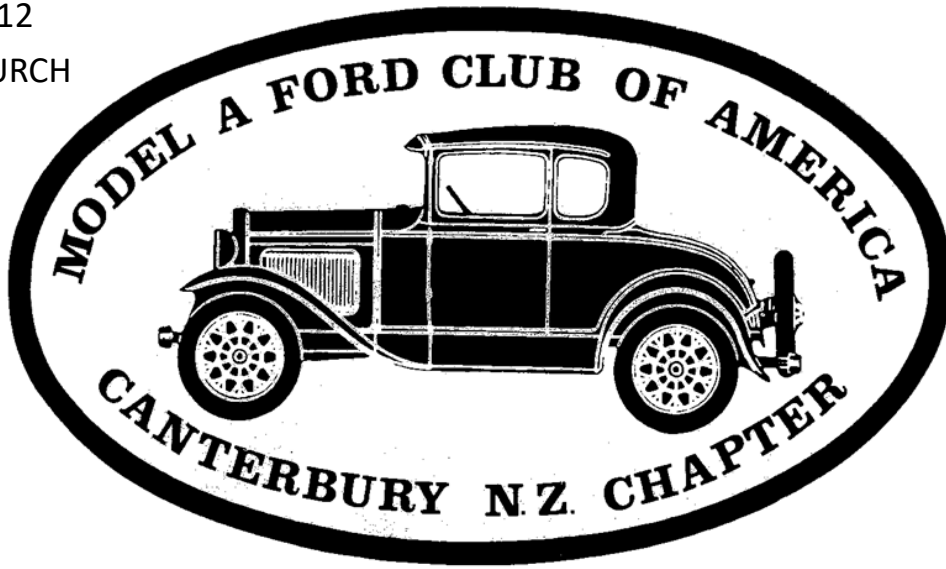


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# *A Ford Script*



June2019

# A Ford Script

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

## COMMITTEE

Club Captain	Graeme Scott	(03)384-8773
Vice Club Captain	David Dacombe	(03) 313-7341
Treasurer	Barrie Shipley	(03)383-4640
Secretary	Brent Miles	(03)349-8108

## General Committee

Anne and Graham Evans		(03)351-5919
Glenn Birnie		(03)347-4849
Peter Bayler		(03) 313-7067
Pam Dacombe		(03)313-7341
Russell Genet		(03)329-9065
Lindsay and Annette Painter		(03)342-5247
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<b>Script Editor</b>	Graham Evans	(03)351-5919
<b>Club Car Custodian</b>	Graham Evans	(03)351-5919

## WEBSITE

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@xtra.co.nz](mailto:scotts.belfast@xtra.co.nz)

COVER. Parking at Walter Peak Station, during the Te Anau Nationals

## CLUB CAPTAIN'S REPORT

With the year approaching the halfway mark, the hours of daylight and the temperatures both on the decline our activities now need to take the approach of winter into consideration.

Firstly welcome to new member Tony Gooding who is (re) joining our club. Tony has a '28 Tudor and a '29 Racer in his inventory. We look forward to see you at our coming events.

Our May 'Night Trial' organised and run by Brent and Lyn Miles was well supported and entertaining for those who did attend. As had been the case for previously organised 'Miles' events there was a variety of challenges imbedded amongst the navigation instructions, a number of which were clearly inspired by Lyn and great to see, although I though expecting the 'blokes' to identify a 'bean slicer' was perhaps somewhat optimistic.

The meal and gathering at the end (including the newly introduced raffles) was enjoyed by all and it was also great to see some new faces joining us around the table.

My thanks to both Brent and Lyn for the considerable time, effort and imagination thus ensuring it was a fun night out for all.

Our next event is the mid- winter dance to be held at the VCC 'Barn' on Saturday June 22<sup>nd</sup> (details elsewhere in this 'Script'). This is a dress up event for those who wish to (certainly not compulsory) and the theme is based on the letter 'A'. Anything from Animal to Astronaut, so plenty of options for the imagination. Note this year it is **not** a dedicated era dress event (these being held previously at the Christmas dinner and the 'era picnic'), however if anyone wishes to combine both era and 'A' then we look forward to that.

The committee has now started to build a library of our historic documents (which at some future point may be digitalised and be available to all as a reference). There are, however a number of items missing and elsewhere in the Script you will see a request for certain back copies of (at this stage) the 'Script'. I would ask if anyone can locate any of these missing back editions, they contact a committee member. It is our wish to make copies for the Club records and then have them returned to you.

Our next project will be to update the Club photographic album, again to ensure that a record of the Club's past activities is preserved.

Looking forward the Club AGM will be held at on Sunday 14<sup>th</sup> July. The Elmwood Trading Co, 1 Normans Road starting 11am.

As I have indicated previously, there are a number of the Club Rules that appear no longer relevant and therefore a discussion needs to be held with a view to updating them. The committee have been reviewing the existing rules and the proposed amendments will be presented at the AGM for debate and resolution. A copy of our recommendations will be communicated to you prior to the meeting for your consideration and input.

Remember any financial member may submit motions for the AGM but must reach the secretary 40 days prior to the meeting (Rule 12), so if anyone has an item they would like placed on the AGM agenda for discussion please communicate that to us.

Graeme Scott



## 14th National Model A Rally, Te Anau, New Zealand 15-19 April 2019

With the April 2017 Canterbury High Country Run, followed by the 13<sup>th</sup> National Model A Rally in Napier firmly in our memory, our expectations of the 14<sup>th</sup> National Model A Rally, based on Te Anau, were high.

Knowing a little of the rugged beauty of the terrain reading the advance schedule of runs, my wife Beverley and I, joined by my brother Frank from Los Angeles, were “re-united” with the Canterbury Club Car on 13 April, as we headed off from Christchurch in convoy with A Ford



Wes Hartley and Beverley Biggs at Te Anau Rally HQ.

Script Editor Graham and Anne Evans, along with John and Sandra Olliver. It was a real reunion, as we had hosted both the Evans’s and Olliver’s in October 2018 for the 25<sup>th</sup> National Model A Meet, based on Murray Bridge, South Australia.

Driving in a Phaeton, in contrast to a closed cab car, served up a reminder that the weather was definitely in late Autumn (Fall) mode, as we set out on our first day to Omarama, encountering other Model Aer’s en-route.

Our second day was deep into the hinterland of the South Island as we travelled for an overnight at Cromwell, followed by a tourist Sunday in historic Arrowtown and tourist-mecca Queenstown, before arrival at Rally HQ in Te Anau in the picturesque region known as Fiordland.

Our 1928 Model A Phaeton behaved flawlessly in her first three days on the road, although her passengers increasingly dressed as if on something of an Antarctic adventure, wiping the ice and frost off the car each morning, before bracing for a day of crisp-air open motoring. It was everything one could hope for in re-creating the era of late 20s and early 30s motoring, that Kiwi Model Aer’s know how to do so well.

After the Welcome Dinner on the Monday night, Tuesday 16 April was down to serious motoring. Our journey was to Walter Peak Station on the western side of Lake Wakatipu, where the iconic 1912 Edwardian steam-ship TSS Earnshaw daily brings tourists to marvel at the cloud and snow-covered mountains, descending into the mirror-like crystal clear waters of the lake. It was truly magical.



Some Model As equipped for all contingencies

However, we did not arrive by steamer and the only road in was on what the Kiwis call a “metal” road in “good condition”. For the uninitiated that means a grey gravel surface, with jagged rocks, that soon had all 140 cars participating covered in a fine grey dust that penetrated into every crevice known to a Model A

It was a return journey of 240 kilometres (150 miles) of tight mountain corners, heavy second-gear work for the ascents, with deft use of gear-box and brakes for the descents, with fords (no pun intended) as the means of traversing waterways, mingled with spectacular mountain and lake scenery that no tourist brochure could do adequate justice.



What to do when there's no bridge?



Kiwi version of a traffic jam - no road manners!

At Walter Peak Station many Model Aer's jostled to have their car photographed near the TSS Earnshaw - a delightful mix of boating history and early motoring that had the many tourists present in awe. There was also the added bonus, being a sheep station, of having to carefully negotiate the Kiwi equivalent of a traffic jam.

The return to Te Anau raised a serious problem for several participants, given that Wednesday 17 April was Concourse and Touring judging as well as the public display day. Cars that were pristine before setting out to Walter Peak Station returned looking like they had just emerged as barn-finds, meaning that many a participant was up late in the night endeavouring to restore their Model A's to some appearance of respectability prior to judging.



Model A's and the TSS Earnshaw, Walter Peak Station



Pulling apart and putting back together a Model A chassis.

The display day was a fun event, with a Model A Gymkhana and also including a feature of the New Zealand Rally experience, namely teams pulling apart and putting back together an entire Model A chassis - with the 2019 winning team achieving the entire task in 48 minutes!



John Olliver, Graham Evans & Frank Harley

The Wednesday evening was "Southland Theme", with most participants dressed for the occasion, including some dodgy-looking mechanics from Christchurch Club members Peter Bayler and Collene Rillstone took the prize for best dressed "Country Style", including vegetables for sale.



Collene Rillstone

The final day of serious rallying on Thursday 18 April offered alternatives to Borland Saddle and Lake Manapouri South Arm, with rugged climbs and glorious scenery. Those on the longer tour of 208 kilometres (130 miles), were treated to a myriad of mountains, tipped with the first winter snows, glorious lakes and many of New Zealand's somewhat unique one-lane bridges over deep ravines and fast-flowing rivers. The scenery continued to be such as to only be described in superlatives



Single lane bridges add to the occasion.



The Final Dinner and Farewell Breakfast heralded in Easter and three-day return journey to Christchurch, taking in the beautiful city of Dunedin, with its rich Scottish heritage reflected in so much of its distinctive architecture, then on to the old port city of Oamaru, where our Model As were in vogue in the 1920s and 1930s theme of the historic quarter.

Canterbury Club Model As in historic Oamaru.

The 2019 Model A Rally in Te Anau lived up to every expectation and the camaraderie of over 300 participants, including 18 from Australia, three from the US and one from the UK, along with 150 Model As of every shape and condition, simply added to the magic of the event. To the uninitiated, it seems a strange engagement, but for those who thrill in the recreation of motoring from 90 years ago, it does not get much better. 1150 miles, one tyre replacement and a lot of fun made the whole experience unique.

Again, Beverley and I express our appreciation to the MAFCA Canterbury Chapter for embracing us and allowing us to experience a very particular way of engaging in our mutual love of all that is Model A motoring.



Farewell Dinner on 23 April in Christchurch

L-R: John & Sandra Olliver; Graham & Anne Evans; Beverley Biggs & Wes Hartley; Frank Hartley; Marlene Scott and Canterbury Club Captain, Graeme Scott.

*Article by Wes Hartley - Busselton, Western Australia*

## TECHNICAL TIPS

### ALIGNING FLYWHEEL AND HOUSING

Proper aligning of flywheel and housing is of extreme importance as miss alignment can be attributed to many vibration and problems.

1. Mount flywheel housing to block with gasket and or thin bead of RTV. Install four 7/16-14 x 1 1/16 cross drilled hex bolts and safety wire. Note if any flywheel housing bolt holes in block are open into crankcase it is suggested to use a small amount of RTV on threads of bolt. This will reduce oil leakage into flywheel housing.
2. Place two .010 shims, 1 under each of the two mounting lugs on top of flywheel housing and install bolts and tighten.
3. Mount indicator (Pictured below) on rear of crankshaft and measure around diameter of flywheel housing. Adjust by adding or subtracting shims. Recheck measurement. Less than .010 is desired not always obtainable left to right.
4. Mount flywheel to crankshaft with four 7/16-20x 13/16 cross drilled hex bolts and dowel pin retainer. Using too long of bolts can cause severe damage to engine. Tighten bolts do not install safety wire or pilot bearing.
5. Mount indicator on flywheel housing and measure run out near outer edge of clutch surface. Adjust by loosening flywheel bolts and pry flywheel from crankshaft. Install shim between crankshaft and flywheel where necessary.

Tighten bolts and recheck measurement. This should be less than .005

6. Install safety wire and pilot bearing.

7. Reference FORD Service bulletins page 218.

Headnut



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## CLUB CAR REPORT

Club car is looking for an axle recondition, Perch Bolts & King Pins.

Working bee will be held to remove these items for reconditioning.

Graham Evans

## COMING EVENTS

### 2019

#### June

**Saturday 22<sup>nd</sup> Mid- winter Dinner/Dance**

#### July

**Sunday 14<sup>th</sup> AGM @ The Elmwood Trading Co, 1 Normans Road,  
starting at 11am.**

**Lunch to follow meeting, please order meal on arrival**

#### August

**Sunday 18<sup>th</sup> Winter Run**

#### September 20th-21st-22nd

**Hosted by the Canterbury Branch (Registration forms to follow)**

If you were awarded a Club Trophy at the last AGM, please arrange to return it to Brent Miles (Ph 027 326 512 or 349 8108 for engraving prior to being awarded at this years AGM)

Saturday June 22<sup>nd</sup> - Mid Winter Dance - VCC Barn \$25 per person  
Band "Smooth Talk" from 8pm – 12pm

# Mid Winter Dance

"The Barn"



VCC Cutler Park  
Saturday 22<sup>nd</sup> June from 7pm

Dance away the winter blues in front of a roaring open fire, enjoy mood lighting, bring some friends, make up a party. Theme for the evening "A"

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Live band 'Smooth Talk' (8 - 12pm)  
Ladies a plate for supper  
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Spot prizes

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RSVP: by Friday 14th June

Email: [brent@glassmiles.co.nz](mailto:brent@glassmiles.co.nz) with names and numbers, or

Phone: Brent Miles 343 9482 (anytime)

Payment by: Wednesday 12th June

By direct credit (with name and 'dance' reference) to: 06-0805-0018320-000

or by cheque posted to: PO Box 4212, Christchurch



View of Lake Wakatipu on route to Walter Peak Station

The following Club newsletters (Script) are missing from the clubs records, if anyone can help with copies of these please contact Russell Genet 03 329 9065

1966	All except Oct, Nov	1982	Jun
1967	All except Jun	1990	Nov, Dec
1968	Feb, Mar, Sep, Nov	1991	Feb
1969	Dec	1995	Nov
1970	Jun. Jul, Aug, Sep, Oct, Dec	2015	Jul
1972	All copies	2016	Sep
1973	Aug	2017	Dec
1974	Nov		
1975	May		
1976	Apr		
1977	Jun		
1979	Oct		



Autumn colours on route to Te Anau

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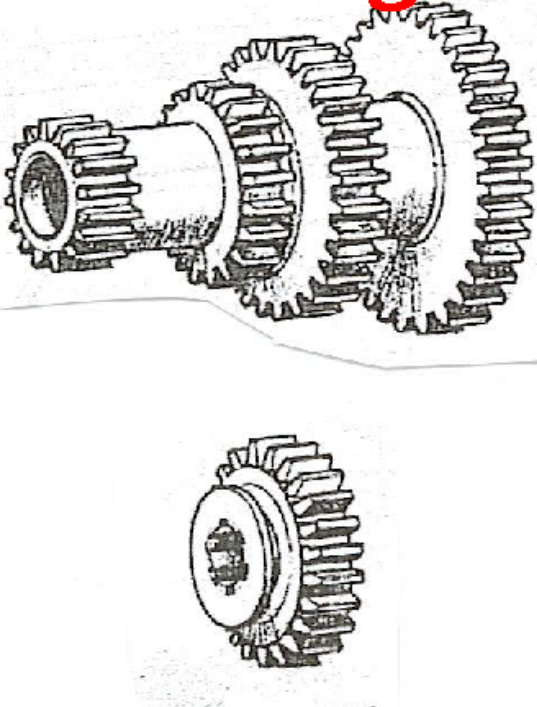
Garth Moore 0274 726 025 or [pgmoore@xtra.co.nz](mailto:pgmoore@xtra.co.nz)

**FORDSCRIPT** If we have it wrong and are posting you hardcopy when you would prefer it emailed or vice versa or you know someone who should be getting a Script and isn't, please let us know. Either give us a call, 3515919 or email [afordscript@gmail.com](mailto:afordscript@gmail.com)

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 June 2019. Please send to the Editor, Graham Evans [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.

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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 will be printing the run organiser in the coming events, please feel free to contact them or any of the Club committee members.

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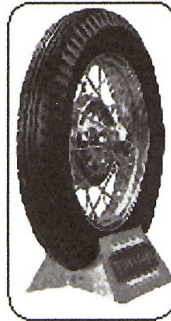
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475x500x19  
\$220 each  
or \$214 (x4 tyres each)



**FIRESTONE  
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