

A Ford Script



May 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: High Country Run—Motunau

CLUB CAPTAIN'S REPORT

It was excellent to see so many cars at the High Country run and I am sure that you will have a very interesting report later in this edition on the day. It was even better to see two couples from Dunedin - Michelles and Bells and we thank you for attending. We wish you a speedy recovery Rolly.

Our next run is the "Night Trial". Brent and I have a very different idea for this so we would welcome all members. We would like to start implementing a system whereby people advise that they will attend these events. This will ensure that we are not running off too many more instructions than what is required. While I realise that some will not be able to commit until the last minute, it would be really helpful if we at least had an idea of numbers before the event. I will give a date for you to advise me under the calendar of events.

I will keep including an "Earlybird" registration form as we do seem to get an influx of attendees after each Script. 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. The third newsletter will be sent in May, and this will include a brief outline of the programme.

We are still trying to obtain sponsors and raffle prizes for the National Rally. Please, if anyone could assist that would be really appreciated. This message is again repeated just in case you have not been in touch yet.

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

Celebrating the Life of Terry Buchanan



An Ode to Terry

From Winsor knots to winning Windsor rally's

From bathing the kids, to driving them to school

From driving the vintage car for weddings, to driving us to the pub

From preparing to go white-baiting for months end, to giving it away as fast as he could catch it

From waking in the night planning a new project, to building it and rating it out of 10

From playing rugby as a young fella winning the citizens shield, to winning gold medals for curling at the masters game

From mixing concrete 6-1, to cooking on Smokey Joe bbq, two cans for it to heat up and one can to let it cool down to the right cooking temp

From attending fire call outs, to fixing our cars

From throwing a curling stone, to getting the son-in-laws thru the curling court

From cups of tea to sneaking an extra rum when 'the counter' isn't looking

From whatever he was doing, it was always 'this beats the shit out of working'

Written by Shawn Rawson

Celebrating the Life of Terry Buchanan

Terence William Buchanan: 28th October 1941-9th March 2022:

Terry was born at Port Chalmers where his father was a builder. Terry was the second eldest in a family of 2 girls and 2 boys. The family moved to Naseby when Terry was still at primary school but attended King Edward Tech in Dunedin for his secondary education. On leaving school he served his mechanic's apprenticeship at Pringles Ford Garage in Ranfurly. While he was living in Naseby he served as a volunteer for both Naseby and Ranfurly Fire Brigades.

The family moved to Oamaru in the 1960's and Terry worked for a short time at Eveline Motors before moving to the Knights Motors which was the Ford Garage for 20 years. Terry joined the Oamaru Fire Brigade as a volunteer completing 39 years in total in the volunteer Fire Brigade service.

Terry's first everyday car was a 1930 Ford Model A Town Sedan which he was driving on a daily basis till the 1960's. The knowledge Terry gained from his Ford Model A ownership was passed on to and shared with numerous Model A owners over many years and in the 1970's Terry acquired and restored the 1930 Tourer that we will remember him by.

He was a member of the North Otago V.C.C branch for just on 50 years and also a member of the Canterbury Chapter of the Model A Ford Club for many years.

Terry went on to be service manager for John Rush Toyota which became the North Otago Motor Group. He built a holiday house at Naseby and on retirement in 2001 Terry and Anne moved back there to live with a part time job at McLarens Garage in Ranfurly as well as other interests in Curling and the Lions Club.

At the time of his death Terry and Anne had moved back to Oamaru to be closer to family and services.

The Ford Model A Canterbury Chapter extends its condolences to Anne and the extended family.

Tom Stephens

COMING EVENTS

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

May 21st

Night Trial

Time: Meet at 5.30pm
Place: Northwood New World carpark.
Petrol: With your tank full.
Attendance: Please advise Lyn, mileslyn6@gmail.com, by **Wednesday 18 May**

June 18th

Midwinter Dinner at Langdales Winery

Buffet Meal

Hot glazed Champagne Ham with mustard fruits,
stuffed Chicken thigh with red wine sauce
Potato Gratin
Selection of oven roasted vegetables
Fresh green leaf salad with honey mustard vinaigrette

Dessert

Christmas pudding with custard
Pavlova with fresh fruit
Tea and coffee

Price

\$40 per head and it is NOT BYO

Attendance:

Numbers will be required by 15th of June.
More information in the next Script.

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 - High Country Run

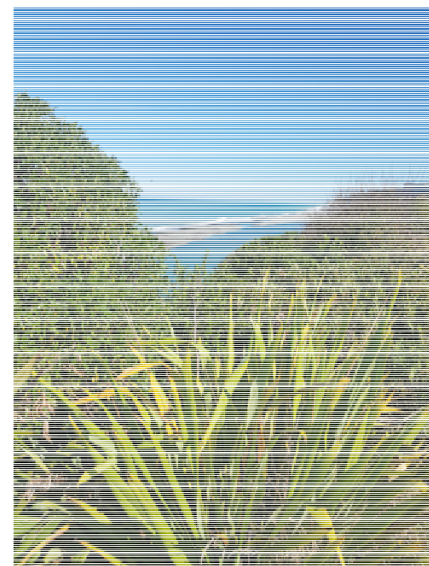
This year's High Country Run started in the main street of Amberley. It was the first day without Daylight Saving however it was warm and sunny. The organisers realised that members are getting older so they chose the area in front of the public toilets for the gathering spot. Very thoughtful! By 10am there were 16 Model A's and two moderns angle parked and ready to go.



It was good to see the Michelles and Bells who had travelled from Dunedin for the event. After a brief briefing route sheets were handed out and we departed at half minute intervals.

We drove State Highway One through the Waipara wine country and then turned off towards Motunau Beach. We lined up in the beach carpark and most had morning tea. There was one empty boat trailer in the carpark, no fishermen in sight, but the uniformed Fisheries Officer was patrolling. Good to see our tax dollars at work!

The run continued north along the coast and onto private property to pass the Stonyhurst homestead. We drove ten kilometres of good farm roads, including a U turn, however those who followed the instructions only drove six kilometres. Onwards towards the lunch stop at the Hurunui River Mouth campground. A pleasant spot on a sunny day was a good reason for a long lunch break. After lunch Club Captain Lyn passed out Easter Eggs.



The afternoon run started with a side-trip to a lookout over the Hurunui lagoon and river mouth, and then a choice of routes towards Amberley. We chose the long route which took us out to SH1 at Cheviot. We drove south to Greta Valley and pulled in to the café carpark contemplating coffee. Dave and Pam pulled in behind us and suggested that a detour through Weka Pass was better than a coffee. Consequently we were last to reach the Amberley Hotel but still had time to chat in the bar before the evening meal.



The banter and laughter in the dining room proved that the organisers had done a great job.

Garth & Pauline Moore

AUTHENTICALLY SPEAKING

LUBRICATION.

Crankcase filled. It will take 5 litres to fill for the first oil fill. SAE 10W-30, or equivalent grade. 4 ½ quarts at oil change. (Approximately 4.25 L).

Diff lubed. Add just enough 600W oil until the tip of your little finger inserted in the filler hole touches the oil. This is about ¼" below the filler bung. Shell Omala 680. Don't over fill.

Gearbox lubed. 600W oil. Fill the case to the top of the filler entry point. Shell Omala 680. Steering box lubed. Do not use straight grease. 50/50 oil and grease is ok. Shell Omala 680 is a good grade for a steering box. Greased the steering box sector shaft, if there is a nipple. One pump every 500 miles.

Radiator. 50/50 mix of water and antifreeze. Fill to the top. It will find it's own level.

Have you greased all the **grease nipples?** There are 29 of them. Apart from the obvious, the nipples easily missed are at the rear wheel, between the radius rod and the backing plate. This nipple lubricates the A-2231-B rear brake camshaft. Just one pump. If the emergency brake shaft A-2636 has a nipple, the same applies. Don't over grease.

The rear wheel bearings requires greasing every 500 miles, but just one pump. This nipple is found at the wheel end of the axle housing. The nipple faces the ground. Too much grease will eventually find it's way into the brakes.

The clutch thrust bearing slide, through the bellhousing inspection plate. Grease, sparingly. ½ a pump every 1000 miles. Yes, this does lube the actual bearing as well.

The water pump. The front nipple for the front roller bearing takes ordinary grease. One pump per 1000 miles. Don't overdo it, or you will have grease coming back onto the firewall. The other nipple with the brass housing cover, **MUST** have water pump grease-for automotive water. Straight grease will eventually get into the water supply and clog the radiator.

King pins. Upper and lower nipple each side. The rule is, 'a little and often'. Pump until you see grease appearing. Wipe off the excess. Before travelling any distance, apply a little grease.

Front wheel bearings. Once packed from the start, check the bearing drag with the wheel off the ground. Enough drag (preload) is required to just stop the wheel from coming to a stop by itself. Check preload after the first 5000 miles. Re grease (repack) every 10,000 miles. It is best to remove the bearings, and wash to check for wear, then repack with wheel bearing grease as originally gone. Preload. With sufficient preload the drum should still spin slightly, with no detectable side play up and down or from side to side.

AUTHENTICALLY SPEAKING

Oiling.

Distributor oiler on the left side of the distributor body, or the modified hole in the top shaft and camshaft screw. The oiler cover pulls outward to expose an oil hole. A drop every 200 miles is not too frequent. Lightly lube (smear) the actual distributor cam with cam grease or Vaseline.

Moveable linkages. ie, Oil linkages to the carburetor and distributor. LHD and RHD.

Brake clevis pins. A little oil every 500 miles.

Throttle control LHD and **starter switch assembly** RHD, a drop of oil occasionally. Both of these parts bolt to the top of the flywheel housing, so access is difficult.

Generator. Depending on the model of generator you have. Push away the oiling tab at the rear of the pullet, and place in no more than 2 drops of oil. Once every 1000 miles is adequate. Replace the tab.

Other Areas to Check Over Before Going Too Far.

Shock Absorbers. Remove the filler bun and inspect for fluid. Fill with the same fluid used when restored. The filler bung must be at 10 o'clock or 2 o'clock. There must be an air cavity at the top of the reservoir cover for the shock to function properly.

Shock Links. While at the shock absorbers, try turning the link. If easy to turn, remove the pin from the top of the link and wind the plug down about $\frac{1}{2}$ a turn or so, so the link will still turn, but is tighter. By doing this, you will never loose a link.

Shock absorber adjustment. Remove the arm from the shock body. Don't remove the link from the arm, unless you want a lot of needless work. With an adjustable wrench try for downward resistance. How much resistance should I have? There are a few options, ie, personal preference and climate.

For a warm climate.

Front shocks. Wind carefully the adjusting needle valve in until it seats, then back off about $\frac{3}{4}$ of a turn for both shocks. Try your wrench on each for an even adjustment. The resistance may be correct for you first time. Only a road test will prove this.

Rear shocks. Same procedure, but adjust $\frac{1}{4}$ of a turn of the valve seat.

For a cold climate.

Front shocks. Same procedure, but adjust around $\frac{3}{8}$ of a turn off the valve seat.

Rear shocks. Same procedure, but adjust around $\frac{1}{2}$ a turn off the valve seat.

Road test, and if necessary adjust the valves in pairs to your requirements.

Check the fan belt tension occasionally every 200 to 500 miles. If slack with more than $\frac{3}{4}$ " to 1" of play, adjust by releasing the generator mounting bolt and pulling the generator forward while re tightening the nut. Use a $\frac{3}{4}$ " socket on a 10" extension. Remove the dip stick.

AUTHENTICALLY SPEAKING

Adjusting the free play in the clutch pedal to 1". Place a small jack under the clutch actuating arm and jack up enough just to relieve any pressure on the pedal clevis rod. Remove the split pin to turn the clevis rod. Turn clockwise to increase clearance between the thrust bearing and the clutch plate fingers. Counterclockwise to decrease. Remove the bellhousing inspection plate and work the clutch pedal by hand. You will see how it operates and what the 1" of pedal free play actually does. Re-pin as removed, once adjustment is correct.

Horn adjustment and maintenance. Remove the horn cover. Oil the armature oil pads with light oil. Just one drop per each. Obtain some 'Tuner Cleaner' and spray with the horn motor running. Adjust the other rear screw on the cover to the desirable tone. The horn requires fairly high revs and a good grounding to perform properly. Replace the cover and cover screw. Don't tighten the cover screw too tightly as it can effect the horn note. If the commutator is dirty, or the segments blocked, this will drastically effect performance.

Undue play in the steering wheel, and you know you have gone through all the appropriate adjustments in the correct order. Look at the bolt holding the pitman (drop) arm to the sector shaft. It has to be very tight. Just a small amount of play here will greatly increase play at the wheel. If the inside flats on the pitman arm have worn, look for a better arm or purchase a new one from a supplier. By removing the arm and looking at the flats, wear will be obvious.

Camber and caster are set and cannot be easily altered. Caster is 5 degrees forward. (Slant). The castor gives the wheels a straight ahead position on a level road. Wear on the front radius rod coupling will alter the front end geometry and cause bad or too hard steering. If you feel your caster is incorrect, see your local wheel alignment shop.

Basic carburetor adjustment. There are only 2 adjustments externally. Idle and idle air mixture adjustment. With the engine warm, fully retard the spark lever (up) and turn (screw) the dash control (LHD at the passengers side under the tank), and RHD through the steering column support) until the screw seats. DON'T wind in too hard or you will damage the seat. Back off ¼ a turn. Set the carb. idle speed for a slow idle, again with the spark retarded. Use a small screwdriver for this.

Adjusting the mixture control. Never adjust the mixture control in hard against it's seat. Retard the spark, and set a slow idle. Wind the air mixture screw (on the carburetor) in until the car begins to stall, noting the position of the screw. Now, slowly turn (unwind) the mixture screw approximately 1 ½ turns off it's seat. If the engine runs rough, either too rich (rolling) or too lean (gasping for breath), adjust accordingly. Use your ears more than your fingers.

Headnut.

Painting Wheels Made Easy

I recently painted the wheels for my Roadster, using a machine based on one I had heard about in the States. It is based on the motor from a barbecue rotisserie and it turns the wheel at a nice speed so you can get even coverage even behind the spokes. Even better, by leaving it turning until the paint goes off, it is almost impossible to get any runs.

I am happy to lend the machine to club members.

Garth Moore
0274 726 025



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

Tudor preferably 1930 / 31, registered and warranted.

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Phone or Text Wayne on 0210 294 8788 or email me on wayne.wetton@gmail.com

Looking for a 16" wire wheel to suit a 1935 V8

Phone or Text David Rees on 027 483 3613

CLUB CAR REPORT

The new trickle charger is working a treat keeping the battery at full potential ready for its next adventure.

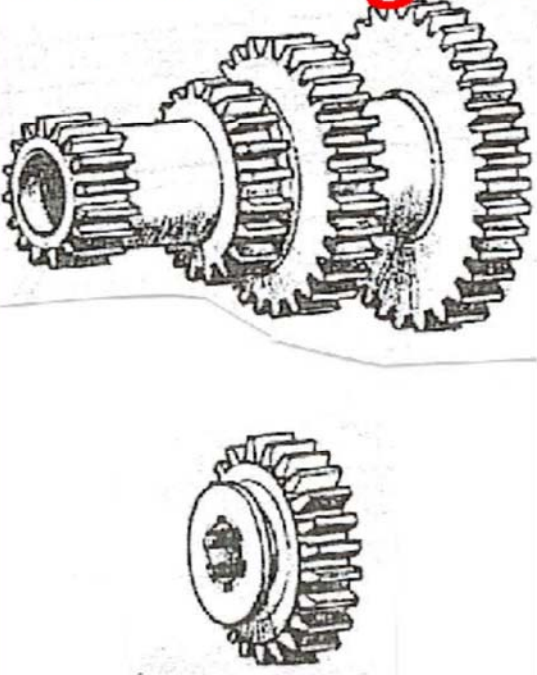
SCRIPT CLOSING DATE

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 May 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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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.

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