

# *A Ford Script*



Above: Picnic in a shady spot at Selwyn Huts Domain

**March 2024**

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

## COMMITTEE

Club Captain	Gerry Lake	0204 112 3717
Vice Club Captain	John Olliver	03 359 6360
Treasurer	Annette Painter	027 644 7892
Secretary	Russell Genet	0276068550
<b>General Committee</b>	Lindsay Painter	027 644 7892
	Glenn Birnie	03 347 4849
	Sandra Olliver	03 359 6360
	Ian Armstrong (Kermit)	0274370406
	Vaughan Morrison	021660762
	Ken James	0212225086
<b>Facebook page co-ordinator</b>	Sandra Olliver	0273032300
<b>Script Editor</b>	Gill Lake	<a href="mailto:afordscript@gmail.com">afordscript@gmail.com</a>
<b>Club Car Custodian</b>	Ken James	0212225086
<b>Webmaster</b>	Kevin Straw	kandjstraw@gmail.com

### Next Committee Meeting:

25th March 2024: Sandra and John Olliver's 27 Wendover St @ 7.30pm

**Script closing date: 20th March 2024**

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> March 2024**. Please send to the Editor: [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.

## CAPTAINS LOG February 2024

Captains Log: February 24

February has seen more of our usual Canterbury warm dry weather giving opportunity to get out and do all those things in the greater outdoors we all wished to do in the depths of winter. The good weather is not over yet, so make the most of it before the nights creep in it starts to really cool off.

You will be reading this in March and this month we plan to bring you an interesting run followed by a meal at a local country pub.

April will see a full day out on a high country run and we have been assured that at least the tread on the tyres will get wet somewhere along the journey.

May is busy with swap meets, so in June we are planning a mid-winter dinner. The committee decided to part subsidize the evening meal as an encouragement to get more you along to enjoy the event.

The Federation of Motoring Clubs ( FMOCC ) has just released their final report. I have added to the Script, a simple one page release provided by the FMOCC for clubs to use (Page 9). However, for those wanting more information, here is the link to the full report.

<https://fomc.nz/for-member-clubs/>

Cheers Gerry

## CLUB CAR REPORT

Club Car report Feb 24.

Not much to report this month. The car has not been used But Early Ford Parts have been asked to provide and fit a modern type starter bendix system and remove an old bendix spring bolt from the bell housing.

Wes Hartley's booking of the car for next year's national meet in February has been confirmed.

The car should be ready for use again within a few days so please consider making use of it.

Happy motoring. Ken.

Please make use of this wonderful club asset and help us cover the running costs.

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

## 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](mailto:afordscript@gmail.com)) and I will set up a dedicated list of recipients.

## Event Cancellations:

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

## Advertisements in the Script:

It was decided by the committee at the last meeting that we will run 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.**

## Tech Nights (or gatherings)

A number of members have voiced an interest in restarting Tech Nights, or something similar. If this is something you would be interested in and have ideas on what format this could take, could you please phone Gerry Lake on 02041123717.

### Oatmeal Scones 1929

1 cupful Scotch or Irish oatmeal	1½ cupfuls bread flour
$\frac{3}{4}$ cupful scalded milk	3 teaspoonfuls baking powder
2 tablespoonfuls butter or a substitute	$\frac{3}{4}$ teaspoonful salt
2 tablespoonfuls sugar	

Pour the scalded milk over the oatmeal, add the shortening, and set aside until cold. Sift together the flour, baking powder, sugar, and salt, add to the oatmeal mixture, and mix thoroughly. Then roll and cut as directed. Bake either on a slightly oiled hot griddle or in a moderate oven—350–375 degrees F.—fifteen to twenty minutes.

# COMING EVENTS

**2024**

**March 24th:**

## **Afternoon Run with meal afterwards**

**Location:**

Starting at the Peg Hotel, 899 Main North Road, Belfast

Ending at a venue to be advised

**Time:**

**3.15 for a 3.30 start**

This will be a fun and sometimes tricky run in place of a night trial.

**Organisers:**

Glenn and Heather Birnie

Please advise Glenn or Heather if you will be attending by **March 10th** as they will need to confirm numbers at the meal venue.

**April 21st:**

## **High Country Run**

**Location:**

Starting at the Glenmark Domain, 238 Glenmark Drive, Waipara, time to be confirmed.

**Organisers:**

Kermit Armstrong 0274370406 and Vaughan Morrison 021660762

This will be a good day's motoring

**June 29th :**

## **Mid Winter Xmas Dinner**

**Location:**

Vaughan and Belinda Morrison's home, 65 Blakes Rd, Prebbleton.

**Meal:**

This will be The Spit Roast Company if we can have 40 attending.

**Cost:**

\$23 pp. The committee have decided to subsidize the meal with \$25pp

**Organisers:**

Annette and Lindsay Painter 0276447892

Please advise Annette or Lindsay if you will be attending by **May 31st** as they will need to confirm numbers for the meal

**September 1st –8th:**

## **28th Australian Model A Ford Meet**

**Location:**

Maryborough, Queensland (Please see flyer page 14)

Anyone interested in forming a SI contingent please let Sandra or John Olliver know, 03 359 6360, as they along with Anne and Graham Evans are going?

## COMING EVENTS

### September 13th –15th: **International Model A Ford Day**

<b>Location:</b>	Donegal House, Kaikoura
<b>Organisers:</b>	Annette and Lindsay Painter 0276447892
<b>Tentative Programme:</b>	Friday night: "Meet and Greet" at Donegal House Saturday: Run with picnic lunch Saturday night: Buffet dinner at Donegal House Sunday: Breakfast option at Donegal House and visit to car collection
<b>Accommodation:</b>	There are quite a few accommodation options available at Donegal House including hotel rooms and caravan park  More details to come in the next script

**2025**

### 23-28 February 2025: **17th National Model A Ford Rally** . (See details in last script)

<b>Location:</b>	Masterton, Wairarapa  Accommodation is selling out quickly so get yours booked asap
------------------	---

## PAST EVENTS

### **Rangiora RSA Car & Tractor Rally**

**February 6th**

This rally is held on Waitangi Day each year

The day started around 8am with a BBQ breakfast available.

Several tractors started arriving and by 9am 20 tractors were set off on their run, which is separate to the Car Rally, and heading to the Loburn Domain.

By 10am, 53 cars had registered and they set off on their rally which took them out through Ohoka, Kaiapoi & Woodend and ended up at the Loburn Domain also.

The local Pottery group provided a sausage sizzle. They had some lovely homemade baking and lots of pottery on their sales table.

After lunch the tractors headed away and then the cars had a rally to take them back to the RSA.

Everyone that registered was given a raffle ticket and could buy extra tickets if they wanted too. The raffle was for meat packs and these were drawn at the RSA.

A beautiful day with lots of interesting tractors and vehicles.

All the profit from the day went to the RSA Welfare

Pam Dacombe

## PAST EVENTS

### A club Ladies day report.

February 18th

On a warm Sunday morning eight model A's lined up outside PMH for the start of the run and picnic with a learn to drive a model A opportunity set for after lunch. The run was supposed to venture over the Port Hills but due to the fire it had to be changed at the last minute.

As we were standing around chatting Gill noticed that I was attending on my own as Jill had marching practice that day and Bruce had a couple of passengers so she suggested that one of Bruce's passengers could ride along with me as navigator. Very thoughtful of her. Thanks Gill. As I was chatting to Alan, Bruce's friend, he said he would do it. Then his partner Kathy who liked the look of my car said she would like to have a ride in it and so She became my Navigator. All good so far.

We were second car away and it soon became obvious that Kathy who is of Chinese heritage could not read English! But she kept a close eye on the car in front and I was able to get an idea of where we should go by looking over her shoulder at the arrow symbols along the margins in each instruction. We managed very well until I noticed that we were on the road to Taumutu and we needed to get to Selwyn Huts with only 4 instructions left!

A quick U turn and close observation of the road signs soon got us back on track and we arrived at Selwyn Huts domain sixth in line.

A very pleasant lunch with lots of banter and laughter followed, but as all the seats in the shade were taken I had to provide my own which seemed to tickle most people's sense of humour.

As I was leaving I made a visit to the gents where a man who will remain nameless told me he needed a nervous one before before getting back in the car to teach his better half to drive it.

Many thanks to Gerry & Gill and helpers for setting out an enjoyable and entertaining run for us.

Ken James



# Members Contributions

## Member's Projects

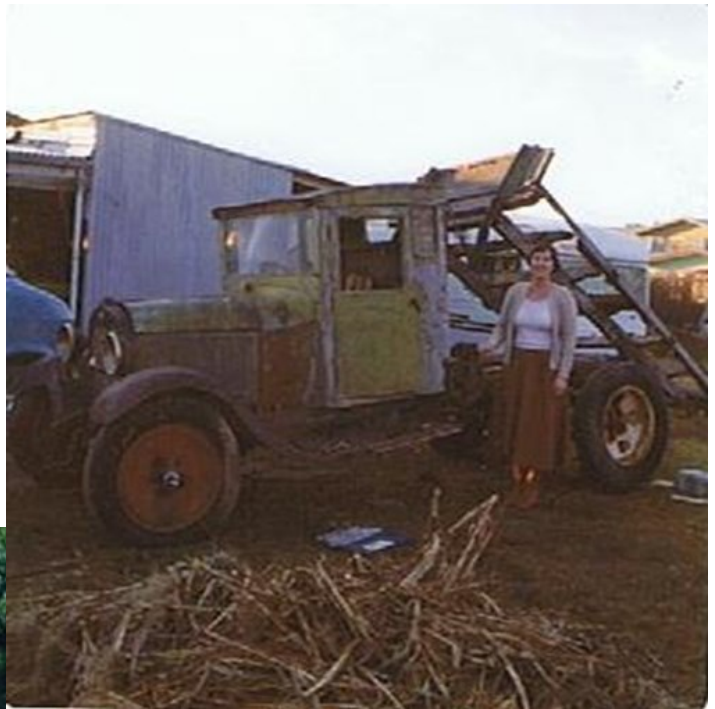
Calling for any car restoration projects that club members are doing. Any make of car, not just Model As as they are all interesting to our members.

This month's contributor is Graeme Tucker. Thanks Graeme

### Graeme Tucker's Project

#### 1929 AA Truck

Had this since about 1991 it has a colonial cab made by the previous owner needs doors and roof need completing.



Why this vehicle hasn't had much done to it, is the top speed is about 35mph with the engine at full rpm because of the low geared diff.

### A farmer took his truck to the mechanic to get it fixed...

They couldn't do it while he waited, so he said he didn't live far and would just walk home.

On the way home he stopped at the hardware store and bought a bucket and a gallon of paint.

He then stopped by the feed store and picked up a couple of chickens and a goose. However, struggling outside the store he now had a problem – how to carry his entire purchases home.

While he was scratching his head he was approached by a little old lady who told him she was lost.

She asked, "Can you tell me how to get to 1603 Mockingbird Lane?"

The farmer said, "Well, as a matter of fact, my farm is very close to that house. I would walk you there, but I can't carry this lot."

The old lady suggested, "Why don't you put the can of paint in the bucket, carry the bucket in one hand, put a chicken under each arm and carry the goose in your other hand?"

"Why thank you very much," he said and proceeded to walk the old girl home after following her advice.

On the way, he said, "Let's take my shortcut and go down this alley. We'll be there in no time."

The little old lady looked him over cautiously then said, "I am a lonely widow without a husband to defend me... How do I know that when we get in the alley you won't hold me up against the wall, and have your way with me?"

Shocked, the farmer responded, "Holy smokes, lady! I'm carrying a bucket, a gallon of paint, two chickens, and a goose. How in the world could I possibly hold you up against the wall and do that?"

The old lady replied, "Set the goose down, cover him with the bucket, put the paint on top of the bucket, and I'll hold the chickens."





## Final Report Headline Outcomes

### New Zealand Historic and Classic Vehicle Survey

**369,600**

Estimated total number of historic and classic vehicles in NZ

**\$16.5B**

Estimated total economic footprint of all historic and classic vehicles in NZ

**44,225**

Total historic and classic vehicles in FoMC Membership

**\$2.6B**

Estimated total vehicle investment by FoMC members, museums and collections

**3,700km**

Average annual distance travelled per annum, historic and classic vehicles

**\$6,355**

Average annual spend per historic & classic car: insurance, running costs, servicing etc

**\$1.53B**

Estimated total annual spend across historic and classic sectors

**5,200**

Estimated total jobs directly supported across all sectors

**\$468M**

Total annual spend of the FoMC Motorhome and Caravan sector (servicing and travel)

**\$52,500**

Average value per vehicle for all historic and classic cars (FoMC members)

**26%**

Proportion of NZ population who would love to own an historic or classic vehicle

**71%**

Proportion of NZ population who see historic and classic vehicles as part of NZ's heritage

## The Model 'A' Ford Clutch.

**Authentically Speaking**

Your clutch will be one of two types.

### 1. The Multiplate Clutch.

If your car is manufactured in 1928, it could be fitted with a multi-plate clutch. A good working multi-plate is worth its weight in gold. The teeth should be square and the inside of the flywheel should not be too badly grooved where the plate teeth engage. All the later cars until the end of production were fitted with a single plate clutch. Each clutch type takes its own special flywheel, as pictured below.



Multiplate clutch.



Multiplate flywheel.



Single plate flywheel.



Single plate pressure plate.



Single plate driven plate.

### 2. The Single Plate Clutch. *Pictured above right..*

The single-plate clutch is the more common and preferred clutch by many drivers, although those with a good multi-plate would strenuously disagree.

#### Clutch adjustment.

Both types of clutches are adjusted in a similar manner to obtain 1" of clutch pedal free play.



Clutch pedal to release shaft arm rod. A-7521-B. This is where your pedal travel is adjusted.



Single plate clutch.

With the inspection plate removed, and by moving the clutch pedal by hand, movement between the thrust bearing and the fingers is evident.

#### Clutch Thrust Slide Lubrication.

From under the floor boards remove the bellhousing inspection cover. The grease nipple is right in front of you. Grease sparingly.

#### Clutch Do's and Don'ts.

When driving, **don't** rest your foot on the clutch pedal.

**Don't** over-grease the clutch slide grease nipple.

**Don't** have less than 1" of pedal free play.

**Don't** tamper with any of the clutch plate perimeter nuts or bolts if it is a single plate clutch. Leave it to an expert.

**Don't** have too much padding under the floor mat, stopping the clutch pedal from obtaining its full travel.

Gear changing is much easier with the clutch pedal pushed fully 'home'. By doing this the gears mesh correctly, and the gears will last you a lot longer, if not forever.

There is only one do. **Do** enjoy your driving experience.

#### Clutch Adjustment.

Remove the split pin coupling the arm from the bellhousing to release shaft arm rod A-7521-B. Wind the arm up or down until there is 1" free-play in the pedal. Test the pedal with your hand. The pedal travel must have the correct free play before the throw out bearing touches the fingers on the pressure plate, or thrust bearing on a multiplate. With the inspection plate removed, this is quite visible. Don't forget to re pin the trunnion rod when finished.

#### Gear Changing.

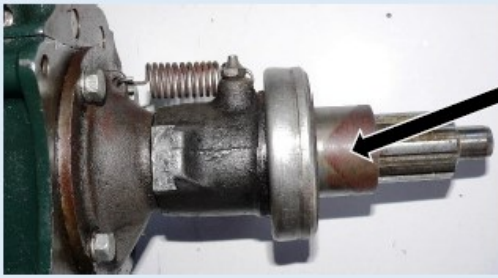
Take your time, push in the clutch pedal and wait a short time before trying to change gear. **Take your time** between up-shifts. The gears have to engage at the right speed. Downshifts will require double-clutching until you learn how high the engine speed needs to be for a clean change. It is not hard.

#### All it takes is time and practice.

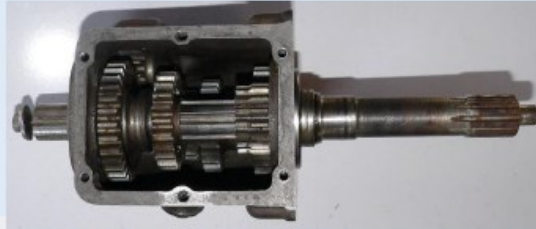
Travelling in a Model 'A' you have all the time in the world to drive your car as it was intended, and to watch the scenery slowly slip by.

# Members Contributions

## Lubrication of the Clutch Thrust Bearing. (Late 28 to 31)



The Main Drive Bearing Retainer A-7050 with thrust bearing in place before removal.



Bearing retainer A-7050 removed.



A-7050 gearbox front bearing retainer and slide for the clutch thrust bearing hub retainer A-7561-B, below.



Clutch thrust bearing positioned on the clutch thrust bearing hub.

### The Throw-out Bearing is Lubricated.

*(Despite what you may have heard)*

Grease applied through the thrust bearing hub grease nipple is forced between the inside of the clutch thrust bearing hub A-7561-B and the outside of the front gearbox bearing retainer. As the collar slides in and out as clutch pedal is depressed, a marginal amount of grease is forced through the holes on the hub collar and subsequently into the thrust bearing itself. By this method two parts are greased at the same time.

This is an amazing piece of engineering that hardly anyone realizes. Just another one of these little engineering miracles on a Model 'A'.

### The Throw-out Bearing. A-7580-B.

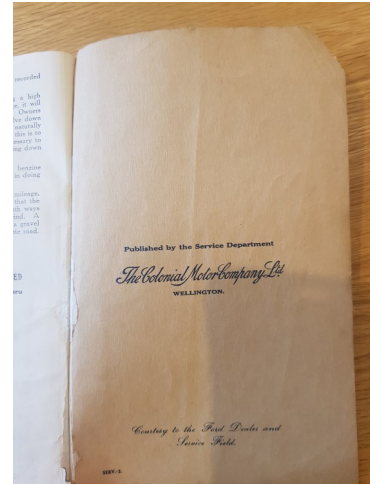
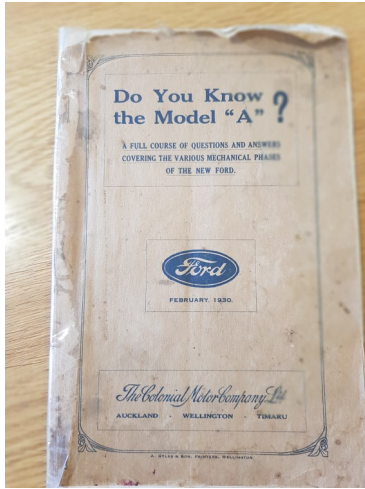
A few facts and figures. When the clutch pedal is depressed the bearing is forced against the pressure plate fingers, disengaging the clutch plate. The thrust surface of the bearing provides a rotating surface for the clutch fingers to work on. There is between 1000 and 1100ft. lbs of pressure against the bearing when the clutch is engaged and when the bearing is engaged with the pressure plate. The bearing rotates at the same revs as the engine speed only when the clutch is engaged.

If any noises are heard when the bearing is under pressure it should be replaced immediately.

There is a grease nipple on the A-7561-B bearing hub assembly which can be greased through the bellhousing inspection plate. This should be greased sparingly, and as mentioned, it supplies the bearing with a very small quantity of grease.

## Member Contribution

André Kraenzlin has been diligently copying out pages from the following book for members enjoyment. There will be a few Q & As each month. Thank you for this André.



### DO YOU KNOW THE MODEL "A"?

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

#### ARTICLE 1.

#### THE POWER PLANT.

**Question 14.** How is the piston pin held in the connecting rod? What are the advantages of this construction?

**Answer 14.** The piston pin, which is an inch in diameter and made of seamless steel tubing, is of the "floating" type. It swings in the piston pin bearing and is held in place by a steel spring, which runs in a groove in the pin and in a corresponding groove in the connecting rod. This reduces weight and gives greater bearing area, which means longer wear.

**Question 15.** How can a piston pin be removed?

**Answer 15.** Ordinarily, it will not often be necessary to remove piston pins, but they can be removed by a sharp tap on the end of the pin which "jumps" the locking ring out of its groove and releases the pin.

**Question 16.** What is the clearance now allowed on connecting rod pin bearings? What practical result does this have?

**Answer 16.** The clearance allowed in Ford connecting rod piston pin bearings is .0005 inch, this insuring elimination of so-called "slap" in operation of the connecting rod.

**Question 17.** What valve tappet clearance should be allowed in the new FORD?

**Answer 17.** The Valve tappet clearance for the new Ford Engine should be from .011 to .013 inch. This is less than half the .028 to .031 inch clearance which we have been allowing on Model T FORD engines.

**Question 18.** What shape of valve stem end is used? Why? Name some of the practical advantages of this construction.

**Answer 18.** The ends of the new FORD valves are of the "mushroom" type being spread out at the ends. In actual use some of the practical advantages of this type of construction are that it increases the wearing area to such an extent that lock nuts and other means of valve adjustments are not necessary. The valve spring retainer seats directly on the "mushroom" end of the valve stem, eliminating the valve pin, and making a stronger construction. The valve spring can be made longer, and is thus more effective and less liable to break.

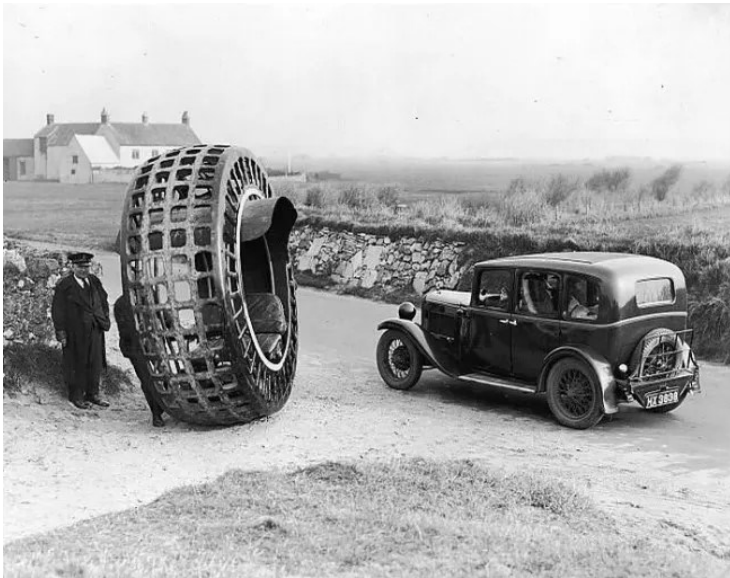
# Dynasphere 1932

The pictures below are of this invention by:

**Dr John Archibald Purves** (English, 1870-1952)

Purves' idea for the vehicle was inspired by a sketch made by Leonardo da Vinci

The information below is from Wikipedia



## Design

Two prototypes were initially built: a smaller electrical model, and one with a gasoline motor that attained either 2.5 or 6 horsepower, depending on the source consulted, using a two cylinder air cooled Douglas engine with a three speed gearbox, also providing reverse.

The Dynasphere model reached top speeds of 25–30 miles per hour (40–48 km/h). The gasoline-powered prototype was 10-foot (3.0 m) high and built of iron latticework that weighed 1,000 pounds (450 kg). The next generation version had ten outer hoops, covered with a leather lining, shaped to present a small profile to the ground.

The driver's seat and the motor were part of one unit, mounted with wheels upon the interior rails of the outer hoop. The singular driving seat and motor unit, when powered forward, would thus try to "climb" up the spherical rails, which would cause the lattice cage to roll forward. Steering of the prototype was crude, requiring the driver to lean in the direction sought to travel, though Purves envisioned future models equipped with gears that would shift the inner housing without leaning, thus tipping the Dynasphere in the direction of travel.

The later ten-hoop model had a steering wheel engaging such tipping gears, and was captured in a 1932 Pathé Newsreel, in which the vehicle's advantages are first described and then demonstrated at the Brooklands motor racing circuit.

Beatrice Shilling and the inventor's son C E Purves subjected the model to a road test, which included an attempt to pull it over.<sup>1</sup>A novelty model was later constructed by Purves that could seat eight passengers, the "Dynasphere 8", made specifically for beach use.

# Dynasphere 1932

## History

Purves was optimistic about his invention's prospects. As reported in a 1932 "Popular Science" magazine article, after a filmed test drive in 1932 on a beach in Western-Super-Mare, Somerset, he stated that the Dynasphere "reduced locomotion to the simplest possible form, with consequent economy of power", and that it was "the high-speed vehicle of the future".

An article in the February 1935 issue of "Meccano" Magazine noted that though the Dynasphere was only at an experimental stage, "it possesses so many advantages that we may eventually see gigantic wheels similar to that shown on our cover running along our highways in as large numbers as motor cars do to-day."

According to the 2007 book *Crazy Cars*, one reason the Dynasphere did not succeed was that "while the [vehicle] could move along just fine, it was almost impossible to steer or brake."

Another aspect of the vehicle that received criticism was the phenomenon of "gerbiling"— the tendency when accelerating or braking the vehicle, for the independent housing holding the driver within the monowheel to spin within the moving structure.



## 28<sup>th</sup> Australian National Model A Ford Meet



**"A" Rally through the Cane Fields**

**Maryborough Queensland**

**Sunday 1<sup>st</sup> – Sunday 8<sup>th</sup> September, 2024**

Hosted by the Model A Ford Club of QLD

FOR SALE

# Rushmore Motors (NZ) Ltd.

Veteran, Vintage, Post Vintage & Classic Vehicle Marketing.

Many vehicles on offer. Subscribe for a free emailed catalog. Be first to know. Listing is completely free. No hidden costs.

027 22 45 045 OR [rushmoremotors@xtra.co.nz](mailto:rushmoremotors@xtra.co.nz)

For sale:



Parts Price list. A/4. Covers all Model 'A' parts from early 28 to 31. Ideal for ordering parts. \$29.95.

250ml bottle of MBL lubricant.

\$30.00. Great for any run in engine. Great for added economy in your Model 'A'.



## FOR SALE

### ANTIQUUE 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](mailto:antiqueford@xtra.co.nz)**

**OPEN 7 DAYS if HOME**

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

**Model A Ford Shock Absorbers rebuilt as exchange \$240 each, or \$270 outright.**

**Phone Jack at 03 352 6672 ChCh or 0274 322 041**

**Lucas tyres 19" & 21" \$310 including GST.**

**To order phone 035447826 or email [antiqueford@xtra.co.nz](mailto:antiqueford@xtra.co.nz)**

## WANTED

### **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](mailto: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.

**GET A QUOTE BEFORE SELECTING YOUR SUPPLIER!!!**

Early Ford Parts  
10 Grafton Street  
Ph 03 379 7370  
After Hours 021 637 656  
[www.earlyfordparts.co.nz](http://www.earlyfordparts.co.nz)  
[earlyfordparts@xtra.co.nz](mailto:earlyfordparts@xtra.co.nz)  
All prices Include GST