

A Ford Script



July 2025

Official Newsletter of THE MODEL "A" FORD CLUB OF AMERICA

Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

COMMITTEE

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Secretary	Russell Genet	0276068550
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Club Car Custodian	Ken James	0212225086
Webmaster	Kevin Straw	kandjstraw@gmail.com

Next Committee Meeting:

Script closing date: 20th July 2025

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 June 2025**. Please send to the Editor: 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.

CAPTAIN'S LOG April 2025

Hi All,
John Olliver reporting in, while Gill and Gerry are away enjoying time in the USA.

This has been a time of mixed emotion. Sadly we lost one of our members, Jens Christensen while taking part in the High Country Run on April 27th. Our heartfelt condolences to Karen and family. Members attended his funeral and met with the family.

On May 25th, the Bright run was held. Unfortunately we were unable to attend. By all accounts it was well attended.

We are now looking forward to the Irishman's run starting on 31st May.
Happy Motoring.

CLUB CAR REPORT June 2025

The club car has not been used this month but after Dean returned the car Richard (Early Ford) mentioned

to me that Dean had pointed out that the Split in the right front mudguard had opened up a little more and

moves if under any strain. This needs to be repaired before the car goes on any longer runs.
Ken.

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.

Ken James (ph. 0212225086) is the custodian of the car and looks forward to your call requesting the use of the car.

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.

NOTICES

International Model A Day September 26th – 28th **Picton**

Hosted by Top of the South Model A Club

Programme on page 6 and entry form and programme in attachment.

Election of Officers for the 2025 / 2026 year:

That time is coming yet again to think about who would like to represent the club in one or more of the various roles on your committee.

All positions are available.

Some members are willing to stand again.

Nomination forms are on **page 7** and must be received by the secretary (Russell Genet) before the **AGM on July 13th**. They will be opened at the AGM.

Event Cancellations:

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

Note from the Editor:

Each month I receive newsletters from other Model A Clubs around the world including:

- Script A News Michigan
- Model A Torque North island
- Model A Flyer NSW
- Western Model A News Western Australia
- Ford Torque Victoria

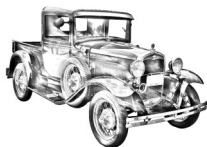
If anyone is interested in receiving these newsletters, and any others I receive, please email me (afordscript@gmail.com) and I will set up a dedicated list of recipients.

Advertisements in the Script: Members advertisements for a *maximum 3 months*, after which time they will be removed. If the member wishes for the ad to continue they need just contact the editor.

This, of course, **does not apply to paid advertisements**.

COMING EVENTS

2025



Just a wee reminder, when traveling in groups, to leave a good gap between each other, allowing modern cars to pass. Thank you.

July 13th

AGM

Venue:

The Hornby Club

Carmen Rd entrance to The Hornby Mall

Meal afterwards will be at the “Legends” Restaurant.

The meal will need to be ordered before the AGM

Time:

10.45: to order your meal

11.00: AGM

12.30: Meal

August 17th

Breakfast run

9.30 Mona Vale for brunch. Menu next page.

Pre ordering will be needed. Details in next Script.

Followed by a run to Leeston to view a car collection.

Picnic lunch. BYO

September 26th –28th:

International Model A Ford Day

Location:

Picton (**Programme details page 6, entry forms and programme in separate email**)



Brunch

Mona Vale Breakfast | Potato Hash | Eggs | Bacon | Wild Mushroom | Spinach | Confit Tomato | Toast | **\$36**

Thulani Farm Eggs Your Way on Ciabatta or Sourdough | **\$17**

Wild Mushroom | Chorizo | Truffle Butter | Poached Eggs | **\$21**

Homestead Bacon Butty | **\$14**

Warmed Banana & Pistachio Bread | Salted Butter | **\$11**

Something Little

Cray Fish Arancini | Black Garlic | Parmesan **\$10**

Scampi Toast | **\$14**

Grilled Octopus | Feijoas | Chilli Oil | Prawn Emulsion | **\$15**

MVP Cheese Toasties | Mustard | Pickles | **\$18**

Buttermilk Fried Chicken | Pickle Salad | Chipotle Aioli | **\$18**

Duck Parfait Beetroot | Lin Seed Crackers | **\$22**

Cardrona Gin Cured Salmon | Pickled Fennel | Parsley Oil | **\$16**

Spiced Pumpkin Soup with Grilled Bread | **\$15**

Crinkle Fries | Aioli | **\$10**

Green Salad | **\$8**

Grilled Ciabatta Loaf | Marmite Butter | **\$9**

Little Larger

Shallot and Bacon Crumbed Fish N Chips | **\$39**

Beef Cheek Potato Top Pie | **\$38**

MVP Double Cheeseburger | **\$24**

Horapito & Kumara Gnocchi | Spinach Chevre | Wild Mushrooms **\$28**

Lumina Lamb Presse | Agria Mash | Pickled Lemon | **\$41**

To Share

Garden Lunch for Two | **\$48**

Croquettes | Cured Meat | Cheese | Grilled Bread | Pickles | Mustard



Mona Vale High Tea | \$60pp

Full selection of both savory and sweet served with your choice of
hot or non-alcoholic beverage
Add prosecco for \$10

High Tea Single Serves

Buttermilk Scone with Cream and Homestead Preserve | \$4.5

Chocolate & Mint Almond Joconde | \$6.5

Dark chocolate Madeleine | \$6

Macarons | \$7.5

Matcha Choux Bun | \$6.5

Homestead Club Sandwich | \$6

Scampi Toast | \$6

Winter Vege Quiche | Relish | \$5.5

Venison & Fennel Sausage Roll | \$5.5

Something Sweet

Vanilla Ice Cream | \$4.5

Double Chocolate brownie | \$7.5

Tiramisu Eclair | \$9

NZ Cheeses, Crackers & Honey | \$23

NOTICES

International Model A Day 2025 September 26th – 28th

Hosted by Top of the South Model A Club

LOCATION: PICTON

Weekend Plan

Friday 26th

**5.00 – 6.00pm Registration at Oxley's Bar & Kitchen on the
Waterfront
1 Wellington Street Picton**

6.00pm Dinner at Oxley's at own Cost

Limited menu similar to this with seasonal variations:

Fish & Chips served with Salad

Salad meal- currently Harissa Chicken

Pan seared Fish vegetables & potatoes

Burger meal- currently Beef & Bacon burger.

Menu will be confirmed prior to the Rally and I will be asking for pre orders.

Saturday 27th

9.45am Meet in High Street, South of Waikawa Road.

10.00am Depart on Rally Run

**Lunch We will update whether you will
need to pack a picnic, may be weather de-
pendent.**

5.30pm Meet back at Oxley's

6.30pm Rally Dinner at Oxley's - Prepaid

Two Course Set Menu \$50 Subject to Seasonal Change

Choice of

Dessert

Fish of the Day

Panna Cotta

Lamb Rump

Apple Strudel

Stuffed Eggplant

Mousse

Harissa Chicken Salad

Vegetarian Pasta

Menu will be confirmed prior to the Rally and I will be asking for prepayment and orders.

Sunday 28th

In your own time Breakfast and Farewells

Please organize your own accommodation, there are lots of options.

Please Note: Final close off date for meals is 15th September

You will be advised in due course of final details and / or possible changes to the planned events for this weekend should they arise.

CANTERBURY (N.Z.) CHAPTER

Model A Ford



Club of America

P.O. BOX 4212,

CHRISTCHURCH,

NEW ZEALAND.

Nomination Form 2025 / 2026 for AGM Sunday 13th July 2025

A chance to assist our members by becoming involved with the running of your club's activities and social events.

All committee positions are open for nomination each year.

Meetings are held monthly for approximately 1 hour.

Please consider forwarding your name by completing this form and either emailing this form to Canterbury.nz.mafca@gmail.com or post to PO Box 4212 Christchurch by **4th July** in time for the AGM.

I, _____

Agree to be nominated for the position of

On the 2024 / 2025 committee of the Canterbury Chapter of the Model A Ford Club of America.

Signed

Proposer - signed

Name

Seconder - signed

Name

Nominee, proposer and seconder must be financial members of the Canterbury Chapter.

COMING EVENTS

PAST EVENTS

Member contribution. Dave Rees.

A BIG BREAK IN MASTERTON.

The Model A 2025 National Rally was a great gathering of around 150 cars. Approximately 10% of those attending had a bit of trouble, and my particular experience was a “never seen before” one that caused some head scratching.

My car is a 1930 Coupe which has had a few modifications to help it perform rather nicely. I love driving it and my wife Diane and I were looking forward to the Rally and had put a lot of time into planning our time away. We left Christchurch early on the Friday morning and easily got to the Picton Ferry without incident, then enjoyed an overnight stay in Wellington.

On Sunday it was just a short hop to Masterton and everything was going sweetly. I was happy with getting 20 miles per gallon and mostly cruising at 80-90 km per hour. We drove past the Copthorne Solway and could see lots of Model As were already there, so we looked forward to catching up with everyone once we had settled in at our friend's house 6 miles away. We headed towards the Copthorne around 5.30pm making good time to be at the Concourse judges briefing. Then with 2 miles to go - disaster!

I was coming out of a roundabout doing about 15 km per hour, then as I accelerated away there was an almighty noise coming from the engine, it sounded like something breaking, along with dreadful rattling. I knew straight away that I was in trouble so I quickly turned the still running and rattling engine off. I had Garth Moore's number in my phone and when I called him he suggested I ask Terry Costello for help. Terry turned up in his modern and we were soon being towed at a fairly impressive clip to join the rest of the Model A fraternity at the hotel. Much appreciated Terry, you were definitely the man of the moment! As word spread we got a lot of sympathy for our plight but still felt very sorry for ourselves after all of our planning and preparation. After getting a good deal on the ferry, great accommodation in Wellington and a smooth trip all the way it was a real let down to feel that it might mean the end of the rally for us. the Concourse judges briefing. TOn Monday morning instead of helping out with the Concourse judging, I had my head under the bonnet taking parts off the engine while a number of Model Aers stood around and offered a range of suggestions. Eventually Steve Driver suggested that I take the starter motor out and check the flywheel. I did that and found that the flywheel was very wobbly and loose. I later found out that the crankshaft had broken at the flange where the flywheel bolts on. Well done Steve, great diagnosing!

Obviously our car was out of action so we were very grateful when Murray and Anne Ashby offered to have us as back seat passengers for all of the runs. That was wonderful as it meant that we were able to enjoy all of the rally as planned. We really appreciated your help Murray and Anne, and certainly enjoyed our time together.

Whenever we weren't jaunting around the Wairarapa with the Ashbys, I was on the phone trying to sort out how to get the car (and us!) back home to Christchurch. My first port of call was the AA, as I've been a member for over 60 years now and I've also had AA+ cover ever since that started. That meant that I was entitled to relocation costs up to a ceiling of \$1500 and they provided me with a couple of quotes to chose from. I accepted a quote for \$1475 to pick up the car on the Friday morning and deliver it to Christchurch a week later.

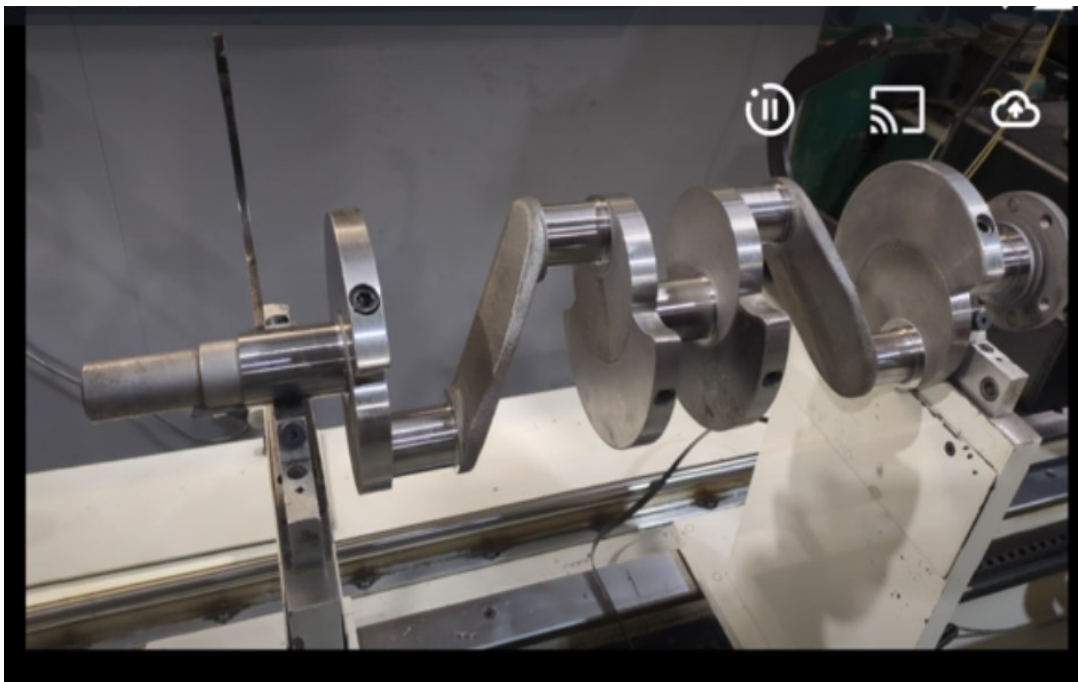


PAST EVENTS Continued

When the rally was over Diane and I caught the train to Wellington, which was free as we had our Gold Cards, then we flew home to Christchurch. Our return ferry trip was refunded and that covered our airfares so everything balanced out. Once the car arrived back here I took the engine out, a very difficult job as the flywheel wouldn't let anything out of the bellhousing. After considerable time and effort I got the engine out, leaving the flywheel behind, and this indeed showed a broken crankshaft.



I removed the sump, unbolted the bearing journals and then had a crankshaft to replace. A number of local Model Aers provided some for the engineer to crack test in order to find one that I could use. The replacement crankshaft that made the grade cost me \$75. However this needed to have the mains ground to .030 so I had to get new bearings costing \$318. The original existing bearings were .020, still perfect and had only done 3000 miles! My engineer, Dirk at Precision Engineering near Rangiora did a great job of counterweighting, balancing etc etc within a couple of weeks and it came to \$2200 all up. I was delighted that he was able to get the job done so quickly.



Once I picked the engine up I had the bottom of it all assembled within a couple of days, and fitted it back in the car a day later. When I turned the key on and confidently pressed the starter, the engine would have only done half a turn before it fired into life. It's now going like a Swiss watch, it's never been better and I'm just thrilled to be driving it again.

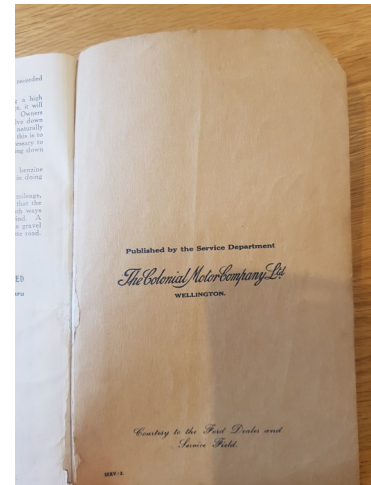
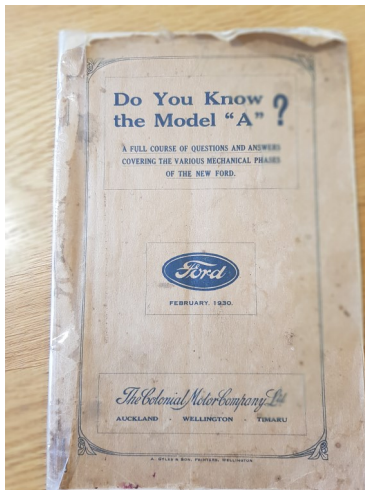
All in all, it was an event that could have turned out much worse than it did. Diane and I will always be grateful for the willing help, interested support and genuine companionship that we experienced.

Thanks everyone!

Dave Rees

Note The most recent sub paid by Canty MAFCA was \$80.00. Ed

Member Contribution



DO YOU KNOW THE MODEL "A"?

A Course of Questions with Detailed Answers Covering
Various Mechanical Phases of the NEW FORD.

ARTICLE 3

REAR AXLE ASSEMBLY.

ADDITIONAL ON REAR AXLE.

Question 10. How is the end thrust of the driving pinion taken care of? Why is a different construction necessary from that used in the Model T FORD?

Answer 10. The end thrust of the driving pinion is taken on Timken roller bearings, in much the same manner that the heavy thrust of the worm of the Fordson tractor is carried. The use of these bearings is necessary since the helical teeth of the driving gears of the Model A FORD exert considerably more end thrust than the straight teeth of the driving gears of the Model T FORD.

Question 11. Is there any adjustment for moving the driving pinion with regard to the driving gear? Is there any adjustment for moving the driving gear with regard to the driving pinion? Explain.

Answer 11. There is no adjustment for moving the driving pinion with regard to the driving gear, and none for moving the driving gear with regard to the driving pinion. Ford favours a "no-adjustment" rear axle, because it stays put and so gives longer and more reliable service. FORD rear axle parts are manufactured with such a degree of accuracy that no adjustments are needed.

Question 12. How is the position of the driving gear determined with relation to the driving pinion? Within what limits of accuracy are housings checked to maintain the proper mesh of the drive gears? Where is this measured?

Answer 12. The meshing of the rear axle driving gear and driving pinion is determined by the position of the Timken roller bearings which support the differential casing. Consequently it is necessary that the FORD axle housing be machined within extremely close limits of accuracy. A tapered plug is fitted into the outer race-way of the Timken roller bearing, and the distance measured to the face of the axle housing. This measurement is held accurate at the factory to within .001 to .004-inch.

Know Your Model A Continued

Question 13. What is the standard ratio of the new FORD rear axle gears? How many teeth in each gear? Is this the only ratio used?

Answer 13. The standard ratio of the FORD rear axle gears is 3.77-to-one, the highest ratio used in any light car in extensive production. There are 9 teeth in the driving pinion and 34 teeth in the driving gear. However, some FORD roadsters have been supplied with an even higher gear ratio, with 11 teeth in the driving pinion and 39 teeth in the driving gear, giving a ratio of only 3.54-to-one. There is also a 10 to 37 driving pinion and driving gear, giving a ratio of 3.7-to-one, and a driving pinion and driving gear 9 to 37, giving a ratio of 4.1-to-one.

Question 14. Can the differential be pulled out through one side of the central housing, without removing the entire rear axle system? Explain how.

Answer 14. Yes, the differential can be pulled out through one side of the housing as follows:-Jack up the car in such a manner that no weight is placed on the left axle housing, and that the right axle housing is supported in its normal position. Remove both rear wheels. Disconnect left brake pull rod and radius rod. Remove cap screws holding left axle housing to central housing. Drain grease. Pull off axle housing. Now differential and axle shafts can be pulled right out.

Question 15. Can the drive shaft assembly be removed without removing the rear axle assembly from the car? Explain.

Answer 15. The drive shaft assembly can be removed without taking off the entire rear axle system. The fact that the front ends of the rear radius rods are bolted to the front end of the drive shaft housing, greatly facilitates the removal of this drive shaft assembly.

Question 16. How much clearance is allowed between the teeth of the driving pinion and the driving gear?

Answer 16. The teeth of the driving pinion and driving gear of the Model A rear axle are meshed with from .005 to .006-inch clearance.

Question 17. How many anti-friction ball and roller bearings are there in the FORD rear axle system? Name the types of bearings used and their location.

Answer 17. The FORD rear axle system is carried entirely on seven roller bearings-no ball bearings being used in any part of the rear axle assembly. Where there is no end-thrust the bearings are of the Hyatt, coiled-spring roller type, as used in the two rear wheel hubs, and the front end of the drive shaft housing. Where there is end-thrust (in addition to radial load), Timken roller bearings are used, as, for instance, on each side of the differential casing (taking end-thrust of driving gear and of axles when car is rounding a curve), and at the rear end of the drive shaft, where two Timken bearings take the end-thrust of the driving pinion.

Question 18. How is the FORD rear axle lubricated? How is the proper level determined?

Answer 18. Every 5,000 miles, the lubricant from the rear axle should be drained, and refilled with gear lubricant to the level of the oil hole in the axle housing.

To be continued next month.

FOR SALE

1928 Model A Phaeton for sale.

I am the third owner from new.

The previous owners were the same family.

Road cost include. It has a new WOF and will have new registration at time of sale.

It has five new tyres with powder coated wheels done recently. The car is in Wigram Chch.

\$28000.00

Please phone me for more details.

Alan Orchard 027 292 5432

Alan Orchard



Member Contribution by Les Pearson

Surface Grinding.

Going about it correctly.

This operation concerns two main engine parts. The cylinder head and both manifolds.

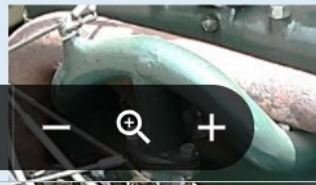
Firstly the Manifolds. Ideally, look for an exhaust manifold that has had little surface grinding in the past. The recesses in the underside of the exhaust ports should be 3/16" deep if possible. As pictured at right. This depth is required to seat the manifold exhaust rings fully. If the recess has been ground down, modify the exhaust rings accordingly.



Exhaust manifolds can warp at the exhaust clamp connection with the added weight of the muffler. Look for any cracking. If cracked, find another. They are not too hard to find and new exhaust manifolds are made. Inlet manifolds are pretty robust. Assemble the two units together for surface grinding and once surface ground, **NEVER** take apart before assembly to the block. There is no gasket between the inlet and exhaust mating surface. You may want to paint your inlet 'engine green' before assembly. Exhaust manifolds are best left finished the way they are.

The distributor toggle peg on the right-hand drive inlet manifold is best replaced. They pull out. You will have to make your own for RHD, sorry. Copy the dimensions exactly. Re-bush the toggle.

Exhaust manifold nuts are best brass. The heavy washer under the nut is concave, with the raised side uppermost. Torque to 50ft/lbs carefully.



RHD Inlet manifold



Manifold brass nut and washer.

The Cylinder Head.



Tell the engine shop to surface grind just the bare amount to clean up the head. This goes for the manifolds also. Your machined head will look like the one pictured. Always ask for your cylinder head to be crack tested. Heads are a dime a dozen and if cracked discard. **Clean out inside the head**

with a screwdriver, as it can contain a lot of scale and rust. You don't want scale dropping onto your block on engine assembly.

Cylinder head stud nuts have a top and bottom, with the rounded corners of the nut to the top. Torque at least 3 times to 55ft/lbs in sequence. Torque again after the first 100 miles. The gasket will shrink with use. The head gasket must be a good fit to the head. If not, send it back. Slight weepage is acceptable with some use. Always paint the 'Engine Green' components separately. **Never** paint engine bolt heads and nuts green. (Henry would turn in his grave) Most were plain or blued.



Top.

Bottom.



LP.

For Sale

- Camshaft reground stock A \$340.
- 1 front bumper 1929
- 2 front bumpers 1930
- 1 1930 fuel tank
- 1 1930 headlight bar
- 1 1929 headlight bar
- New horn bell motor mount end cover
- 7 tooth steering box
- 2 tooth sector housing with shaft
- 2 tooth sector housing and main box
- 2 bare engine blocks with caps ,
condition unknown
- Glass fuel bowls
- 1928 as new input gear multi plate
- 1928 early light switch
- 1930 tail stainless tail light new
- **1928 Pheaton owned for 55 years the
rego is on hold has many parts with it .**

David Bell

Please contact Andrew evenings only

027 602 8016

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Vehicle marketing professionals. We specialize in marketing older vehicles in good condition.

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Please click on the following link to visit Rushmore Motors on Facebook:

<https://www.facebook.com/groups/909748742550587/user/100015174375537/>

For Sale

NEW MODEL A FORD SHOCK ABSORBERS

All arms, connecting links, chassis bolts nuts etc., as required. In combination, join the revolution towards radial tyres for improved steering,

Better road handling, 4.75/5.00 R 19" American Classic blackwall tyres, 4.40/4.50 R 21" American Classic , enough for one car.

Phone Jack, 03 352 6672, or 0274 322 041 Christchurch.

ANTIQUE FORD PARTS

THE MODEL 'A' SPECIALISTS DEREK & JUDY THOMASON

**492 MAIN ROAD HOPE, R.D.1,
RICHMOND, NELSON
PH / FAX: (03) 544 7826**

Email: antiqueford@xtra.co.nz

OPEN 7 DAYS if HOME

**Large range of new and original parts at
REALISTIC PRICES**

WANTED

WANTED FOR 28/29 MODEL A:

Fan Shroud

JOHN OLLIVER 02102532177 or 0273032300



Wanted to borrow,

Original 1930 Murray Fordor RHD woodwork for patterns. I am needing the lintel above the doors (my samples have rotted and broken), and the roof rails which hold the roof ribs, these are finger jointed. Also need a side sub-chassis rail with good detail for pattern. One side left or right hand is all I am looking for to make the jigs. If you can help please phone 3797 370 or email me george.earlyfordparts@xtra.co.nz or call and see me

George Spriggs, Early Ford Parts, 10 Grafton Street, Christchurch.



Mufflers



Mufflers as per original design and shape.

Lock formed cone as original

Original length and also long tail pipe version available

\$375.20 inc GST

- Over 2000 new Model A parts in stock
- Competitive prices on all Model A parts.
- We also import larger items on indent. Air or Sea.

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www.earlyfordparts.co.nz

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All prices Include GST