

A Ford Script



November 2021

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: Geraldine Run 2020

CLUB CAPTAIN'S REPORT

Oh for the day when things get back to “normal”. However, we do seem to be doing well with our friend The Covid except as I write this the first case in Christchurch has been announced. Let's hope it is a one off.

The list of upcoming events from my report last month has not changed since then. We are hoping that these are able to go ahead. 7 November run over to Banks Peninsula, and the Oamaru Show weekend trip. The VCC Swap Meet has again been changed to probably 11 – 13 February.

Our sub committee who is organising the 2023 National Rally in Methven for 4 – 10 March 2023, will be sending out another newsletter before the end of the year to those who are Earlybird registrants. This will include a list of available accommodation so if you are intending to go it would be advisable to get in early for this, and also so that you can receive the newsletters. The contact is 2023modelarally@gmail.com.

There are now **13 members** who still owe subscriptions. If you still want to receive information from us and receive the very interesting Script please attend to this as soon as possible.

Kind regards.

Lyn

TREASURER'S NOTE

Thankyou to those who have made payments already.

It is pleasing to see that a good number of subs have already been paid, however 13 remain outstanding.

Please attend to this if you have not already.

You will be issued with a final notice by email.

The voluntary contributions to carbon emissions has been encouraging and if you intend to contribute, then the return of the notice is helpful for my book keeping. Likewise if you wish to have a hard copy of the *Script*

Should there be any difficulty in returning the subscription notice by email, it can be posted to P.O. Box 1242 Christchurch.

If you have any problems, please just give me a call:

03 343 9482 anytime (transfers to cell) or 0274 326 512

Cheers,
Brent Miles
Treasurer

COMING EVENTS

2021

Sunday 7th November - Sculpture on the Peninsula Run

Due to the cancellation of the run after the breakfast at Riccarton House we are now having the run on SUNDAY 7th NOVEMBER.

9:30 MEET AT RICCARTON HOUSE CARPARK. DEPART 9:45 for 1.5 hour run.

We will finish at Loudon Farm.

Please bring a picnic lunch.

Shelter and toilet facility on site

There will be sculptures to view and a short talk by the owner, Philip King

The official Sculpture on the Peninsula has been postponed until January due to Covid.

November 12 –14th - Show weekend - Oamaru Trip

Hello to all the entrants for Oamaru, with two weeks to go everything has fallen into place.

Please remember to be at Nosh Café at the Waimate turn off between 11.30a.m. and 12.00pm, the latest we want to leave here is 1.00pm as we have a few miles to cover before we reach Oamaru.

For those who have not paid for the Saturday Evening meal, please make this payment to the Club account now.

Looking forward to seeing you all at Nosh on Friday 12th.

Kevin & Ruth Mercer
10A Manor Drive
Rolleston
0211597798

November 26 - 28th - VCC Swap Meet - Cancelled

New date 11 - 13th February 2022

We will have a display of some of our Model A's, plus a display site at the VCC Swap Meet at Cutler Park. If you would like to display your car, please contact Brent Miles.

COMING EVENTS

December

December 1st - Children's Christmas party at VCC from 5pm

BYO Tea at VCC grounds, Motor Cycle area 661 McLeans Island Road

If you have children/ grandchildren 10 years and under, the club will provide a present.

Please advise names, age & sex to Anne Evans Ph 03 3515919 or 0274423758
or email anneevans194@gmail.com by Friday November 12th

December 19th - Christmas Lunch at Hornby WMC

There are 30 places available. Book early.

Cost: \$40 per head for buffet meal—3 courses

Time: 12noon—3pm

Venue: Hornby Workingmen's Club. Westview Lounge

Limited to: 30 people

Attendance to: brent@glassmiles.co.nz by **30 November, on a first in first attending**, with payment to the club account - 06 0805 0018320 0 0

PAST EVENTS

Unfortunately all the events were cancelled, but we are looking forward to the ones coming up

AUTHENTICALLY SPEAKING

Adjusting The Brake Rods And Adjusting The Brakes.

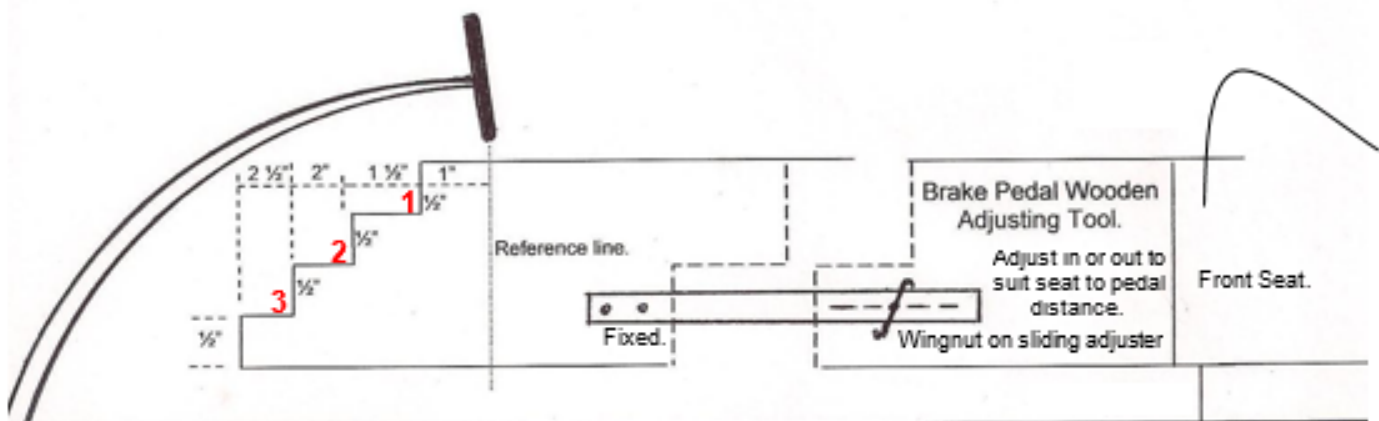
This is a method for adjusting brake rods on your newly restored brakes.

1. Jack up all four wheels off the ground. Stand on solid supports. Before you release the jack, and when all four wheels are off the ground, shake the car to see it is firm on the stands.
(The last thing you want is a car on top of you.)
2. With the brake pedal to cross shaft rod set, with the pedal at the top of it's travel and propped to hold, adjust the clevis at the pedal so that the plunger at the rear end of the rod is against the center cross member where it holds back the plunger on the brake light switch. Allow 1/16" clearance between the plunger and the crossmember.
3. Remove all (4) the brake rod adjustable ends. Ensure the foot brake equalizer (double) arms are sitting vertically. This is vital. As pictured.
4. Pull each rear rod to take up only the free play only and adjust the clevis so the clevis pin will just go through the hole. Do the same to the front rods.
5. Adjust each wheel and brake rod separately. After an adjustment, disengage the rod before proceeding to the next wheel.
6. Insert the pedal adjusting tool, and check that the pedal is fully extended. Set the pedal to a depressed position at 1.
7. Adjust the rear wheels using the brake adjuster until the wheel starts to drag. Adjust the other wheel the same. *Brake adjusters can be purchased, or you can make one yourself from wood with 3 notches in it. (See below.)*
8. Move the brake pedal to position 2. The rear brakes should be very hard to turn, but not locked in position.
9. Adjust the front brakes until they just begin to hold.
10. Move the pedal to position 3. Both rear brakes should be locked solid, and the front brakes should be very stiff to turn, but not locked solid.
11. Tighten all lock nuts and install cotter pins. If necessary, make further adjustments after driving and testing on the road. Ensure you have ample tire pressure of 32 to 34 lbs.
12. Test on a gravel (quiet) road or driveway. Both rear wheels should skid evenly without a pull to the side, and the front wheels should leave a small skid mark. (A Model 'A' is designed to have 60% braking on the rear wheels.



If the brakes are uneven and the car pulls one way, especially at the front, turn the adjusting wedge on click clockwise (to back off) the opposite side of to the pull. Retest.

After testing, jack up each wheel and spin. There should be no binding. The above adjustments can only be made with a braking system in excellent order. With a worn out system, no amount of adjustment will improve braking, and you will be wasting your time.



Next time. Emergency brake repair and adjustment.
Headnut.

New Model A Engine

New Optional Parts

To enhance the "New Engine Kit", we are offering 3 additional parts that have improvements over stock or aftermarket parts that are currently available. These 3 parts have the stock Model A interfaces and can be used with either a stock Model A engine or with the "New Engine Kit".

Flywheel

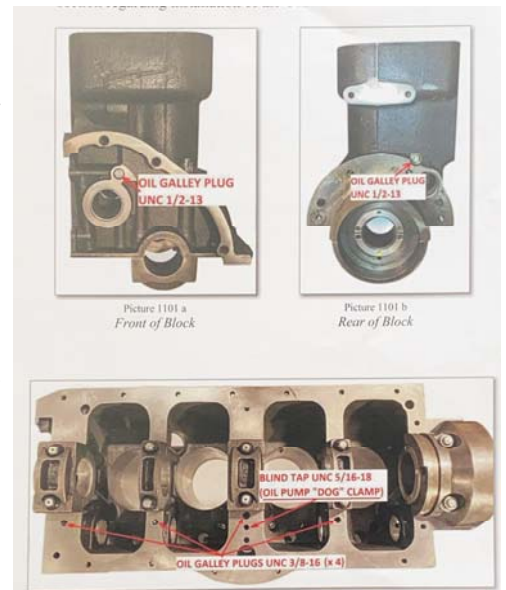
We offer a 30-pound flywheel that is drilled for the V-8 pressure plate. The flywheels are in stock at the Hawthorne, CA warehouse and can be sent UPS flat rate for a savings in shipping.

Cylinder Head

We are finalizing the design of a 6.5 to 1 cylinder head. Like the new cylinder block, the exterior of an original production cylinder head was laser scanned to copy every intricate detail and the water flow circuit has been designed for increased flow at exhaust ports #3 and #4. This new head will be flat, have the correct appearance, correct length, correct width, and the stud holes will be centered in the bosses. In addition, all 4 water pump attachment holes will be blind so that sealant is not needed. We do not expect to award a production contract until early next year.

Camshaft

We have awarded a manufacturing contract for a new 5 bearing camshaft. It is a "touring" grind with 340 degrees of lift. If you wish to regrind it for more performance or for an overhead, the lobe tips are hardened to a depth of 2 to 3 mm and the remainder of the lobe is hardened to a depth of 1.5 to 2 mm. The new camshaft has passages for additional lubrication. If the new camshaft is used in the "New Engine Kit" there will be 17 pressure fed bearings instead of 16. These camshafts should be ready to ship near the end of November 2021.



Professional Builders vs Home Builders

Professional builders that understand modern engines and follow the "Builders Guide" have thousands of miles on their new engines without problems. Dennis Kliesen has close to 10,000 miles on his engine followed by Bob Beers who finished in the upper 3rd in the Great Race, and Dave Gerold (Durable Performance) who has pulled a trailer while touring.

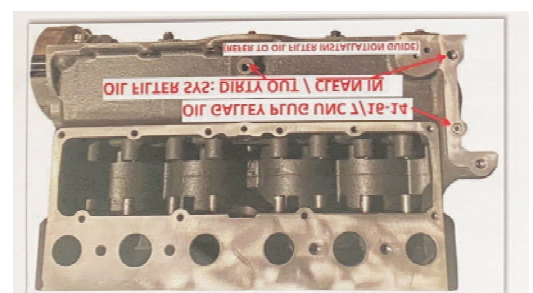
A few home builders that aren't familiar with modern engines and don't understand or follow the "Builders Guide" are having a variety of problems because they don't understand bearing crush, mistakenly think that the line bore operation can produce oval holes that are not in alignment, wonder why their rear main seal leaks when one side is installed 1/4 inch further than the other side, wonder why runouts are excessive when they are measuring runout with a flimsy dial indicator setup, etc.

Pieten pol

I spoke with the author and proofread a magazine article that is being written regarding the use of the "New Engine Kit" in a Pietenpol airplane. I emphasized that we accept no liability and that there is no guarantee if the new engine is used in an airplane. The new engine is attractive because of the 9 crankshaft bearings that are 2-inch diameter, the 16 or 17 pressurized bearings, and the fact that with a minor alteration, the thrust bearing pulling the airplane forward can have continuous pressurized lubrication instead of crankcase mist found in a stock Model A engine.

Additional Information

For additional details, history, builders guide, and ordering information, see www.modelaengine.com, or www.burtzblock.com



WANTED

1930 Headlight Bar
Phone or Text David Coakley
027 354 0307

FOR SALE

I've got a surplus to requirement, Model A Copper head gasket (without steam holes) for sale. Supplied from Antique Ford parts, Nelson, \$87.80 ono
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0274599134
dkeyeoman@gmail.com

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Model 'A's Wanted.

I have clients wanting to purchase Model 'A's of all descriptions, from fully restored where no work is required, to virtually anything at all as a project. If you have a Model 'A' unused in your garage and would like your bank balance considerably enhanced, please call Les. at 027 2245 045 (Inc a/h)



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CLUB CAR REPORT

Tony McVie has fixed the small ding in the front guard.

Graham Evans will get a trickle charger to maintain the new battery.

A couple have asked to use the club car and a driver for a drive from Tai Tapu to Harewood.
Peter has agreed to drive on November 6th.

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

Graham on 03 351 5919 or 027 320 7948

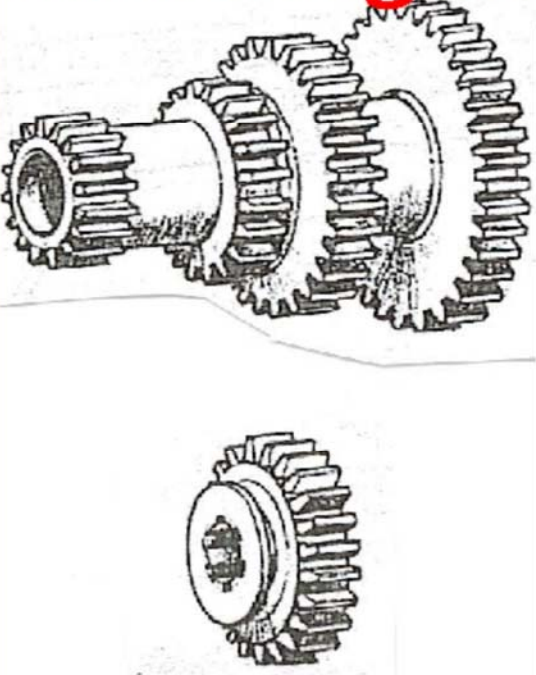
SCRIPT CLOSING DATE

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 November 2021**. 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.
With the installation of this new cluster and 2nd gear, this is all that is needed to achieve the effect desired i.e.: higher speeds in 2nd gear, making traffic driving and hill climbing not a problem.

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CONTACT
Errol or Linda McAlpine
On
1127 Scenic Drive
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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