

A Ford Script



March 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

COVER: Motukarara, Era Picnic

CLUB CAPTAIN'S REPORT

This edition gives you plenty of “bedtime reading” with the reports from participants in the Southland rally. Many thanks to Kevin Mercer for his attention to detail and the time that he took to make sure everything was spot on.

Please make sure that you note the upcoming events on the following pages as there is now plenty for you to choose which you are able to attend. We would welcome any of you who maybe attending your inaugural one, and it would be nice to meet some of you whom we have not had the pleasure of seeing yet.

Many thanks to those of you who have “early bird” registered for our rally next year. At the time of writing we have 109 cars, and it could be that we may soon have to close pre registrations because of the limited numbers that our venues are able to cater for.

Once again I have included in this edition an “early bird” 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. It is likely that the third newsletter will be sent around May, and this should include the programme.

If there are any of you who are able to supply, or know of anyone able to provide sponsorship or raffle prizes for our 2023 Rally in Methven could you please contact Brent or I asap. We would welcome any support that anyone is able to provide. Raffle prizes do not necessarily have to be vehicle related.

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

We look forward to seeing you.

Lyn Miles

Secretary 027 228 6292

COMING EVENTS

Please note that vaccine passes are required for all of our events.

March 13th Gymkhana in Methven

Time: Ready to leave at **9:30am**

Place: Selwyn Sports Centre, 70 Broadlands Drive, Rolleston

Due to roadworks in Rolleston the easiest route is to take the Weedons Rd off ramp from the motorway then turn right at the roundabout. Weedons Rd becomes Levi Rd. Straight through the roundabout onto Lowes Rd. At the set of lights turn left onto Springston Rolleston Rd. At roundabout turn right onto Broadlands Dr and you will see the sports centre on the left after the playground.

April 3rd High Country Run — Coastal Cruise

Time: Ready to leave Amberley at **10am**.

Place: Main Road Amberley outside the toilets on the Main Road.

Petrol: With your tank full.

Dinner: At Amberley Pub 4.30 – 5pm.

We need to advise the pub our numbers and what you will be eating. A menu will be sent to those who indicate their attendance. Vaccine pass essential.

Attendance: Just High Country Run – please advise by Friday 18 March if attending.

Dinner – **yes** or **no**. For those who reply **yes** a menu will be sent for your reply.

Replies: By Friday 18 March to mileslyn6@gmail.com

May 21st Night Trial

June Midwinter Dinner (date/venue tbc)

July 17th AGM at Elmwood Trading Company

August 14th Breakfast Run

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.

PAST EVENTS - Catlins Run Day 1

This tour was originally supposed to continue on from the November Show weekend tour, but had to be cancelled due to Covid and so we all travelled to Oamaru to begin our tour to the South.

Day 1 — Oamaru to Mosgiel



We left Oamaru on a beautiful sunny day taking a route that travelled through the rolling farmland of Kakanui, then into the fishing and holiday village of Moeraki. Keeping off the State Highway 1 we went on roads which skirted around Palmerston, then past the former Bushey Park estate with its numerous large stone gateways. After that we were back on the main road, following the coastal route after a lunch stop at Blueskin Bay. We drove over Mt Car-gill, down into Port Chalmers, along the

harbour, then eventually ending up at the foot of Baldwin Street (reputedly the world's steepest street). A drive through Moari Hill and over Three Mile Hill took us to our overnight stop at Mosgiel.

That night, our group was hosted by Otago members of the Canterbury Model A Club at the home of Margaret and Travis Michelle near Outram. They, along with Sonia and Rolly Bell and Cathy O'Donnell and Brian Foley had prepared a delicious buffet meal for us. During the evening, the ladies had an opportunity to have a chat, as well as seeing the beautiful projects that Margaret has been undertaking in her craft room. Meanwhile the men embarked on a garage project that kept them busy all evening.

Alan & Barbara Hill



PAST EVENTS - Catlins Run Day 1 & 2

When motoring around the coast below Oamaru, we were unfortunate to suffer a blown head gasket with water leaking into the oil. While the rest of the group motored on to Mosgiel via Port Chalmers we took the main road and headed to Travis Michelle's in Mosgiel to replace the gasket. On getting there Travis was all set with his workshop ready for me to do a quick fix and get the job done before the group arrived for tea. But things did not work out to plan, I had fitted one of the new composite Head Gaskets with the red silicone sealing on it, and no matter what we tried it would not lift off. We started by using compression, 11 strong men, 100's of ideas, front of car hang by the head and no luck. Eventually, we gave up, and fortunately, we are AA+PLUS members so a quick call to the AA and what fantastic service. The girl on the phone could not have been more helpful and arranged for the breakdown truck to pick up the car the next morning and a rental car for us to complete the tour. Travis kindly lent us a car to return to the motel and the next morning the car was on the transporter and away by 8.45 am. Travis then took us to the Dunedin airport to pick up the rental car that the AA had arranged and we caught the rest of the group up around lunchtime. The AA staff was so helpful and nothing was a bother. Thank you to all those present that tried to fix the car and a big thank you to Travis for all his help.



Judy & Kevin Straw

Day 2 — Mosgiel to the Catlins

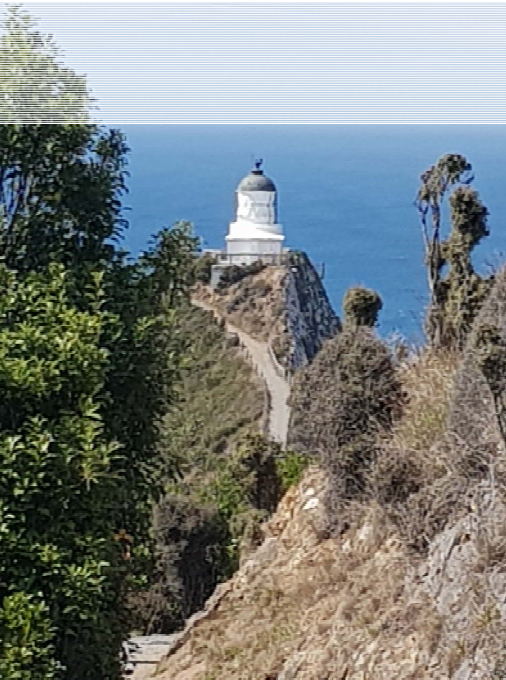


At 8am the remaining seven Model A's pulled out of the motel heading towards the coast. After a little confusion at a closed road we followed a detour up Saddle Hill for some magnificent views of the Taieri Plain and the Pacific Ocean. We dropped down to the seaside township of Brighton and followed the coastline to Taieri Mouth and Toko Mouth passing many baches along the way. After a short stop at Toko Mouth to regroup, we headed into the hills on a shingle road and came out at

Kaitangata, once a thriving coal mining town but now showing very little activity.

PAST EVENTS - Catlins Run Day 2

Day 2 — Mosgiel to the Catlins



Next stop was Balclutha for morning tea and then onto the Southern Scenic Route, a good sealed road that took us back to the coast, this time south of the mouth of the Clutha river. The road along the coast was mostly gravel but well maintained. This was a contrast to the road signs throughout the Dunedin area, with many intersections missing signs altogether. A short detour took us to the Nugget Point carpark and then most took the short walk out to the lighthouse for great views of the coast and wild life. We then continued on gravel to Owaka where a kerbside meeting decided on lunch at the pub. Kevin and Judy joined us, now travelling in a rental car. Garth's cousin Peter, who lives in the area, was appointed official photographer for a group shot. The afternoon run took us

through more great scenery. Surat Bay and Cannibal Bay are two beautiful and historic beaches, one named after a ship wrecked there and the other after an incident where some whalers did not survive an encounter with the locals. After a short walk we inspected the old train tunnel at the aptly named Tunnel Hill. Built in 1891 using picks, shovels and barrows, it is New Zealand's most southern railway tunnel. The Catlins branch line was used mainly for timber extraction and was closed in 1971.



By late afternoon we were all settling into the Whistling Frog Resort, quite relieved after hearing rumours that it may be closed. The accommodation was actually better than expected, and we enjoyed a social gathering and a self-catered meal in a large communal kitchen, dining room and lounge.

Garth & Pauline Moore

PAST EVENTS - Catlins Run Day 3

Day 3 – Catlins to Invercargill

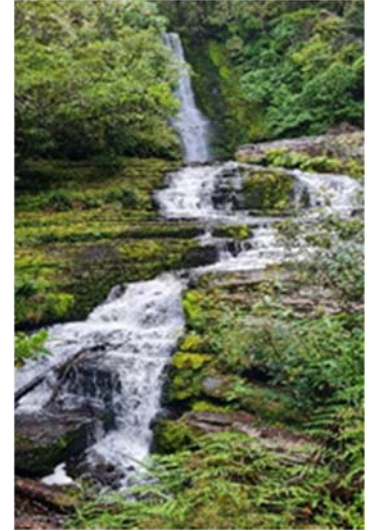
This was a day when the group were split – depending on what activities each wanted to fill their day in with.

The Hills and Miles began the day with a 10minute walk to a spectacular McLean Falls through an equally gobsmacking punga and a native plant covered walkway.

Others – except the Moores who went straight to Invercargill to have a muffler welded – visited the Ghost Railways.

Six couples then met at Curio Bay where the petrified forest lay at the edge of the sea, and the not to be seen yellow-eyes and little blue penguins.

Nice morning teas at the café too.



Some called into Slope Point on the way to Invercargill where the following were visited: Bill Richardsons' Transport World - interesting toilets, Classic Motorcycle Mecca, The E Hayes Motorworks Store, Invercargill shops, and even Bluff for the Hills and Dacombs. A short rest back at the motel then off to The Rocks for dinner together after the “full on” day with many breath-taking sights that some of us had never seen. Another excellent day.

Brent and Lyn Miles



PAST EVENTS - Catlins Run Day 4

Day 4 — Invercargill to Millers Flat

We were all packed ready to leave Invercargill, only to notice that one of our group were unpacking their pickup. They had misplaced their keys, which were eventually found in one of their bags.



First stop was Gore for morning tea and time to look around the shops.

We stopped at Kelso to view the Memorial which has been erected to show the levels of flooding in the area in 1978 and 1980. While we were there, a local stopped and told us about the history of the area.

We then headed to Heriot, where we stopped and had our picnic lunch on the lawn of the Heriot Hotel.

From here we were travelled over some more interesting roads to Millers Flat. We went to our accommodation before going out to meet with Karen Peters and her sister Leigh. Kevin had arranged for them to show us around the remains of the Teviot Woolshed on the property. Leigh decided she would like to drive Alan's Pickup, so away they went. Barbara got a ride back

to our accommodation and as she didn't have a key to get in had to wait for Alan to return. But he didn't have the key either, they found it still in the unit door.

We then enjoyed a beautiful meal to finish a great day.

David & Pam Dacombe



PAST EVENTS - Catlins Run Day 5

Day 5 — Millers Flat to Ranfurly

We gathered at 8.30am for the usual briefing, the weather this morning was very pleasant and we set off with our instructions for the day. We travelled on some gravel roads which were narrow, very dusty and with a few potholes. We kept crisscrossing with the Clutha Gold Trail, a cycle track and we saw a few cyclists. I think we all agreed afterwards that the cycle track looked better maintained than the road. There was a stop at Horseshoe Bend to



visit a couple of graves. One is assumed to be that of an anonymous miner from the 1860's and a local man William Rigney provided a headboard and added the words "Somebody's darling lies buried here". In 1903 a new headstone replaced the headboard with the same words. In 1914 when Rigney died he was buried next to the grave and his headstone had the words "The man who buried "Somebody's Darling". So on then towards Lawrence and stopped to visit a

Chinese Joss House. A camp was established during the Otago goldrush in the 1860's, with an influx of Chinese miners and traders hoping to find prosperity. At it's peak in the late 1880's the camp housed 120 residents including 30-40 families, mostly of mixed marriages between Chinese men and European women. By 1949 the camp was empty. A Site well set up with plenty of history boards and photos. We parked in Lawrence and had morning tea at a café. We travelled on the



main highway to Middlemarch and had lunch in a sports ground. The cars all stopped on the Macraes Bridge for a photo opportunity and then made our way to Hawkdun Lodge in Ran-



furly for the night. We gathered in a very well appointed social room in the afternoon for pre dinner refreshments. A courtesy coach was called and we all went to Waipiata Pub for an evening meal. The coach driver was also barman and waiter. The weather had become a bit chilly when we left the pub.

Judy & Kevin Straw

PAST EVENTS - Catlins Run Day 6

Day 6 — Ranfurly to Fairlie

Yesterday a certain person misplaced a cell phone and thought that it had dropped out of a pocket when we stopped to take photos near the bridge.



This morning 2 intrepid drivers backtracked to try and find it but spent some time looking for it and didn't. When they got back to the motel, one of them checked the lounge room where we sat last evening, and there was poked down the back of a sofa so now the loser has the cell phone back and all is good.

We had a great run from Ranfurly to Naseby and then through the Danseys pass to Kurow, stopping on the way with the ladies visiting a lavender farm in the middle of know where.

We did a short detour to look at the elephant rocks which are limestone formations which if you put your mind into neutral they're supposed to look like a herd of elephants grazing. It was supposed to rain this morning but didn't and the roads were quite dusty but we handled it. Stop for lunch at Kurow and the



rain started. Headed off after lunch up the Hakataramea valley. I grew up not far from this area and had forgotten what a beautiful valley this is with very productive farmland up its entire length. We headed up over the Haka pass in rain and fog in



the fact that the dust has settled made it a bit better. We handled the many stream crossings without any problems which included the white modern replacement model a. Heading down through the Mackenzie country it was unfortunate that the cloud was low as usually you can see right across to mount Cook. Arrived at Fairlie with a bit of water in the car with me but it will dry out. What another great day on our model A ford tour of parts of the South Island.

A lovely evening meal at Eat Cafe this evening.

Thank you Kevin and the rest of the crew for a wonderful week

Chris Bird

PAST EVENTS - Catlins Run Day 7

Day 7 — Fairlie to Home

After a soggy Saturday afternoon, it was a relief to see some sun on our last morning. We opted for a cheeky (and obligatory), Fairlie Bakehouse breakfast before one last start. It was a late start too, just for a treat! We made our way to Geraldine staying off SH79 as much as possible, through beautiful, green farmland with lots of deer and cattle. A short stop in Geraldine to check out the Vintage Machinery Museum/Cafes/Studebakers passing through town. Unfortunately(?) for the ladies, the shops were closed.



Sadly, and suddenly we hit the long, straight downward stretch of roads home. The Canterbury Plains quite a contrast to some of the roads we've driven throughout the week. We were almost brave enough to take on a final dirt road adventure... but not quite, so we continued on SH1 to Rakaia for a final group lunch (minus the Hills and Straws who had carried on home earlier in

the day). From here we all made our separate ways home, after a lovely, casual end to an awesome journey!



Thanks to those that joined us, and especially to Kevin and Ruth for organising!

Andre & Christina Kraenzlin

AUTHENTICALLY SPEAKING

Authentically Speaking

Light Bulbs.

The first assembled cars in 1928 had only one bulb in the headlight. This bulb had a double filament for high and low beam.

Very early 1929 and all 30/31 vehicles had two bulbs in the headlight, with the second bulb being a parking bulb. Some of these vehicles, usually the Deluxe models were fitted with cowl lamps.

Light Bulb Usage.

1928/very early 29. (2 wires to the headlamps.)

Headlight - 32/32 cp. (Candle power.) Double contact. *Ask your supplier about 32/50 cp bulbs.*

Taillight. Stop lamp - 21cp. Single contact.

Taillight license plate - 3cp. Single contact.

Dash panel - 3cp. Single contact.

Quartz halogen bulbs can also be fitted.
Contact your supplier for details.

Light bulbs usage to the end of production. (3 wires to the headlamps.) Early 29 to 31.

Headlamp main beam - 32/32cp. Double contact. *Ask your supplier about 32/50 cp. bulbs.*

Headlamp park bulb - 3cp. Single contact.

Parking bulb - 3cp. Single contact.

Taillight. Stop lamp - 21cp. Single contact.

Taillight license plate - 3cp. Single contact.

Dash panel - 3cp. Single contact.

Cowl lamps - 3cp. Single contact.

All of the lamps are connected in parallel, so that if one bulb fails it will not affect the remainder.

1928 Light Switch Operating Positions.



Off.

Lighter filament
burning on the main
bulb. Low beam.

Main filament burning
on the main bulb.
High beam.



1929/30/31 Light Switch Operating Positions.



Off.



Park lights only



Park lights and lighter
filament burning on
the main bulb.
i.e. Low beam.



Park lights and main
filament burning on
the main bulb.
i.e. High beam.

All Headlights work on the clock face principal.

7 oc/k= Dim, "parking" bulb or cowl lights. 29/30/31.

6 = OFF.

5 = Low beam.

4 = High beam

Tail light is on whenever any front lights are on.

1928 is similar.

6 oc/k= OFF.

7 = Low beam.

5 = High beam.

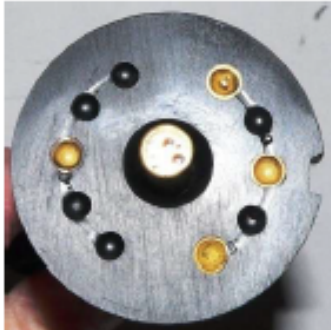


AUTHENTICALLY SPEAKING

The Light Switch. A-11654-B.

Dates are approximate and are NZ dating.

Single bulb in the headlamp. 1928 to very early 1929. This simple switch relies on 4 contact points which rotate when the headlight control in the centre of the steering wheel is turned. There are 3 positions as on the previous page.



2 wires to the headlamp.

2 bulbs in the headlamp. Part 1929 and 30/31. When the TwoLite headlamps were introduced, the park lamp contact was added to power cowl lamps if a car is so equipped. The 4 lighting positions are on the previous page. Early and late switches are not interchangeable.



3 wires to the headlamp.



Switching.

At the heart of all this is a small part called the 'spider'. (No need to get out the fly spray.) Part number A-3643 pictured left. This vital part is located to the end of the horn rod and contain 2 prongs that locate into the switch body and must be positioned on the horn rod vertically. It will not rotate on its own as the end of the horn rod has a square pressing to take the spider.



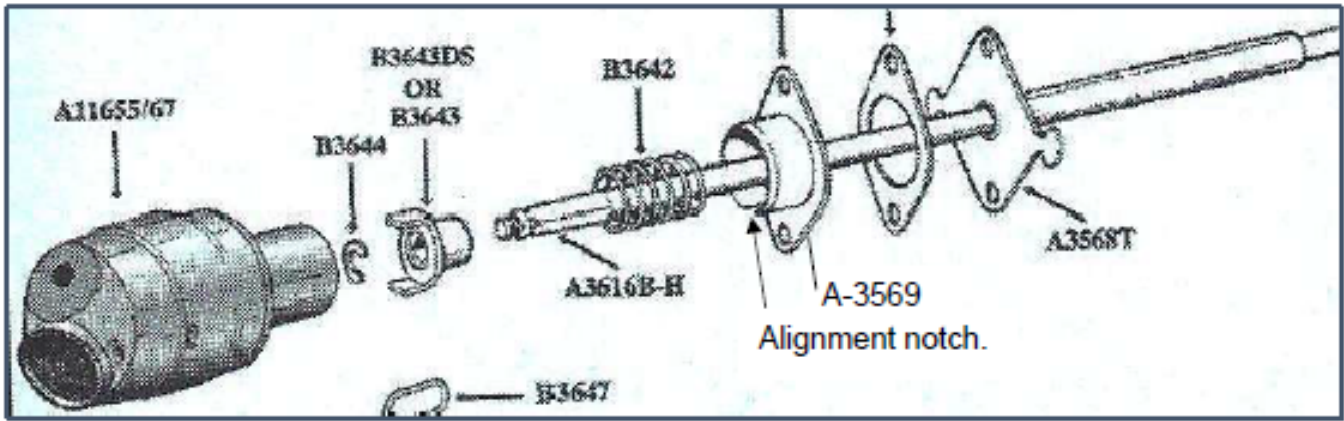
A spring A-3642 and a circlip A-3644 locate the spider to the end of the horn rod and hold the unit securely in place with the spring bottoming on A-3568-T(B). Shown at right –

spring, spider, circlip. The circlip falls into a notch at the end of the rod when the spring is compressed. If the spider prongs are not placed vertically, your lighting positions will be haywire, to say the least.

The spring bottoms on A-3568-T(B) pictured in the diagram next page. This part also provides two side prongs that the bail arm attaches to.



AUTHENTICALLY SPEAKING



To tie the whole assembly together and to position the switch to the horn rod is A-3569 which has a slot at the bottom which mates with the protruding lug on the switch body. It is a very effective and simple design, but surprisingly a lot of people get it completely wrong.

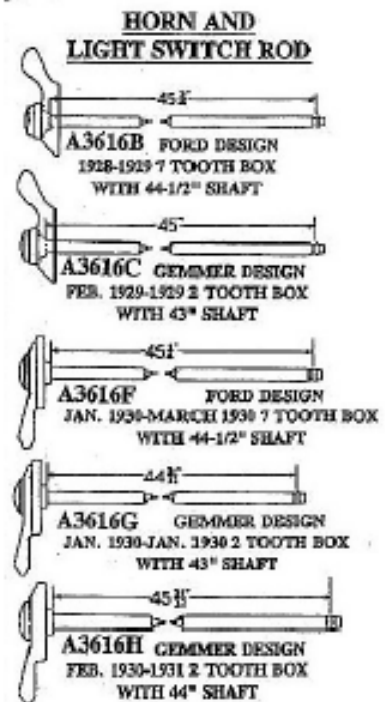
The bail arm as pictured left, not only holds the switch body to the steering column, but it also puts pressure on the switch terminals. That is why you can feel slight resistance when changing from one lighting position to another. With the bail arm too loose, nothing will happen, and too tight you will not be able to move the switch at the wheel or break the control lever. Be careful, as there were a few changes during production and different lengths of horn rods and shapes of bail arms. Ask your friendly parts supplier for parts.



Headnut.



This aligns the complete light switch to the steering column.



Dates shown above are USA dates, not NZ.

FOR SALE

1931 Ford Model A Victoria LHD imported 2013.

Early Leatherback built in October 1930. Engine sleeved to standard, counterbalanced crank etc, gearbox and rear end rebuilt. An authentic restoration with correct colours, upholstery etc. Added indicators, halogen lights and cast iron brake drums for safety. Winner of several awards. Reluctant sale but I need the garage space.

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WANTED

1930 Headlight Bar

Phone or Text David Coakley 027 354 0307

Coupe or other 2 seater, preferably registered and warranted.

Any leads would be appreciated.

Call Grant on 022 681 4083 or email me on callaghangrant@hotmail.com

CLUB CAR REPORT

The new trickle charger is working a treat keeping the battery at full potential.

It has also obtained a new warrant with no difficulties.

Graham has done some touch up work on the car so the car looks great for the next drive out.

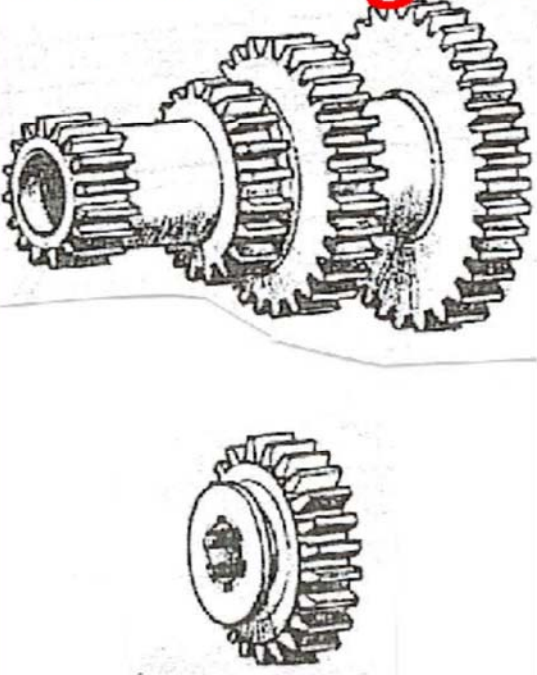
SCRIPT CLOSING DATE

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 **20th March 2022**. Please send to the Editor, Andre Kraenzlin 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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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.

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