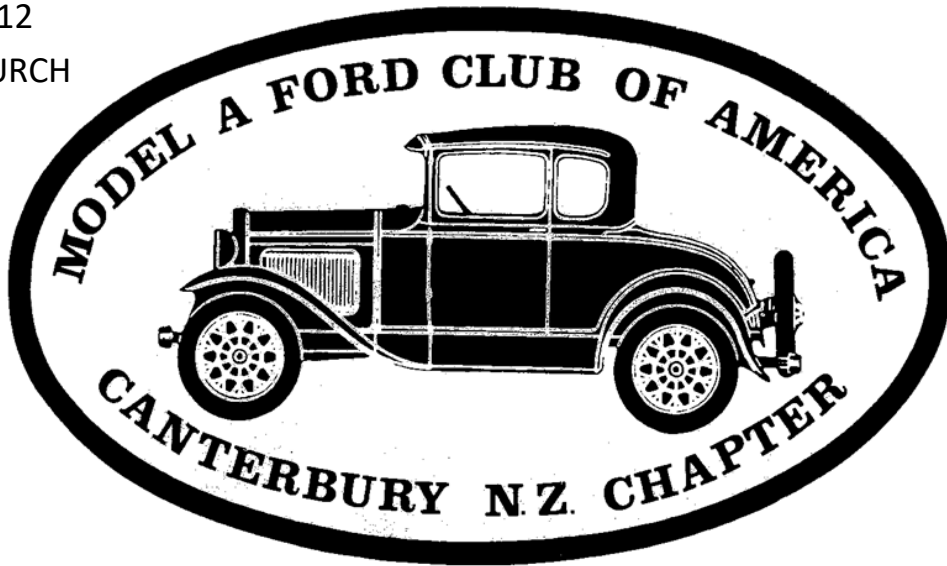


PO BOX 4212
CHRISTCHURCH



A Ford Script



OCTOBER 2017

A Ford Script

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

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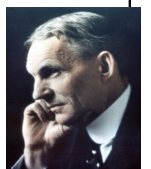
Website www.modelaford.co.nz

Script email afordscript@gmail.com

COVER . Cheviot Spring Festival

HENRY FORD QUOTE.

Unless you have courage, a courage that keeps you going, always going, no matter what happens, there is no certainty of success. It is really an endurance race.



CLUB CAPTAIN'S REPORT

Another month gone! It will soon be Christmas before we can blink.

Those of us that travelled to Cheviot enjoyed our visit, even though the breeze was cool.

41 Model "A"s registered for the International Model "A" day, at Hokitika, including a good number from Canterbury. A great weekend despite the weather, Well done Coasters.

Looking forward to seeing you out in your "A"s this month, it should be warmer weather, MAKE YOUR DAY---DRIVE YOUR "A". Peter.

CLUB CAR REPORT

The Club Car had a run to Cheviot for the Spring Festival in September. With Rod Thrower as captain and Lynda as co-pilot. The run is covered by Rod's input following in this script

Working-bee to be organised for November to review gearbox selection and speedo cable.

The club car garaging has come up for review, and for those not at the AGM, where garaging was discussed, there have been further developments. The property in Holly Road where the car has been garaged for many years; has been vacant for 18 months and the overseas owners have the property up for sale. It goes without saying but the small garage, which is separate from the dwelling garage, will not be available to us through the new owner.

The committee has been looking at alternative garaging, and we will give an update as things progress.

EDITORS NOTE

Firstly I would like to thank Wendy for her work over the last 4 years as Script Editor.

I would like to remind members that this is your magazine, and articles, photos and members profiles are most welcome. Send info to email afordscript@gmail.com

Please consider providing the script with your input, any suggestions on anything relating to Model A's.

NEXT COMMITTEE MEETING:

Next committee meeting is 7.30pm, **Tuesday 17th October, 2017**, at Peter & Rosalie Bayler's 16 Ayers St, Rangiora. If you have any matters you would like raised, please contact a committee member before this date.

COMING EVENTS

October 1st. “Spring into Oxford” for Classic & Vintage Vehicles. 10am till 2pm \$5.00 entry. Cars to make own way out and gather in Pearson Park Oval

October 6, 7 8th Swap Meet One-make display. This year Model A Club has a site for each day, the cars for display will be admitted free with any passengers to pay a \$5.00 entry fee. Cars to enter via main VCC gate. We have a site for 6 cars, if this is full, an overflow can go into the main arena where the VCC & Machinery Clubs will be located. Cars required to arrive by 10am and remain on display until 4.00pm Sat. & 2pm Sun

October 15th. Breakfast at the TWO FAT POSSUMS Rolleston with run to follow. Bring lunch or afternoon tea. If you intend to come please ring Pam on 03 3137341 by Oct 10th.

November 12th Run to Mayfield Domain via Rakaia Gorge.

November 26th Selwyn Motor Fest. (See below)

December 3rd 71st SANTA PARADE .

December 6th Children’s Christmas part at the Groynes.

December 10th Christmas Breakfast at Hartnells, Prebbleton 9.00am

January 28th Posh Picnic. Era dress etc.

Non Club Event

Selwyn Motor Fest

Sunday 26th November 2017.

It is hoped that there will be a 1,000 vehicles for display as a fund-raising family fun day event for Selwyn St John Ambulance.

Registration is only \$10 per vehicle.

For Registration enquiries email selwynmotorfest@gmail.com and you will be sent Preregistration form and payment details.

Cheviot Festival Market Run.

Met 9am at the Peg Belfast and joined up with the Daimler Club for a cool drive up to Cheviot School for the Cheviot Festival Market.

Lynda and I borrowed the club car for the day, and must say it was a pleasurable drive if not somewhat cooler than we are used to.

After parking up with four other Model A's, three or four shiny Daimler's and a Triumph Herald we set about exploring all the many crafty stalls and managed to purchase a couple of nice Christmas presents in advance.

This was followed by a picnic lunch behind our cars which gave us a bit of shelter from the cool wind blowing across the grounds. Some light music from a band and plenty of people admiring the cars filled in the early afternoon.

Then just as the sun shone though it was time to pack up and head for home. By now quite a strong northwest wind had come up making for an interesting drive home, at one stage Lynda having to hang onto the hood as it decided to open all by itself.

I was busy watching the fuel gauge trying to judge if we had enough to get home. Well I got that wrong and ran out in the middle of the Johns Road intersection at the Z Station. Bit of Luck there was a young couple who leapt out and helped push us up the rise into the station. (we couldn't have done it by ourselves). Another Model A Member saw us in trouble but couldn't stop as they were in the flow of traffic, but he did return to make sure we were okay. A Big thank you.

Overall a great day out and a new experience for us, these Model A's all drive quite differently.

Thank you to the club for the use of the club car.

Rod and Lynda Thrower.





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WANTED

Tyres wanted.

475x500 19" recaps (Palmerston North) or very good condition Firestone wanted.

SUBSCRIPTIONS

If you have not paid your 2017/18 Subscription.

Please action as soon as possible.

International Model "A" Day. At Hokitika,
Friday 15th- Sunday 17th of September.

This year was hosted by the West Coasters, Friday night we gathered at Stumpers Bar, Hokitika, to collect our rally packs and meet with fellow Model "A"ers, for an evening of socialising with friends old and new. It was really great to hear that we had 41 registered for the event. This seems to be growing every year.

Participants came from as far as Nelson and Invercargill.

Friday's weather for the Coast lived up to its reputation, there were even white caps on the sewage ponds, according to Brendon and Tim.

Saturday morning, the weather was improving and the rally met at the Westland Dairy Factory, for a welcome from the Deputy Mayor of Hokitika, and a video presentation and a talk on milk production and collection, and products derived from the milk. This company is owned by the farmers shareholders, and a couple of farmers amongst our group looked pretty happy for this year's pay-out, much better than last year.

On with the rally, which took us right around Lake Kaniere, through the Scenic Reserve, down the valley to Kowhitirangi, then back up into the foothills, via some little used roads, and farm tracks, to arrive at Hokitika Gorge, for a short walk. We then proceeded to Kowhitirangi hall, for our lunch stop and a talk from Mr Hugh Havill, who was a school boy at the time of the Stanley Graham murders, and decades later ploughed up a medal awarded to Stanley for shooting.

We travelled back to Hokitika via Woodstock, Rimu, and Lake Mahiniapua, having had a great day's motoring.

Westland Industrial Heritage Park was the venue for that evening. We arrived early to view the excellent collection of all manner of machinery, including fire engines, working Rustin engines, and stage coaches, etc. During the meal, we were entertained by a band, a couple of skits, and prize giving.

Stumpers Bar, for breakfast the following morning, for our goodbyes, and we are looking forward to our next meet at Marlborough next year.

Thanks to the West Coast team for an excellent weekend.

Peter and Rosalie Bayler.



40 Horsepower - Where and How the Model A Ford Gets It

This Article Appeared in the March 1928 Issue of Ford Dealer & Service Field.

“The new Model A Ford engine develops 40 actual brake horse power at 2,200 revolutions. Just TWICE the actual brake horse power of the Model T. Ford, which developed 20 brake horse power at 1,600 revolutions”, said the Ford dealer.

“Where do you get it?” asked the Ford owner, voicing a question that has been sometimes heard since Prohibition. “I have full confidence in you, as a Ford dealer, and in the Ford Motor Company behind you. Yet frankly, don’t you think my sub-conscious self would be more thoroughly sold on the greatly improved performance of the Ford engine, if you explained to me ‘just how the new Ford, engine gets *twice* the horse power’ with only a comparatively small increase in size, of about 12 %?”

“Right-O”, agreed the Ford dealer. “I’m very glad you brought up this question. It has probably been ‘in the backs of their heads’ of many of my prospects. When the factory told me about the increased horse power, I too felt that an assertion was only an insertion – no matter who made it. While I felt that an explanation would give me something that I definitely *knew*. Something that no one could take from me. I’m glad to explain it to you.

Now, go on with the story.

The increase power of the Model A Ford engine is due to:

- Light, well-balanced moving parts.
- High-velocity, high compression head.
- Improved carburetion, including hot-spot manifold.
- Large, accurately timed valves.
- Free exhaust.
- Reduced engine friction.

Light Reciprocating Parts

High-Velocity Cylinder Head

Carburetion System

Light Reciprocating Parts

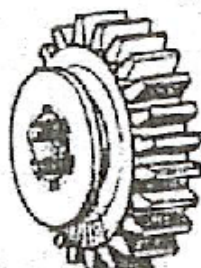
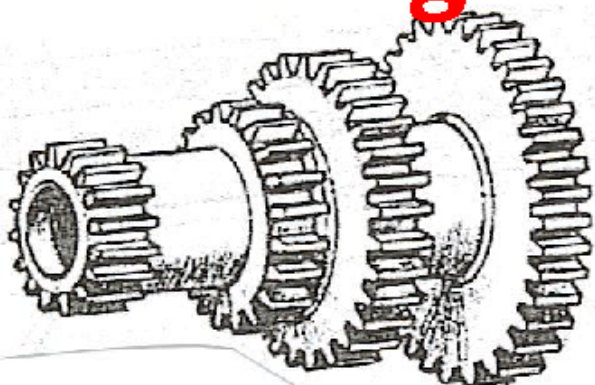
One of the secrets of the extra power developed by the new Model A Ford engine is the light weight of aluminium pistons. These pistons weigh 17-7/8 ounces, and greatly reduce the “reciprocating” weights that, for every revolution of the crank shaft, have to be started-and-stopped eight times! In horse racing, there is a saying “an ounce off a horse’s feet, is worth a pound off its back”. In foot racing, we know that men wear shoes as light as a kid glove. Like the feet of a runner, it is very important to have the pistons as light as possible without sacrificing strength and reliability. The new Ford pistons are 3-27/32 inches long (just 1/32 inch shorter than their diameter) which gives perfect *balance*, and proves they have not skimped in length to reduce weight. When pistons are too short, they are apt to cock and bind in the cylinders, causing excessive friction and wear.

Ford pistons are of the split-skirt type, with a diagonal slot in the skirt for the expansion due to heat. The slot is cut “diagonally” to distribute the wear more evenly over the cylinder walls. Due to the split skirt and the special alloy used, we can use the same clearances which we used for the cast iron pistons of the Model T Ford engine.

Another interesting feature, showing the care with which the new pistons are made, is that the skirt is tapered. That is, the skirt is .001 inch smaller at the top than at the bottom of the skirt. This tends to compensate for the fact that under running conditions, the upper part of the skirt becomes warmer than the lower part, which is better cooled by the cylinder walls. The Ford connecting rods are forgings of “X”-section, so that they have great strength – yet weigh only 22 ounces. The 1-inch diameter piston pin is of ample size, and is “full-floating” which means that it not only has greater bearing area, but does not require the weight of a rods, and hollow-milling and threading these studs during the other machining operations on the rods. This gives increased strength and reduces weight, as compared with separate bolts. piston clamp screw to hold it in place. Just another evidence of Ford manufacturing skill, is the manner in which weight of connecting rods is reduced by forging the connecting rod bolts “integral” with the rods, and hollow-milling and threading these studs during the other machining operations on the rods. This gives increased strength and reduces weight, as compared with separate bolts.

To be continued in November Script

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EMAIL: vet.vin@xtra.co.nz
Web; www.veteranvintagecars.co.nz

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 October 2017. Please send to the Editor, Graham Evans 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.

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.

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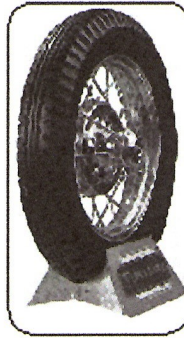
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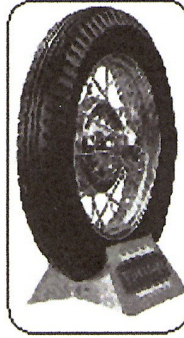
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