

# *A Ford Script*



November 2022

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

**Canterbury New Zealand Chapter. PO Box 4212 Christchurch**

**COMMITTEE**

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Treasurer	Brent Miles	03 349 8108
Secretary	Russell Genet	03 329 9065

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Anne and Graham Evans	027 3207948
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David Dacombe	03 313 7341
John and Sandra Olliver	03 359 6360

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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.

COVER: Canterbury Swapmeet 2022

# CLUB CAPTAIN'S REPORT

## Club Captain's report November 2022

This month saw the Vintage Car Club Swap Meet at Cutler Park over 7<sup>th</sup> – 9<sup>th</sup>. The main reason that I mention this is that our club won the best display for that event. We will be presented with the trophy plus a donation when we attend the function at the beginning of November. Special thanks go to David Dacombe, John Olliver, Brent Miles, Gerry Lake, Peter Bayler, Rod Thrower and Glenn Birnie for either displaying their car, assisting with setting up the display or being on duty during the weekend. Your efforts all helped to contribute to our success. Well done.

We now begin the countdown to Christmas with three more functions this year. Details of these three events are in the Events Coming Up later in The Script. Could you please note the earlier than usual requirements to advise your attendance which venues require at this time of the year to make sure that they have adequate staff available. Our members often leave it until the last day to let me know but could you please attend to the notification as soon as possible. The email to advise is always the same one so that it does not cause any confusion for you – [mileslyn6@gmail.com](mailto:mileslyn6@gmail.com). I look forward to hearing from you asap.

The beginning of next year will see us putting the final touches in place for the National Rally in Methven 4<sup>th</sup> – 10<sup>th</sup> March, so we may not have as many monthly events as we usually do. The registration forms for this will be with you very soon so if I do not have an Earlybird notification from you this will mean you will not receive one.

We are at present revamping our website. Could you please bear with us while this is changing as it will take several months to finalise it. Any information that you require can always be obtained from any of our committee members – the contacts of which can always be obtained from this magazine.

Specials thanks to those who have offered to assist with the National Rally. We will definitely be in touch soon.

We also welcome two new members Barry & Kaye Stuart from Kaikoura and Peter & Chris Donald from Leeston. We hope to meet them at one of our functions in the not too distant future.

Kind regards.

**Lyn**

## COMING EVENTS

### **November 27<sup>th</sup> Run including two car collections and a garden**

**Starting Location:** 9.30am at Classic Workshop  
1014 Ferry Road, Ferrymead

**Bring:** Picnic Lunch

**Attendance:** Please advise Lyn [mileslyn6@gmail.com](mailto:mileslyn6@gmail.com) or 027 228 6292 by **Nov 20<sup>th</sup>**

### **December 7<sup>th</sup> Children's Christmas party**

**Starting Location:** 5pm at VCC Grounds  
If you have children or grandchildren 10 years or under, the club will provide a present.

**Attendance:** Please advise Lyn [mileslyn6@gmail.com](mailto:mileslyn6@gmail.com) or 027 228 6292 by **Nov 15<sup>th</sup>**  
Please advise name, age and gender

### **December 15<sup>th</sup> Christmas buffet meal**

**Starting Location:** 7pm at the Papanui Workingmen's club.

**Bring:** \$27.50 per person and buy your own drinks.

**Attendance:** Please advise Lyn [mileslyn6@gmail.com](mailto:mileslyn6@gmail.com) or 027 228 6292 by **Dec 1<sup>st</sup>**

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.

## OTHER UPCOMING VCC EVENTS

### **Nov. 4 - 6<sup>th</sup> Taieri Tour 50 Year Celebration, Dunedin**

## PAST EVENTS -



### THE VINTAGE CAR CLUB OF NEW ZEALAND CANTERBURY BRANCH INCORPORATED

|17-10-2022

Model A Ford Club of America.  
Canterbury NZ Chapter

Dear Russell Genet,

I am pleased to confirm the success of your Car Clubs display in achieving 1<sup>st</sup> place for 2022.

We all agreed the effort your club went to on your display was a credit to those that participated and the continuous display over the weekend was appreciated.

A few of your members are invited to attend our November Noggin on the 3rd Nov 2022 at Cutler Park Club Rooms with One of your club cars to display to our members. Please supply details to Rod Thrower on who will attend for presentation. You will also be presented with a Trophy and Donation to your Club. Please sign in at the door if not a member of VCC.

Our Club Noggin displays person for the night will be in touch with you beforehand with the final details.

Congratulation to your Club

Yours sincerely,

Rod Thrower/ Tony Meikle/ Tony Gooding  
Swap Meet One Make Car Displays



# AUTHENTICALLY SPEAKING

## Authentically Speaking.

### The Model 'A' Cut Out.

Your generator will look like one of these at right. The cut-out position altered on the early Powerhouse generators from the top to the side depending on year.

Just what is inside your cut-out and how does it operate?

### The Coils.

**Inner Coil-**The inner coil is made up of

multiple windings of a thin wire around an iron core. The fine-wire winding is just enough to get the points to close when the generator voltage rises above 6.2V or so. Its only purpose is to create a magnetic field to pull on the armature until the contact points close. By itself the magnetic field created by the inner coil is not strong enough to keep the points closed when subject to vibrating. Once the points close, the heavy-wire (Outer Coil) begins to conduct, creating a strong magnetic field that aids the inner coil in keeping the contacts firmly closed.

**Outer Coil-**The outer coil is made with a heavy wire and few windings. With the points closed current from the generator travels thru the outer coil charging the battery and strengthening the magnetic field around the iron core which prevents the points from vibrating open.

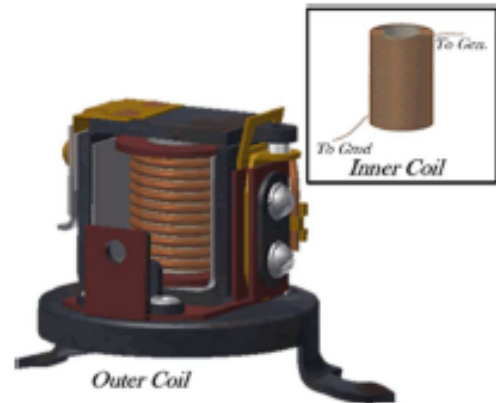
**The Points. Contact Points-**The contact points of the cut-out act as a switch and are held "Normally Open" by the armature spring. When the speed of the generator increases, a magnetic field is created closing the points, thus, allowing current from the generator to flow and charge the battery.

If the generator voltage drops below battery voltage, such that the battery begins to "charge" the generator, instead of the other way around, the current in the heavy winding will be reversed, which means it's magnetic field will work AGAINST the fine winding, and cause the points to open.

The point of "cut-in" (closure of points) is determined by the tension of the armature spring and the air gap between the iron core and contact arm. The contact points should close when the voltage of the generator has reached 6.1 to 6.3 volts. It is possible to change the "cut-in" by adjusting the air gap and/or bending the Armature Spring. (The "cut-in" charges the battery)

While driving and using an original cut out, periodically check the Ammeter to see if the system is charging. The Ammeter can be used for a quick check for the cut out. With all electrical accessories off, the Ammeter should read to the right while driving, and zero when the engine is at low idle or turned off.

The point of "cut-out" (opening of points) is determined by the tension of the Armature Spring. The air gap between the contact arm and the iron core has little or no effect on the "cut-out". The cut out should occur when the ammeter reads between 0 and 2 amps. It is possible to change the "cut-out" by bending the Armature Spring, set the "cut-out" as close to 0 as possible to prevent points from arcing and burning out. (The "cut-out" stops the charging of the battery and prevents the battery from draining),



## AUTHENTICALLY SPEAKING

**Testing Cut-out On Car.** (Or see a friendly auto electrician if electrical stuff is a bit challenging, as it is to many.)

Equipment:

- 3/4 Ohm Resistor
- DC voltmeter

Disconnect the battery wire from the Battery Terminal on the cut out  
Install a 3/4 ohm resistor to the battery terminal of the cut out. Connect the other end of the resistor to a good ground. \*

Start the engine and slowly increase the engine speed

The cut out should close between 6.1 to 6.3 volts\*. Which will be evident by a sudden drop in the voltage reading.,



### To Adjust

Remove cut out from generator Flip cut out over and break the two spot welds Remove the cut-out's cover. Slight adjustments can be made by changing the air gap. If the voltage is less than 6.1 volts increase the springs tension by bending the bimetal downward. or increase the gap. If the voltage is more than 6.3 volts, decrease the voltage by bending the spring upward. or decrease the air gap.

### Testing an Original Cut-out with Test Meter.

You can connect the ohm meter leads to the case and input terminal of the cut out. An original cut out has more windings and will measure about 50 ohms. Most repros have about 30 to 35 ohms. I go by feel for the closing spring pressure, but maybe you could press it against a letter scale to read the ounces. The open contacts should have about .020" air gap, and when the contacts are closed there must be a small gap from the armature to the core. Sometimes you will see some fine metal debris on top of the winding core. This can easily be blown out with compressed air. You want the contacts to pull closed by the time 6 volts is reached. This voltage is applied to the case and input, the same as when you check ohms.

### Problems.

A loose connection somewhere between cut out and battery, can cause voltage to go berserk and burn points. Check connections at: cut out, junction box, ammeter, added fuse holder, (if any) Remove both forward 3/8" nuts on junction block and tighten both of the 3/8" nuts inside the box. Be sure ground system is good by clipping test light to gearshift, put point to middle of + battery post, step on starter with key off. No light=good grounding. Light on=poor ground connection somewhere. Feel each connection for being HOT! Loose connection=HEAT.

### READING THE AMMETER SCALE

- 1.No movement of the pointer with the ignition key turned "on" and the engine is being started or a steady "Discharge" reading. Engine fails to start.
2. No "Charge" reading while the engine is running or idling rapidly to normally allow the generator to produce charging current for the battery.
3. The pointer indicates full "Discharge" when an electrical circuit is turned "on".
4. The pointer indicates an abnormal "Discharge" with the engine idling or stopped.
5. A small "Discharge" reading is indicated with the engine running rapidly, increasing with the use of lights or horn.
6. No "Charge" reading with the engine running rapidly, followed by intermittent "Charge" readings on the ammeter scale.
7. The engine cuts out intermittently or stops after running a short time with fluctuations of the pointer on the ammeter scale.

## AUTHENTICALLY SPEAKING

### What to look for from numbers 1 to 7 above.

1. With ignition current flowing through the ammeter, the pointer should fluctuate as the engine is being turned over, indicating the ignition breaker points are interrupting the flow of current in the primary ignition circuit. See that the key is turned "on". Check the ignition breaker points to see that they open and close as the engine is cranked. Check for loose connections at the ignition coil terminals, junction box terminals and the ignition switch. If a normal "Discharge" reading is indicated when the lights are turned "on" and the starter motor operates normally, the possibility of loose battery or starter switch terminals is not too likely. A small steady "Discharge" reading might indicate ignition breaker points that fail to open, a completely "shorted" ignition condenser or a "short" at the flexible wire between the plates inside the distributor body.
2. An open generator circuit, possibly a broken wire in the generator, brushes failing to seat on the commutator bars, open generator windings or a loose output terminal. Failure of the cut-out contacts to close. The latter may be checked with a "jumper wire", connected to each cut-out terminal. If the ammeter indicates "Charge" at a fast engine idle, cut-out failure is indicated. In an emergency, the "jumper wire" may be left in place across the cut-out terminals. The "jumper wire" must be removed when the engine is stopped to prevent generator failure. If no reading is seen, replace the generator.
3. The ammeter indicates full "Discharge". Cut-out contacts fail to open, disconnect either terminal on the cut-out as the battery will discharge through the generator burning it out. A possible "short" in the instrument panel, main wiring harness or lamp housings. Turn all switches "off". If the "short" is still present as indicated by the ammeter or smoke from wiring, disconnect the battery cable at the grounded end. In case of a real emergency, disconnect the battery cable at the starter switch terminal or cut the wire running from the starter terminal to the junction box. To locate the "short", disconnect suspected electrical circuits, unplug headlights one at a time, tail lamp plugs, horn wires, instrument panel wires, etc. As each circuit is disconnected, touch the battery cable to the battery post, if a spark is seen, the short is still present. All switches must be "off". Make a visual check for burnt wiring also.
4. Check the generator cut-out contacts for failure to open.
5. The generator is not connected to the battery circuit due to loose connections or cut-out failure. Possible generator failure or a broken fan belt. If the fan belt breaks, engine temperature will rise. These two indications will say "Broken Fan Belt" without raising the hood!
6. Cut-out contact may be too great, resulting in the opening and closing of the cut-out contacts as the generator output varies with engine speed.
7. Loose terminals at the ammeter or inside the junction box. Tighten the ammeter stud nuts after the wires are removed. Then tighten the nuts for the terminals of the wires firmly. Lock washers will help keep connections tight. Feel the instrument panel around the ammeter, loose connections create heat, indicating trouble at the ammeter. This is a common source of trouble that is easily overlooked.

### Conclusion.

Learn to read the ammeter scale when everything is normal. This will be very helpful in reading the ammeter scale when things are abnormal.



**Towing of aircraft is to be avoided with your Model A'.**

Headnut.



## INTEREST IN FORD MODEL T's & A's By Tom Stephens (contd.)

On passing one day I noticed the Model A was not there so called in to enquire from Ian of its whereabouts and was informed that my Uncle Bill Hastings with the 1929 Tourer had called in to see if he could have a spare wheel off it for their Tourer and Ian informed him he may as well take the whole car which he did. The car was towed a couple of kms up the road and spent the next 20 odd years sitting outside the woolshed when in the 90's I saw a for sale notice at our V.C.C club rooms for a 1929 Ford Model A to contact Ivan Hasting my cousin. I rang Ivan and found he was having a tidy up and the Model A was for sale at an inflated price which I halved and made a deal. After previously missing out buying the car and waiting 20 years to finally get it we had to cut an Alderbury tree down which had grown up between the chassis rails by the steering column. The story should finish there but I had to trailer the car home past his brother Les place of work and of all things he saw me passing with the car which prompted a telephone call that evening wanting the car back because it wasn't Ivan's to sell. After 20 years of neglect one would have to wonder.

Prior to going on the Nelson 1972 International Rally I decided to restore my 1928 Model AR Tourer which until then was fairly original having been maintained and kept road worthy with 80,000 miles on the speedo. The restoration was completed over an 18 month period doing most of the work myself however some mechanical assistance was required to which I inquired at the local Ford agency Knights Motors. Their suggestion was that I talk with one of their mechanics who had owned Ford Model A's and was very familiar with them mechanically. This mechanic was Terry Buchanan and on talking to him I initially knew he was reluctant to become involved because he had now moved onto more modern vehicles and was driving a Mark 2 Zephyr, however he did condescend to become involved and was probably not aware then that he would become a Model A owner again after being talked into being a passenger and driver on the 1972 Rally. He went on to buy a very dilapidated 1930 Model A Tourer from a farmer at Palmerston and restored it over a number of years. Terry has given me and many others invaluable assistance with his Model A knowledge over the last 50 years. One of these people a friend of mine was Jim Frew, he gave his 1930 Farm runabout a full engine rebuild and general tidy up. The front seat body tub was in very good condition so Terry swapped this with his own Tourer Body front tub which Jim was more than happy with. When Jim sold his farm about 1980 Terry inherited the Model A and set about restoring it with a sedan body but eventually on sold it to someone in Christchurch who converted it back to a Tourer. It has recently been sold again to Geoff Omett in Oamaru for Irishman's. Geoff has joined our Model A Ford Club Canterbury Chapter. Terry was asked by Geoff to help finish the restoration and get the car back on the road. It was great to see both Geoff and Terry in their Models As on the Geraldine Run in Feb 2020.

(To be continued)

FOR SALE



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# CLUB CAR REPORT

The car is booked for

- National Rally Feb. 2023

The club car was one of the One Make Display cars at this years VCC Swap Meet 7-9th Oct

The car will be undergoing brake adjustment repairs and investigation as to wear in the differential pinion bearing

## 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.



## 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 **20<sup>th</sup> November 2022**. Please send to the Editor, Andre Kraenzlin [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.

## FACEBOOK

We have a Facebook page.

Search for **MODEL A FORD CLUB CANTERBURY CHAPTER**

Select join. Facebook will send out a request to join. The Facebook editor will receive the request and will check it before you will be accepted. This is to prevent undesirable people from joining and keep you safe from them on the group.

Alternatively if you know a member who has joined the club, ask them to invite you to join the club.

## **CANCELLATIONS:**

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

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