

A Ford Script



October 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.

COVER: Breakfast run. Model A's outside the Toy Museum

CLUB CAPTAIN'S REPORT

Club Captain's report October 2022

Nice to have daylight saving again and we hope that this also brings some warmer weather for our upcoming events.

The visit to the Toy Museum was really interesting. Most of us who attended didn't even know it was in Christchurch. It opened just as Covid hit two years ago when the owner decided that he had too much of everything stored at his house. It must be a very large house, judging by the amount of toys that are on display. They are incredibly displayed and most interesting. If you ever get the chance to visit you will find it well worthwhile.

October sees the Swap Meet at McLeans Island where some of our Model A's will be on display. The club car will also be there with information on how it can be available for use for others. Forms for new members will also be available.

We have an interesting run in November organised and, as usual, you will be required to advise me of your attendance when I send out the message to all members – or through The Script. The Christmas event is still being organised and will be advertised in the November edition of The Script.

We are really pleased with the high number of "Earlybird" registrations for the National Model A Rally in March. Please advise me if you are able help us in any way during this Rally.

Kind regards.

Lyn

COMING EVENTS

Nov 27th Christmas Run Includes 2 car collections and a garden. Definitely one not to be missed. Meet at 9:30am at Classic Workshop, 1014 Ferry Rd, Ferrymead. Please bring picnic lunch. Numbers to Sandra Olliver by Nov 20th on 0273032300

Dec 4th Children's Christmas Party at VCC grounds 5pm
If you have children/grandchildren 10 years or under, the Club will provide a present. Please advise name, age and sex to Lyn Miles on Ph 027 228 6292 or email mileslyn6@gmail.com by Nov 15th

Dec Christmas Function More information to follow.

OTHER UPCOMING EVENTS

Hurunui Garden Festival

Thur 27th –Sun 30th Oct 2022 \$10 per property.

Payable on the day. Refer hurunuigardenfestival.com

Nov. 4 - 6th Taieri Tour 50 Year Celebration, Dunedin

OTHER UPCOMING VCC EVENTS

Oct. 7th - 9th Canterbury Swapmeet Cutler Park

Oct 23rd Grasskhana

PAST EVENTS - Toy Museum visit

A group of Club members met on Sunday morning for a prearranged visit to the New Zealand Museum of Toys and Collectables at 35 Manchester Street, Christchurch. The museum is the result of a labour of love of Alan Preston supported by his partner Ruth Fisher and their daughter.

We were treated to a delightfully nostalgic couple of hours as we discovered many of the toys of our childhood, as well as those which were favourites of our children. There was a wide variety of very attractive displays, so there was something there to interest everyone. Exhibits were well laid out in light, bright areas.

One section showed examples of the most popular toys of each decade from 1920 until 1990. There was also a large model railway which ran through a model of a town. Lots of buildings completed this display, but a real favourite was a tiny seesaw which moved up and down for several minutes without any obvious indication of what made it go.

Nearby was a beautifully decorated and furnished dolls' house. Members of the Garden City Miniaturists group had completed this house. It was of particular interest because Judy Straw, who is an active member of the Miniaturists group, had papered all the little rooms.

Among the other very wide range of different toys displayed, were other collections of interest such as Tonka toys, Lego, Sylvanian Families, Harry Potter models, Star Wars characters, and examples of Marvel toys.

The exhibits described here are just a small section of what is on offer at this museum, which makes it a very worthwhile place to go, both for adults and children.

Following our visit, we moved on to The Black Betty Cafe for an enjoyable lunch in a lively environment.

Thank you, Annette and Sandra for organising this event with a difference. It was a great outing.

Barbara Hill



PAST EVENTS - International Model A Day. Westport

International Model A Day 2022

We left Rangiora to head to Westport after hearing the weather forecast, advising heavy rain for the Coast. It started raining as we made our way over Lewis Pass. We found a Contractors shelter to have our lunch in so we could keep dry.

At Westport, we settled into our accommodation until it was time to go to the Registration at the Denniston Dog, where we had our evening meal.

It rained most of the night, but Saturday morning was fine. We meet at the i-site museum, so we could view the video about the Denniston Mine and some of the local history.

We then travelled to Waimangaroa, where we stopped at a local Coffee cart and sampled the beautiful home made pies. The girl working there said she would love a ride in one of the Model A's, so David took for a ride around the village and when they returned the girl saw her boss and told her, it was her turn to go for a ride.

We then headed up the hill to have a look around. After looking around the incline area, we headed to the Old School Hall for our lunch. One of the volunteers from the Friends of the Hill greeted us. He gave a talk on the history of the area. Several of us sat around the lovely fire he had going for us.

By the time we were ready to leave the weather had closed in, but as we travelled down the hill it cleared.

Saturday evening we went back to the Denniston Dog for the Rally Dinner.

There was a farewell breakfast planned for Sunday morning, but we decided to get on the road for home, as it was not starting till 10am.

Pam Dacombe



AUTHENTICALLY SPEAKING

Authentically Speaking.

Braking System continued. Part 3.

Working towards, and on the front end.

From the braking equalizer bar the front brake rod leads us to the front end. Treat the front brake rods exactly as the rear. Bin them if in doubt of wear or damage.

The front end can be a minefield of problems, and in general terms 'if it moves, replace it with new'.

Disassembly.

The front rods have been replaced with new. Remove the front drum(s) having jacked the front axle to a safe position. Shake the car with the wheels on to see if everything is safe. One wheel is used an example from now on.

Remove the wheel(s) cotter pin and axle nut. Back the brake adjuster off and gently pull the drum away. Keep the nut, nut washer and front outer bearing in a safe place.

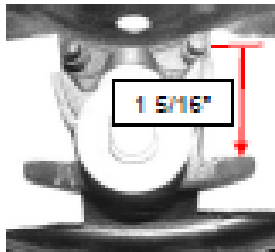


Remove the larger rear bearing and place with the front bearing.

Remove the brake return springs (2 short and 1 long) and pull the shoes away. This picture shows the rear bearing still in place. Remove the backing plates to clean up and paint. NOTE the 4 mounting plate bolts have the head to the inside when assembled.

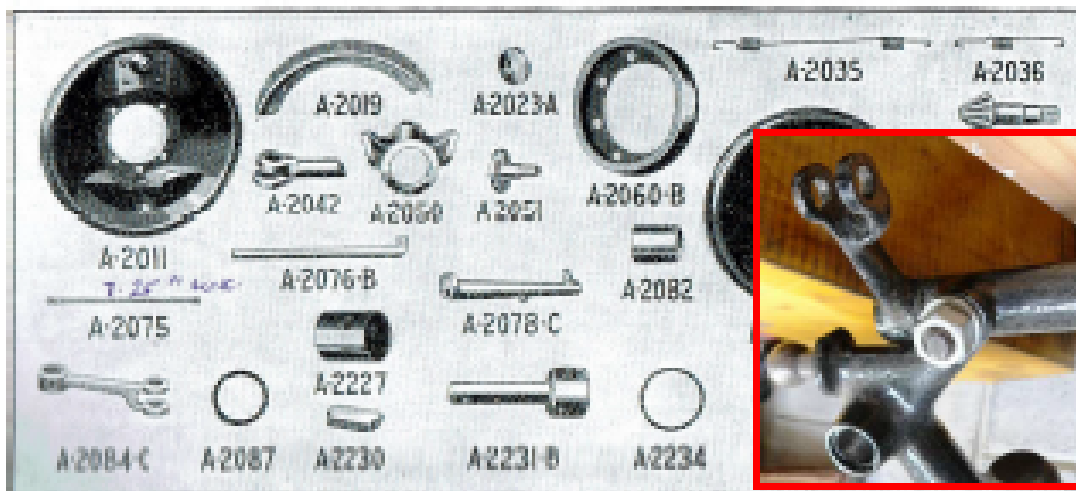


Remove the sliding wedge A-2050 stud assembly A2051.



A-2051 Wedge Assy showing roller tracks.

Pull the backing plate away and release the front brake operating pin A-2075. It will most likely show wear on the shaft. If so, bin. Check for any shaft cups at each end. These add length to the shaft if required. Pictured at right. It is important the operating wedge is in good order. The A-2023-A operating roller pin tracks (at left) must be restored to a level position height of 1 5/16" from the underside of the rivet. If you get them too high you will have problems.



A-2078-C will need close inspection. Check the play in the bushings A-2082 at either end. There are lefts and rights of A-2078-C and the mounting nut must be removed to remove from the perch bolt. The two-pronged clevis on the A-2084-C must be in good order to take the oversize clevis pin, as in the insert above.

AUTHENTICALLY SPEAKING

Now comes the assembly. It is assumed all parts are either new or in extremely good condition. Assembly in the reverse order of disassembly.

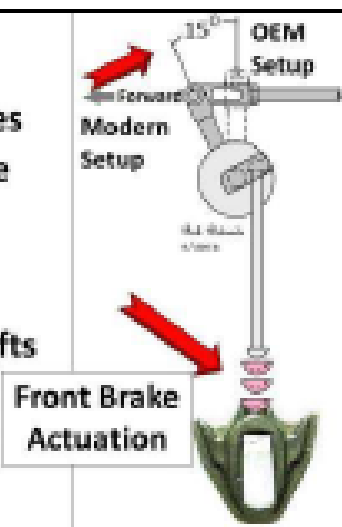
Brake rod lengths should be adjusted to take all play out of the system, with the brake equalizer A-2485 arms at either side vertical. With all play reduced from the front brake rods, and with the A-2078-C shaft lever set to 15 degrees forward with no play in the system. Small steel pills may have to be added to the A-2075 pin to lengthen. Do not use brass pills.



A lot of the braking performance comes from the shoe rollers and the roller pins having the correct head diameter, which is more important than you think. Measure any repro pin heads, which must not be worn and must run on the rebuilt roller tracks. There are different pins at either end of the shoes.

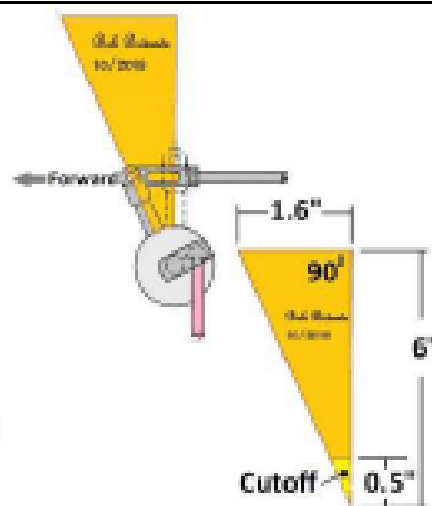
Setup For Modern Braking

- Its all in pills taken by front brakes
- Put pills in operating cam to raise rod & move lever forward
- Use steel pills & not brass as brass yields in compression
- Set levers on front operating shafts 15° forward
- Adjust length of brake rods to accommodate 15° lever position



15° Setup Gauge

- Cutout from ¼" thick Masonite, plastic, plywood or other stiff material
- Paint gauge a bright color & label it
- Keep it with other special Model "A" tools for future use



Brake Shoe Centering.

When all of the parts are within factory specifications, you don't need a 'centering gauge'. Ford's assembly line workers did not use a 'centering gauge' when they assembled the brakes.

The 'magic' 15 degrees forward on brake levers is the result of having rebuilt all four brake backing plates etc. correctly. Anything less, you need to discover why and correct.

AUTHENTICALLY SPEAKING

Assemble the backing plate to the axle in the reverse order from disassembly. Install the relined shoes with new springs and with the roller pin heads sitting on the restored roller tracks. Most assembly is just common sense. Lubricate all moving parts sparingly with grease especially the A-2041 adjusting wedge which you would have removed, cleaned or replaced with new.

Consider this! You are driving along with your family on board and you have to come to an extreme emergency stop. Wow! Brakes not working satisfactorily and disaster. Wished I had renewed all those vital brake parts instead of saving a few bucks here and there. 3 kids and wife now in hospital with one not expected to live. Could you live with that? I couldn't. (And no Model 'A') Adjusting The Brake Rods And Adjusting The Brakes. (One method, and there are a few of them. Most work well.)

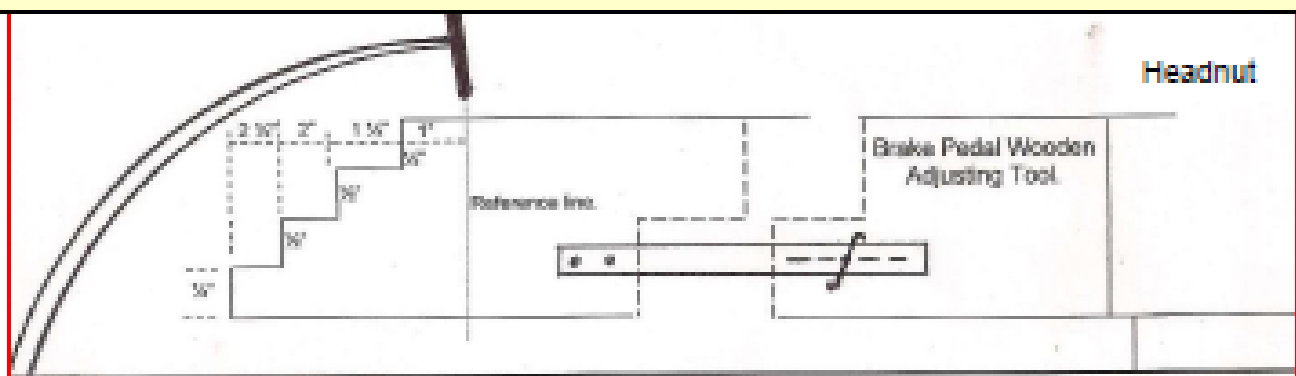
See the diagram below which shows a tool you can make to adjust your brakes.

This is a proven and correct 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 if 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.
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. The very first position.**
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 80% 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, clock 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.



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

The 1930 Tudor was eventually sold in the mid 1970's to be restored. Jack Crump had restored a 1928 Ford Model AR Phaeton (same as the Mail Car) which had been a local car. Jack suffered from asthmatic problems and was unable to use the Phaeton in the cold weather so he bought Neil Slemint's Town Sedan for 50 pound and sold me his Phaeton for 50 Pound on 22nd September 1965. This car was restored prior to the 1972 International Nelson Rally and the engine replaced with a spare reconditioned engine Neil McPhee sold at his clearing sale about 1968 but had the original reconditioned engine fitted prior to driving to Napier in 2017.

In 1962 Alan Harrison had a nice 1930 Ford Model A Tourer as an everyday car with The Bandit on one side of the Bonnet and Little Devil on the other side. He lived in Oamaru but worked at Cherry Farm Physiocratic Hospital at Waikouaiti and commuted there in his Ford Model A each day.

Andy Wilkie was brought up on his parents farm at Herbert in 1964 and at the age of 14 while at High School he was given a 1928 Ford Model A Tudor by Herbert resident Len Kelahan which became his every day car until 1967 when he joined the North Otago V.C.C and rallied the car widely in the 1970's until turning to restoring Overlands and Willys. This Ford Model A now resides in Waimate.

Stan Rustbach was a permanent Fire Officer at the Oamaru Fire Station and had fitted out a 1929 Ford Model AA truck for night shooting deer with a Ford V 8 truck cab fitted and a raffle tripod fitted to cab roof. With the shift to the new Fire Station in 1968 the Ford AA was available for sale which I bought for 30 Pounds and was used on the farm as a second truck. It was eventually restored with a Tudor Cab fitted and wind up hoist and sold to M Wilson from Cricklewood Albury when I left the farm in 2004 , then it was on sold to Don Whyte in Fairlie.

Rusty Thorpe who was well known in motor sport hill climbs in the 1950's and 60's building specials of his own design also built an off road go anywhere vehicle out of a 1929 Ford A Tourer with just the front guards and seat retained and spade lugs welded into the rims of a pair of very good 21" wheels.

I had seen this vehicle in Rusty's yard when visiting him with Jack Crump looking for various parts for our cars. The vehicle did not interest me but a local carpenter Ian Helliwell took up the challenge and bought it to have some excitement which turned out to be short lived and was parked under some trees until it had to find a new home which turned out to be one of my sheds complete with 3 spare engine blocks and numerous other spare parts from Rusty's yard. I had a couple of Roadster pickup decks and a body and had the intention of building a 29 Roaster Pickup but eventually sold it to Kevin Boler as a kit set Model A restoration.

Dave Keech was a traffic inspector in Oamaru in the 1960's and joined the local branch of V.C.C and restored two or three 1929 Tudor Model A's. One was sold to Pat Brosnan as a run about for his family. On his travels up the Waitaki Valley with his work he found a 1929 Town Sedan in Otematata which had been rolled on its side as it had still been in regular use but was now parked up and for sale. This was 1968 and Dave required some of the accessories from the car to complete one of his projects then afterwards on sold it to me for 50 Pound which he had paid for it. It sat in my shed for a number of years, the damaged body was removed by Paul McNabb and on sold for parts and I swapped a good tourer body with Steve Driver for a Tudor Body and now 52 years later this car has been restored and travelled 1500 miles.

Ian Hamilton who farmed on the Waitaki Plains near Papakaio bought a 1929 Ford Model A Tourer from his brother in law Ralph Weir in the mid 1960's and removed the rear seats guards and body and built a wooden deck and used it on the farm until it was replaced by a Ford V8 Ute. Ralph had seen it for sale and paid 10pound for it from Trevor Herron a nephew of Cliff Herron who owned Oamaru Wrecking Company and then on sold it to Ian after only owning it for a few weeks. It was left parked up by a hedge in full view from the Pukeuri Kurow Highway and I called on Ian numerous times offering to buy it but was never able to get yes for an answer.

(To be continued)

FOR SALE



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I have an original AC Model 'A' shock absorber in new condition, giving resistance of 95/5 to factory specifications. With the shock comes the manual for working on shock absorbers 'Model 'A' Ford Houdaille Hydraulic Suspension'. Both these are looking for a good home. Want to make a reasonable offer for both?

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Phone Jack at 03 352 6672 ChCh or 0274 322 041

Seat spring assembly base and back. Used. The base needs repair as some springs have collapsed. Suits open cab roadster (out of my pick up) \$50



Wheel rim liners / heavy duty tyre flap (2). New. cost \$46 each.
You can have the pair for \$35



Air cleaner. Used. \$20



Modern telescopic shocks. Used. I had them on my pick up, but they are too stiff for this light vehicle. Would be better on a heavier car. Cost \$280. Selling the set of four \$80. (No attach brackets) open to offers.

contact Dean Yeoman 0274599134



FOR SALE

I have owned this truck for over 50 years during which it has been completely restored. The original restoration was completed in 1999 and it has done approximately 16424 miles since then. It has many original parts including a matching set of stainless steel fuel tank and radiator caps which are unobtainable to day. It has a high ratio crown wheel and pinion and will cruise at 50- 55 mph easily.

It will also stop well with 4 cast iron brake drums ! Research I have done shows the body and engine numbers are close enough to be "matching numbers" and I know that in the last 50 plus years of my ownership, it has had the same engine block and body. Body # is 9F509 and engine is CAE6482

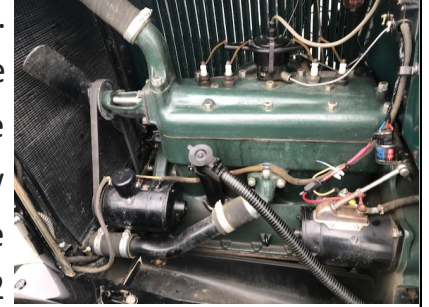
(Ford Canada). The pick up body is the lightest of all Model A bodies which gives them great performance and hill climbing ability. The pick up tray is lined with Southland Beech timber which makes it very attractive, and this truck also has a Tonneau cover which stops all dust and water ingress. The engine will tick over at a very slow idle without any mechanical noise ,and uses very little oil on a trip. I run a special long life inhibitor /coolant used by the central heating industry ,which is very tolerant

of all metals(cast iron, copper, solder, steel,) and I have found the engine uses very little of it and it stays clear. Much of the body and guards were restored by Alan Wills a well known craftsman , and the truck was painted by another local specialist. All Model A pickups were

restored by the factories in Rock Moss green and black ,but we chose the lighter and more attractive Vagabond Green .This truck has the original hood bows which do not fold, but you can unbutton and lift the top off quite easily . I have quite a lot of used parts which are included in the sale and also a comprehensive illustrated mechanics repair manual. A special little truck which needs a younger owner

who will enjoy it as much as I have, and an investment longer term. It needs you to view and drive it which I can arrange. See photo file attached. Price is \$45,000 or nearest offer.

I will be overseas from Aug 22nd until Sept 23rd but will be available by email mvincent587@gmail.com Viewing the truck will not be possible while we are away so contact me before I go on 0212028147. (Martin Vincent)



WANTED

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

Phone or Text David Rees on 027 483 3613

1928 Crank handle

Please call John Olliver 03 3596 360 or 021 025 32 177

One 19 inch stainless steel spare wheel cover.

Phone or text Barry. 0274435479 or barryhoff@extra.co.nz

CANCELLATIONS:

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

Treasurers Note: Subscription Payments 2022/2023

Due by 30th September

Thankyou for payments already made.

It is pleasing to see that many subs have already been paid, however several are still outstanding. **Please attend to this if you have not already.**

The voluntary contributions to carbon emissions is still an option this year and if you intend to contribute, then the return of the notice is helpful for my book keeping. Like wise 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, and still pay by internet if you wish.

CLUB CAR REPORT

The car is booked for

- VCC Canterbury Swapmeet 3 days from 7th– 9th October
- National Rally Feb. 2023

The car has been diagnosed as having a bearing noise coming from the diff, this will require attention.

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.



Jack Porter at the christening of the 1928 Model A Phaeton 1986

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 October 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.

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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