

A Ford Script



June 2021

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

COMMITTEE

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Secretary	Russell Genet	(03)329-9065

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Kevin Mercer		021 716-845
Lyn Miles		(03)349-8108
Vaughan Morrison		021 660-762
John Olliver		(03) 359 6360
Lindsay and Annette Painter		(03)342-5247

Webmaster	Graeme Scott	(03)384-8773
Script Editor	Graham Evans	(03)351-5919
Club Car Custodian	Graham Evans	027 320-7948

WEBSITE 'Model A Ford Club Canterbury'

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. The Amazing Night Trial pot luck dinner

CLUB CAPTAINS REPORT

Hi Folks

I hope everyone is well and adjusting to the cooler weather.

The Night Trial has been held, with a good turnout. Unfortunately we could not go, but have heard from others that they had a great time, with a very interesting run. Thank you to Brent & Lyn for arranging the evening.

Our next event is the Mid Winter Christmas Dinner being held at Lincoln. Please advise if you are attending. See details in Script.

Our Annual General Meeting is being held in July, we need all the trophies presented in 2020 returned, so they can be engraved before the AGM. Please arrange to return them to a committee member as soon as possible.

Our club has a very enthusiastic committee planning the National Meet to be held in Methven in 2023.

Happy Motoring

David

COMING EVENTS

2021

June 19th Saturday Mid Winter Christmas Dinner

Lincoln University \$36 pp (minimum number 30) *see menu on page 5, map page 6*

There are still 15 places required to reach the minimum number, so please consider coming.

This event will be for Era Dress and if possible bring you're A along.

Please contact Graham on email gaevans@xtra.co.nz or phone 03 3515919 by 15 June to advise if you will be joining for the Mid Winter Christmas Dinner

July 25th Sunday Annual General Meeting

Elmwood Trading Centre, 1 Normans Road 11am lunch meal at 12:30pm

November 12 –14th Show weekend away.

Oamaru. The plans for the Oamaru Weekend are well underway now with preliminary routes planned and ready for checking. In the next script I will advise preferred accommodation and an entry form (just to keep tabs on who will be participating), we are attempting to keep everyone at the same place and possibly do the dinner on Saturday night in-house to prevent the need for driving. Late June we will be going over the planned routes and catching up with the locals in Oamaru to finalise plans. Hopefully we have selected some great places to visit and as normal hope we manage to find some places that most have not been in the past.

Catlins Tour

We have now closed the entries as we have reached the maximum preferred number of 8 vehicles, this allows us to stay in smaller places with less beds available and saves the need to pre-book evening meals, however we are happy to add others to a waiting list should anyone be unable to participate. I will email all those who have entered in the next few days with an update

Kevin Mercer

Model A Car Club
Mid Winter Christmas
Menu

Orange & Honey Glazed Ham

Roast Lamb Leg prepared with Demi Glace

Roast Gourmet Herb & Garlic Potatoes

Steamed Greens with Olive Oil

Roast Root Vegetable Medley

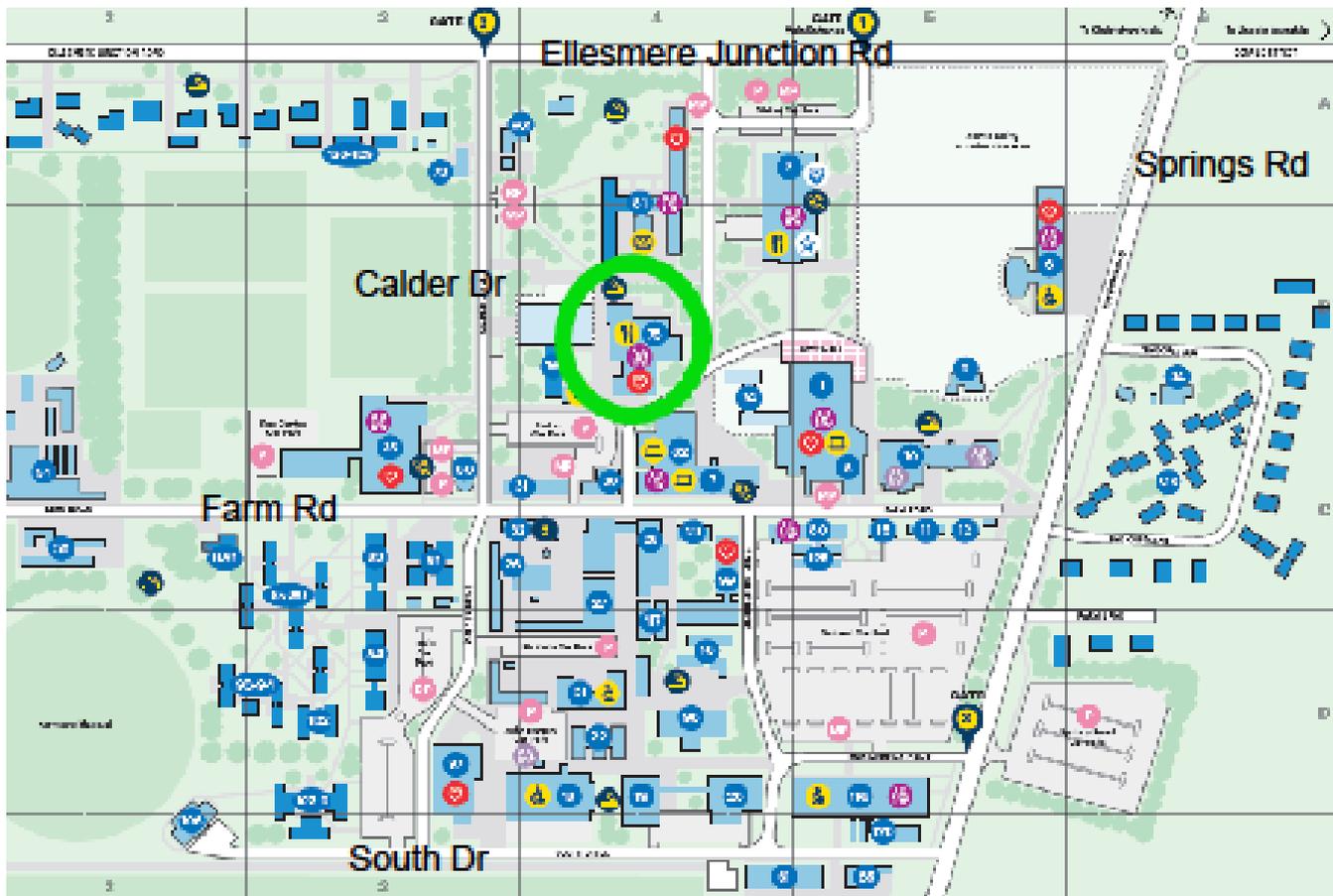
Individual Pavlova with Cream & Kiwifruit

Fresh Fruit Salad

Tea and Coffee

\$36.00 per person including GST

Minimum 30 guests



 Te Kete Ika/Dining Hall & Mrs O's Cafe

Above is a campus map, showing the location of our building (Te Kete Ika). This is circled in green.

The carpark to use is called the Union Carpark and is located on the attached, just below and to the left of the green circle. Enter campus off Ellesmere Junction Rd, into Gate 2 (Calder Drive).

The Union carpark is the second carpark on the left (opposite the Recreation Centre).

**Canterbury Branch Model “A” Ford Club of America Committee
NOMINATION FORM 2021/22**

A chance to assist us by becoming involved with the running of your Club’s activities and social events,

All committee positions including Script Editor are open for nomination.

The committee meetings are held monthly.

*Please consider having your name put forward by completing this form and either email or post it to the Club Secretary (Russell Genet), to arrive no later than Wednesday **7 July 2021** using the applicable address listed below.*

I,

agree to be nominated for the position of

.....

on the 2021/22 Canterbury Branch Model A Ford Club of America - Committee.

.....
SIGNED

.....

PROPOSER

.....

SECONDER

.....

Nominee, Proposer and Seconder must be financial members of the Canterbury Branch.

Post to the Secretary, P O Box 4212, Christchurch. or email to **brent@glassmiles.co.nz**

Past Events— Gisborne 15th National Rally March 28—April 4th 2021

Tuesday 30 March



Lindsay Painter's winning run

Oh! What a thrill to be competing in the Model A Hubley race of 2021 in Gisborne. 40 competitors all doing their very best to win.

Canterbury had 4 entrants, Margaret & Travis Michelle from Mosgiel, Glenn Birnie & Lindsay Painter from Christchurch. Sadly no great cheering supporters but luckily we didn't need them.

Lindsay Painter won this prestigious competition with a Model A Roadster, which complied to American Rules, he was extra lucky and he is grateful to his sponsors Heather & Glenn Birnie, from whom he borrowed his winning car.

All the competitors thank the Gisborne committee for running this event.

Thursday 1st April



Graeme Scott Best Dressed Male

Inland to Kaikino Station, Tiniroto, with the option to turn off onto the 25km Parikanapa Road. Keen Model A'ers who had already soaked up the challenges and joys of back-country roads en route to Mahia and Motu, willingly swung left onto this unsealed loop road with views to Lake Waikaremoana.

Hosts Darcy & Pam Hamilton, the indefatigable Graeme Williams and a willing support team welcomed us to Kaikino Station, with parking on the airstrip. Despite the damp conditions, a good time was had by all. A grass catwalk by entrants in the era fashion competition, was deservedly won by Darcy & Trish Sterling (Best Dressed Couple), Jane Tombleson (Best Dressed Lady) and Graeme Scott (Best Dressed Man).

Pam spoke of the work done by a dedicated group of 6 local women, aka The Terrier Girls, raising funds to provide support for women diagnosed with breast cancer in the Gisborne/East Coast area. A hat passed around raised a significant amount.

Bruce Miles (owner of the upturned hat) later confided he ensured the larger value notes were kept to the top, to encourage further generosity. It worked!

In an inspired moment some years ago, the idea of terrier racing was conceived to help raise funds. We were treated to terriers (all types) chasing a moving contraption, probably best described as a possum drag. The terriers often took the path of least resistance, running around rather than over hurdles and pausing for a quick sniff of a non-racing terrier – all contributing to the humour of the event.

Past Events— The Amazing Night Trial 22nd May

The evening started with Lyn addressing the 12 Model Aers on the verge of the northern motorway with falling light, all keen to tackle their next challenge. Well it was labelled “The Amazing Night Trial”. Well that was what it turned out to be; so armed with a torch, map and GPS we all set off, with instructions to take us to our first stop and challenge. The hosts at Henrietta Street set us up with jigsaw puzzles which needed completing before we got our next instruction sheet. This took us through many traffic signals through the city before heading south on the motorway to Rolleston; for our next word puzzle before walking to our pot luck meal dinner at “The Daughters Cave”. We all enjoyed the wonderful selection of food. Winners of the event were Glenn and Heather Birnie. A big thanks go to Lyn and Brent Miles for organising this most enjoyable evening.



FOR SALE

1930 Tudor Sedan \$30,000 No Dreamers Ph Ken 03 3598642

3rd owner since 1955. Well maintained and garaged all it's life. Has had new crown wheel & pinion fitted by Auto Restorations. New running boards (recent) Foot brake stop light LED on rear window. Directional indicators. Needle roller bearings in steering box, shortened pitman arm, new sector shaft (two tooth). Long arm new ball end fitted. New steering balls . Reconditioned motor with bearing shells, head ground, new distributor with modern points & condenser. Diode cut out. Modern starter motor drive. New electric wiper motor. New brake rods, & modern brake kit fitted. New shock absorbers. New wire loom & light switch. Windscreen safety glass. New standard gearbox (recent). Float a motor engine mounts. New tillitson carb. Complete new interior upholstery, new long grain roof. New header & roof bows. New metal rails above doors. Mudguards repaired and repainted. Lockable luggage box. Several parts including removed engine & gearbox.



Return of Trophies

Would all winners of trophies in 2020 please return these to a committee member ASAP

Authentically Speaking.

Front Wheel Bearings.

With a little maintenance they can last you a long time. Two most important facts that will make your wheel beatings last longer.

1. Correct tension (not torque) on the axle nut.
2. Regular inspection, with removal, cleaning and repacking with the correct wheel bearing grease.



6000-mile maintenance:

Pull each front drum off the axle and put aside. Put aside the special washer and castellated nut. The outer small bearing will come off when the drum is removed, leaving the larger inner bearing in place. Remove his inner bearing. If the stub axle is in good condition a puller will be required for the bearing removal.

Clean and inspect the hub bearing cones for wear and cracking. The outer bearing cone can at times rotate inside the hub, and the hub will have to be repaired. There are various options.

1. Purchase a new hub from a parts supplier.
2. Run a small weld around the outside of the hub to shrink, and grind the weld off. Best if the inner surface where the bearing shell seats, is trued up on a lathe as welding causes uneven shrinkage.
3. Carefully shim the inner cone to the hub. (this is a 'last ditch' method not really approved of.
4. Look for a better hub.

Check the inner cone in the hub for wear and replace if necessary. Both cones can be knocked out if necessary.

Check that the grease cup behind the inner bearing is tight on its seat and clean.

Check the stub axle for wear and thread damage.

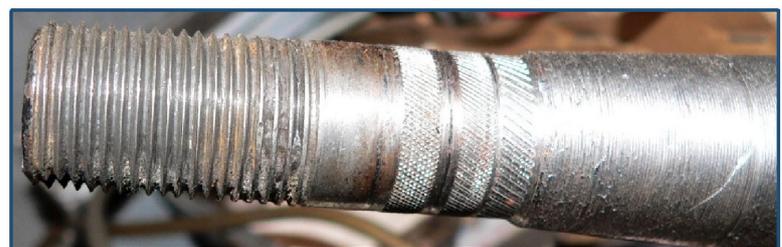
The axle bearing surface of the inner bearing A-1201 should measure 1.1895".

The axle bearing surface of the outer bearing A-1216 should measure 0.7500".

Very few stub axles will measure to the original specs. If they do not:

- Remedy.
 1. Purchase new stub axles, which can be expensive.
 2. Have the bearing surface for each bearing built up with hard chrome, ground to size. (Give the engineer the bearings for size)
 3. Very carefully knurl the worn areas. This is frowned upon in some engineering circles. I have used this method and it has served me well for many years and it is virtually free. See right.

The thread can show stretching. Not a lot can be done without replacement. Don't run a die over the thread, it will only make matters worse. 'Ford' had their own thread tolerances.



The thread is 3/4" x 16 tpi UNF with a 1 1/8" UNF castellated nut using a 1/8" cotter pin. Be careful when repining. The cotter pin must not touch the hubcap. Always use new cotter pins.

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Wheel bearing part numbers as follows:

Inner bearing Timken 15118 (A-1201)

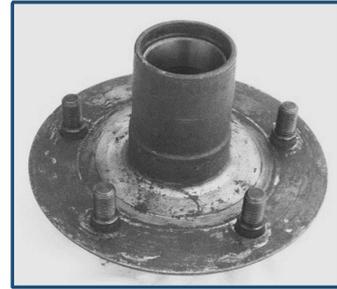
Inner cup Timken 15250 (A-1202)

Outer bearing Timken 09074 (A-1216)

Outer cup Timken 09196 (A-1217)

Installation of bearing cones to the hub.

Making sure the seating area of the bearing cone is clean, very carefully with a **brass drift** tap the cones into place. Tap evenly around the cone until seated when a distinct change of note will be heard. Do this to both cones. Clean all surfaces, (really clean) and remove all traces of brass if any are present. Wipe a smear of wheel bearing grease over the cone surface.



Installation.

It is assumed that all parts are to a **safe** and satisfactory standard. If you have removed the stub axle from the axle, bolt up through the backing plate, ensuring the **head** of the **bolt** faces to the outside of the car. Install the grease cup if removed.

Packing wheel bearings properly.

It does not suffice to just smear the bearings with grease. This will never work. The bearings have to be packed with the appropriate long strand wheel bearing grease. There are two options.

1. Purchase a bearing packer. **2.** Repack yourself. Each bearing will hold a surprising amount of grease. Push the grease into the bearing with your **clean** fingers until grease appears out the other side of the bearing of its complete circumference. Leave excess grease in place. You are ready to install.



Install the greased inner bearing. If tolerances are tight (as they should be) the bearing will need to be carefully tapped into place using a brass drift, only touching the body of the bearing. Cone tapering outwards. Tap at equal sides of the bearing base until seated, when a distinct change in note will be heard.

Install the hub and drum as one unit.

Push the drum into place carefully over the brake shoes. Install the outer bearing and again it may require **very gentle** tapping into place with the brass drift. This bearing does not want to be overly tight on the axle shaft, as proper wheel bearing adjustment must be obtained. Once the bearing is seated fully into the outer cone, install the nut washer A-1195-A and wind the nut A-21920) until some resistance is felt. Now, be careful as there has to be a little tolerance when fully adjusted.



Do the following:

With the front wheels off the ground tighten the axle nut up to where there is zero play (this will also seat the bearing) and then back it off until cotter pin slips through the nut holes. The bearing and cone must be mating properly to obtain correct bearing adjustment. Then spin the wheel and check for play with a very slight drag on the installed (2 -3 wheel nuts) wheel. If there is play tighten the nut again, this time a little tighter than before and then back it off to the next pin hole, spin the wheel check the drag, and insert cotter pin. It's a matter of feel. The wheel must spin with a slight feel of drag. This 'drag' is putting a small preload on the outer bearing. Travel a few miles and check play and drag again. Correct if necessary.

A quart of oil is 36,500 drops of oil. A normal engine in the 30's 40's and up to the 60s used 1/1100 of a drop on every power stroke (1 quart every 1000 miles was normal back then) and if an engine drips one drop every 50 feet, and it doesn't matter how fast your going, (think about it) the engine will loose 1 quart in 300 miles.

This used this to illustrate that a drip was actually much higher consumption than a burn.
Headnut.

WANTED

Two tooth steering box required

Phone David 03 3137341 or 021 1374253

WANTED

Literature on the Model B Carburetor
Contact Andre Kraenzlin 021996223 or
Lunatigs@hotmail.com

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CLUB CAR REPORT

No running this year yet. The car is due for a Rego & WOF

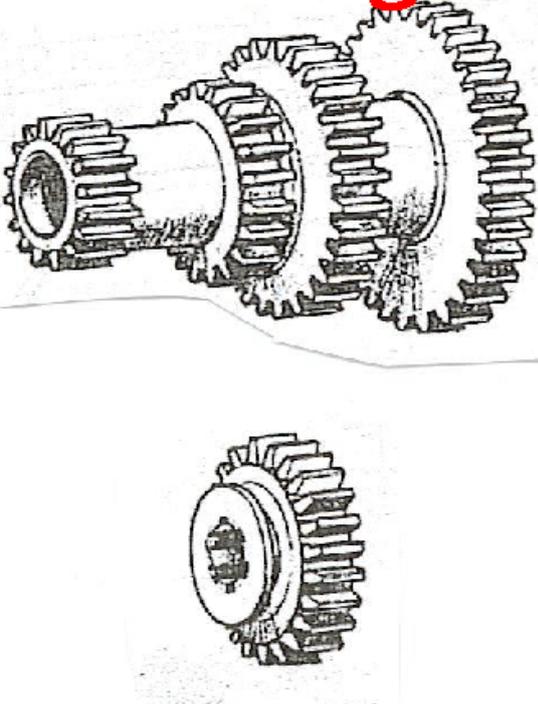
If you have your car unserviceable for a run, you can book the car by calling

Graham on 3515919 or 0273207948

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 2021. Please send to the Editor, Graham Evans 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.



Improved 2nd gear ratio by 15% to increase overall road speed in 2nd gear and hill climb ability without stress revving your engine.
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CONTACT
Errol or Linda McAlpine
On
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Swanson
Auckland 0614
New Zealand

PH (09) 8329818
MOBILE (0274) 543 983
EMAIL: vet.vin@xtra.co.nz
Web; 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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