no wear at 11/16" reuse them. Bushings **MUST** be replaced. Bush size is OD .75" and ID .687". If the toggle arm will not snugly fit in place, ream and hone the bushes to .687" (11/16") or replace the toggle lever.



A-2642  
Emergency brake lever. There are left and rights.

**Install the emergency carrier plate, and the grease baffle with spacers and mount to the appropriate side.**

Installed the emergency brake toggle lever A-2636. Have the correct side emergency brake lever arm A-2642/3 ready. The return spring A-2646/7 must be installed at this stage. There are left and right-side springs. They are not easy to install. Slide the spring over the carrier plate bushing tunnel. Install the arm with the woodruff key in place and push the arm in sufficiently to enable the mounting bolt to pass through the slot in the arm. The mounting bolt 5/16" x 24 x 1 1/8" UNF hex head bolt may be difficult to engage in the thread on the other half of the emergency brake lever if it has been opened out too far. The thread is not following a straight line. Try to close the gap. The bolt has to fall into a locating notch near the outside end of the toggle lever for alignment. Always insure the woodruff key is snug in the keyway or the arm will not go onto the shaft. It is best to pull the lever down and use a screwdriver to hook the outer side of the spring around the arm. The arm will now snap back into its correct off position. You will soon see if you are attempting to install the wrong side spring in place, as will be impossible to install.

# AUTHENTICALLY SPEAKING

The best way to tell which toggle arm goes where, (as some are not marked) is to take any arm (emergency or foot brake) and hold it in place where it would normally sit on the inside of the backing plate. Sight through the 2-prong clevis and if it points to the equalizer bar (either foot or emergency, it is correct for that side. If it points away it will be for the opposing side. I.e., the angle of the clevis follows the frame. It will be quite obvious if it is the wrong side.

Emergency brake linings can be purchased. Originally riveted, but now days best to have a soft bonded lining installed. Camphor the leading edge and keep grease free. Install the two band return springs A-2642.

Install the complete assembled backing plate to the rear axle and now you are ready to install new rear brake rods. These are the short rods, compared to the service brake rods.

**Brake Rod Retractors, Or Anti-rattlers. A-2503 Foot Brake and A-2866 Emergency.**

Each rod passes through a brake retractor spring (A-2503 Service, and A-2866 Emergency) or anti-rattler, which for the two rear rods doubles as a rod spacer. Pictured below right. The brake rod retractors assist in pulling the rods back (or off) when braking. If damaged, missing or badly worn, new sets will be required. There were two types of anti-rattler, flat spring and wire spring type. The wire type appeared on later vehicles. Check the brake rods for wear around the area where the anti-rattler sits, (the raised area, two thirds along the rod) and the fixed clevis pin eyelet on the end of each rod. The standard clevis pin size is 5/16", and oversize is 11/32". If wear is evident, it is a good idea to make all the clevis pin holes the one size for the whole car.



Wire type brake rod springs. Set A-2503/2866-B

Flat spring steel brake rod anti-rattlers. With both flat and wire types, the emergency anti-rattler is a shorter version of the two.



Emergency and foot brake Anti-rattlers, mounted to the

The threaded fish eye clevis at the other end on the service rods, can be replaced with new if necessary. The rod thread is 5/16" x 24. Sets of new rods are available. If in doubt purchase a new set. They are well worth it. If there is any doubt about safety for any part, always purchase new. Be sure when installing the anti-rattler springs that they are installed correctly, pulling the brake shoes off. The anti-rattler must be installed on the correct side of the rod 'hump' to work properly. Always use new clevises and clevis pins. Your friendly parts supplier has all the parts you will require.



The adjustable end of the emergency rod has a threaded single hole clevis to enable brake rod adjustment. (Centre picture)

Look for wear on the cross shaft assembly arms.



At far left. Flat type anti-rattlers in position showing emergency and service brakes.

Below, showing the two lengths of foot brake and emergency rods.



Headnut.



## FOR SALE

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## CLUB CAR REPORT

It is with the help of our club members that the Club Car is kept maintained. Most work done is from our own club members.

The latest body repair maintenance to the front guard undertaken by Tony McVie, and the continued storage of the car by George Spriggs is an example of the volunteer work done to keep the car in top condition. Thanks to both of these members for their generous help.



## CLUB CAR REPORT

### **November 6<sup>th</sup> The Club Car used for a 80<sup>th</sup> Birthday Celebration**

On Saturday November 6<sup>th</sup> I had the pleasure of driving Mr & Mrs Moir In the club car, from Tai Tapu and delivering them to Harewood road. They were celebrating their 80<sup>th</sup> birthdays and the family had arranged for them to travel in a Model A as they had gone on their Honey-moon in a Tudor.

They were most appreciative of the use of the car, and re-enacted a family photo of Mrs Moir posing with the model A in her slippers.

Regards

Peter Bayler

Just wanted to say a huge thankyou to you and Peter for Saturday. We so appreciate the time Peter gave for us and the stunning vehicle you loaned.

The Model A was the highlight for my Mum and Dad of an amazing day.

I will send through some photos once we have them back.

Thanks again,

Tracey

We so enjoyed meeting with a 1928 model A again after more than 55 years! We had a 1928 two door hard top and went on honeymoon in her towing a caravan. She didn't miss a beat apart from scorching hot brakes now and again.

Such an awesome surprise. Please convey our thanks to Graham as well. My husband was tickled pink.

Regards

Margaret Moir

### **November 7<sup>th</sup> The Club Car was used for the Sculpture on the Peninsula Run to Loudon Farm.**

The Club car was used by Dean and Kaylene Yeoman for the Nov 7<sup>th</sup> run. It was good to see the car used twice in one weekend.

If you have your car unserviceable for a run, you can book the car by calling Graham on 03 351 5919 or 027 320 7948

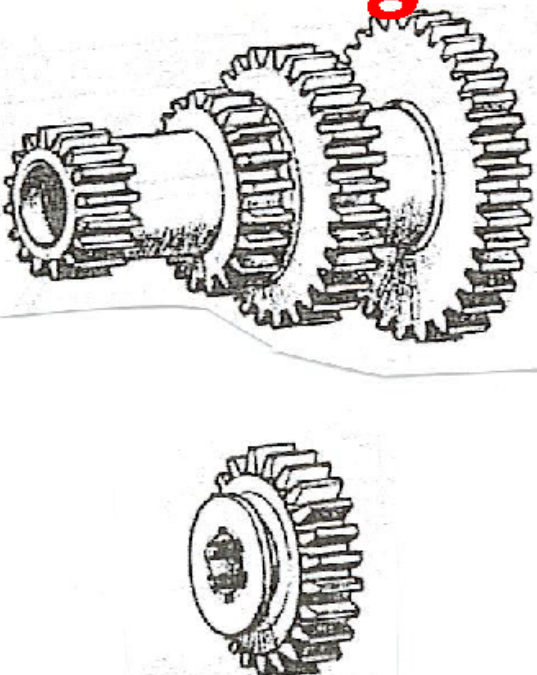
## SCRIPT CLOSING DATE

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 2022**. 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.

# Model-A-gearbox upgrade.



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Web; [www.veteranvintagecars.co.nz](http://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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