

# *A Ford Script*



September 2022

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

## COMMITTEE

Club Captain                      Lyn Miles                      03 349 8108

Treasurer                      Brent Miles                      03 349 8108

Secretary                      Russell Genet                      03 329 9065

## General Committee

Andre Kraenzlin                      021 996 223

Ann and Graham Evans                      03 351 5919

Annette and Lindsay Painter                      027 644 7892

David Dacombe                      03 313 7341

Glenn Birnie                      03 347 4849

John and Sandra Olliver                      03 359 6360

Gerry Lake                      0204 112 3717

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**Script Editor**                      Andre Kraenzlin                      [afordscript@gmail.com](mailto:afordscript@gmail.com)

**Club Car Custodian**                      Graham Evans                      027 320 7948

**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

## CLUB CAPTAIN'S REPORT

Another excellent day for the breakfast run. Special thanks to Russell and Wendy for their work to make this another very interesting day. Most participants had not been to Camp Bay before, so it is always nice to go somewhere you haven't been – especially in your own territory. It was very pleasing to be able to present Alan Wills with his 50 years continuous membership badge at the breakfast.

We have decided that we will continue with mid week runs – but not too frequently, and definitely after the National Rally. Keep your eyes out for the next one that we organise next year.

Our September events are the International Model A day in Westport and a visit to the Toy Museum in the city followed by a breakfast. Unfortunately Brent and I cannot attend Westport as we had promised to use our car for a wedding on that day.

We are still looking for raffle prizes for the National Model A Rally in March. Please advise me if you are able to supply something. It can be as small or as large as you choose, and does not necessarily need to be related to car products.

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](mailto:2023modelarally@gmail.com)

We look forward to seeing you.

Lyn Miles

Secretary 027 228 6292

## COMING EVENTS

### **Sept. 18<sup>th</sup> Christchurch Toy Museum**

**Starting Location:** Toy Museum 36 Manchester Street at 10:00am

**Bring:** \$8 for the entry

**Lunch :** Lunch at Black Betty Café 165 Madras Street.

**Nov 27<sup>th</sup>** Last run for the year. More information to come

## OTHER UPCOMING EVENTS

### **Sept. 3<sup>rd</sup> International Model A Day In Westport**

**Details:** For more Information and registration form please see next pages

**Accommodation:** Probably 2 Nights need to be booked soon.

## OTHER UPCOMING VCC EVENTS

**Sept. 10<sup>th</sup> Winchester Swapmeet**

**Sept. 24<sup>th</sup> Hororata Swapmeet**

**Oct. 7<sup>th</sup> - 9<sup>th</sup> Canterbury Swapmeet Cutler Park**

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

## OTHER UPCOMING EVENTS

### International Model A Day 2022 Registration Form

#### 2-4 September to be held in Westport

#### Weekend Plan

- Friday 2 September                      Registration at Denniston Dog Restaurant & Bar, 18 Wakefield St  
Between 6-8pm or pick up from NBS car park at 10am Saturday morning.  
You may wish to dine here.
- Saturday 3 September                      Rally event will be centered around the Denniston Plateau and Incline.  
We will be departing from the NBS car park between 10-11am (turn right off  
Palmerston St, at i-site).  
**Provide own lunch for the day.**  
Toilets available on the incline.  
Rally dinner to be held at Denniston Dog - 6.30pm for drinks with dinner at  
7pm. Cost \$37 per person.
- Sunday 4 September                      Breakfast and farewells at Denniston Dog 10am.

There is an opportunity to visit the Westport i-site, 123 Palmerston St, to view a video about Denniston on Friday or Saturday, at a small cost per person. This is well worth viewing.

The i-site is opened Friday 9am-4.30pm or Saturday 10am-4pm. Seating available for at least 30 people at one time.

#### **Please arrange your own accommodation. Suggestions as follows:**

ASURE Chelsea Gateway Motor Lodge, 330 Palmerston St. Phone 0800 66 00 33

Bella Vista Motel, 314 Palmerston St. Phone 03 789 7800

Buller Court on Palmerston, 235 Palmerston St. Phone 03 789 7979

Westport Kiwi Holiday Park and Motels, 37 Domett St. Phone 03 789 7043

## OTHER UPCOMING EVENTS

### Entry Details

Driver \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_ Cellphone \_\_\_\_\_

Passengers Names \_\_\_\_\_

Vehicle Body Type \_\_\_\_\_ Year \_\_\_\_\_

Registration No \_\_\_\_\_

Emergency contact details \_\_\_\_\_

There is no entry fee to attend the rally, but could we please have numbers wishing to attend the dinner on Saturday night. No. attending \_\_\_\_\_

Please send completed form to Irene Devlin, 87 Reid St, Blaketown, Greymouth 7805 OR

Email to [ri.devlin@xtra.co.nz](mailto:ri.devlin@xtra.co.nz)

**Final Close off date for your entry is Friday 26 August 2022**

Looking forward to catching up with you all again.

Roger and Irene Devlin

Ph 03 768 5382 or Cell 021331402



## PAST EVENTS - Breakfast Run

Sunday morning Canterbury woke to a crisp but beautiful winter's morning and we packed up the Model A and headed off down the southern motorway towards the city.

Traffic was light at that time of the morning, the wee car easily whizzed down the motorway and up over Evans Pass where there was a spectacular view of the harbour. On the way down the steep hill we noted a couple people trying to bike up and thought to ourselves what a strange thing to want to do on a Sunday morning.



The Governors Bay Hotel put on a great breakfast for a good turn out of the Model A club members. There were 9 Model As and 5 modern in attendance.

There was a little bit of nattering involved over breakfast, followed by a 50 year presentation to Alan Wills, who in turn gave us a brief background to the forming of our local chapter. One thing I didn't know was that our club was the first Model A club to be formed outside of the USA. - Well done us!



Russell and Wendy Genet prepared a pleasant drive for us around to Camp Bay, which is the next bay around from Purau. A beautiful little cove with views straight out through the harbour heads to sea.

After a wander around Camp Bay, we headed back to Governors Bay via a narrow little drive up behind the houses of Diamond harbour and back down to the main road.



Back in Governors Bay we had our picnic lunch in the old school house followed by an excellent team quiz organised by Wendy and Russell. This was good fun with extra points awarded to the less obvious answers that came forth.

Well done to Wendy and Russell for organising an excellent day out.

Gerry Lake

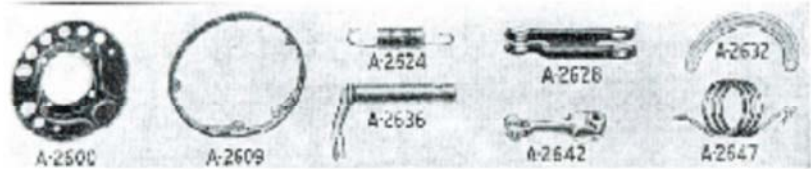


# AUTHENTICALLY SPEAKING

## Rear Brakes Restoration. Part 2. *Continued from the July newsletter.*

**DISASSEMBLY.** (Some emergency brake parts will also have to be removed at this stage to facilitate removal of brake parts, but this will be to your advantage, where you will end up with a restored backing plate.)

If you haven't removed the rear wheels and hubs, please remove now. Insure your car is supported very well and shake the car to ensure it is steady before removing the wheels. The brake drums will require a wheel puller to remove them. Don't bash the axle nut in an attempt to remove the hubs. With the rear drum removed you will see the following, at left.

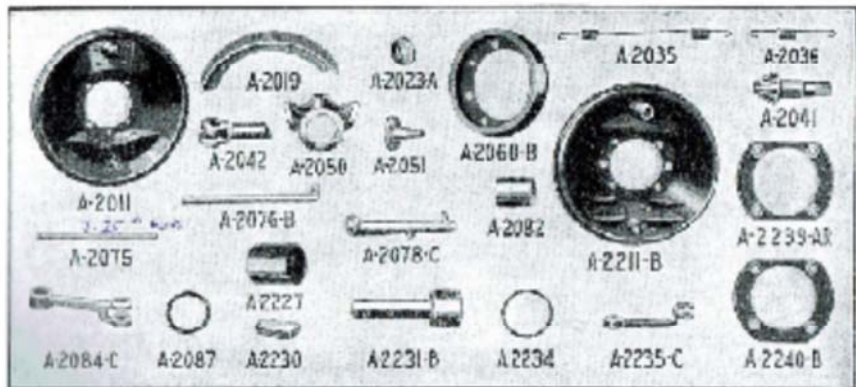


Remove the service and emergency brake rods completely from both ends. Remove the split pin holding A-2632 to A-2636. Remove the 2 tension springs and bin them. The complete emergency band can be removed and put aside. *Restoration of the emergency system is covered in a future article.*

Removal of parts and restoration descriptions will apply to one wheel only. Do the same to the opposite wheel. Be careful, as there are left and right parts.

Remove the 3 tension springs holding the brake shoes end bin. (One long and one short) Dismantle the rollers A-2032-A and adjusting wedge A-2042 from each shoe and bin.

You have the choice of purchasing new lined shoes or getting them relined at a brake shop. If going the brake shop route, ask for the grey soft linings suitable for mechanical brakes and ask to be bonded.



Some of the parts shown in this drawing are for the front axle.

Relining with rivets is long gone. If you are going to the expense of purchasing complete cast iron drums, obtain the appropriate linings from your supplier. It is best at this stage to completely remove the backing plate from the axle housing. This is easily done by removing the 4 backing plate to axle housing bolts which are pinned from the inside.

Note, there are 2 bolt lengths. One allows for the thickness of the radius rods. Note their position. Each bolt has a special nut as pictured above. 2 short and 2 long per side.

### INSPECTION.

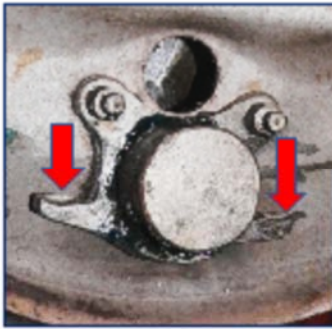
With the backing plate(s) removed, it is possible to remove and inspect all parts for wear.

**This is where new parts come into their own**, especially A-2231-B, A-2230, A-2227.

A-2235-C the rear brake camshaft lever will have to be unriveted from the shaft of A-2231-B. The



# AUTHENTICALLY SPEAKING



clevis pin holes will have to be enlarged to take an oversized clevis pin or discard for new. There are lefts and rights of this part. (A-2642 Emergency brake lever also come in lefts and rights, and are marked.)

Remove the bushes from the service brake shaft housing and install new A-2227. These bushings will have to be reamed to size. To save time later, do the same process to the emergency brake arm bushes. A-2227. Wear will be evident on the



New bushings installed.

roller A-2023-A bearers. These can be welded to the original correct height, which is vital. Do not add more than standard. These areas are marked at left. This fitting can be purchased new from suppliers but still have to be riveted in place.

Ensure the housing tunnel is secure to the backing plate. The housing at left is missing. The backing plate(s) and all usable parts A-2240-B will require cleaning (sandblasting is best) and painting gloss black along with other associated parts.

The dome on top of the brake adjuster A-2041 can be removed and the adjusted wound out for inspection and cleaning. Clean all nuts and bolts and inspect threads.

## Assembly.

After reaming the bushes to a good sliding greased fit, install A-2231-B and install the brake camshaft lever, making sure you have the arm for the correct side. This arm must be riveted in position very securely.

If the brake adjusting wedge A-2041 is ok and clean, wind back in its housing with some grease



and tap the dome top back into position and it will fall into a small circular recess.

**The levers, both brake and emergency must go in the right side and emergency arms are marked for position.**

The rear brake camshaft Levers A-2235-C2 is RH and A-2236-C2 LH. These are not normally marked for L or R. If a pair are placed side by side, the difference is in the angle of the 2 prong clevis. One is angled to the right, the other to the left.

The best way to tell which is which, is to take any arm (emergency or service brake) and hold it in place where it would normally sit on the inside of the backing plate. Sight through the 2 prong clevis and if it points to the equalizer bar (either foot or emergency, it is correct for that side. If it points away it will be for the opposing side. Ie, the angle of the clevis follows the frame. It will be quite obvious if it is the wrong side.

If the bushed shaft tunnel for either the emergency or brake lever has broken off the band carrier plate, it must be welded back in position.



Emergency brake arm showing R 'right'.

Install A-2230 the lubricated rear brake cam, and relined brake shoes, making sure the two rollers on each shoe are resting on the cam faces and making sure the other end of the shoe the A-2042 brake shoe link is in the correct position to correspond with the angle of the A-2041 brake adjusting wedge. Move the brake lever and see how the shoe operates. You may want to complete the backing plate by adding all the emergency brake parts to complete the exercise. (Emergency brake is covered in a future issue)

Install the backing plate to the axle housing ensuring the correct bolt lengths go with the longest bolt passing through the radius rod hole. With all the new brake rods installed, get a helper and gently push the brake pedal down to check movement. There must be no excess play in the system from the pedal to the shoes.

With the rear drums off, replace the grease seal A-1175, a new axle key and axle shims if necessary. If the sides of the brake shoes have been touching the drum, it is a sign the drum is going on too far and would require shimming. Headnut.



## INTEREST IN FORD MODEL T's & A's By Tom Stephens

My Grandfather Thomas James Stephens who grew up on his parent's farm at Seadown in South Canterbury on leaving school worked on farms in the South Canterbury district both with stock droving for Mr McCully and Bill Clark harvesting crops with mills and chaff cutters

When the Pareora Freezing Works opened in 1903 he was taken on as a stock buyer in South Canterbury and when in 1907 he bought a farm at Airedale in North Otago then after a year setting up the farm he was asked by Canterbury Frozen Meat Company to represent then as a stock buyer in the North Otago area.

A horse and gig was his first means of transport but with the distances he was required to travel motorised transport was acquired in the form of a Triumph Motor Cycle. After a year of bone shaking travel and running beside it on steep muddy roads some more comfortable means of travel was necessary, so in 1911 a new Ford Model T was purchased (OU40) from the Oamaru Ford agent Mr Fred Dennison. Over the next six or so years, a new Model T Ford was bought each year and the old one retained and used on the farm.

My Grandfather's stories of his experiences with the Model T Ford fascinated me to the point where I felt that I wanted to have these experiences as well.

I left school in at the end of 1961 and began work much the same as my Grandfather working on farms in our district. At this time the Model T had just about run its course with only two examples that I can recall being driven on the road. Tom Fitzgerald was still using an immaculate 1924 era black Doctors Coup and George Frame a well-worn Tourer of the same era. Two of my uncles Bill and Stan Hastings still had 1929 Ford Model A's a Tourer and Tudor as second vehicles and there were numerous other Model A's still in regular use both in the town and rural areas especially on farms. Johnny Smith who lived in Weston drove a 1930 Ford Model A Tudor and as a side business he bought Model A's of any type and converted them into farm runabouts up until the 1960s. Terry Buchanan was driving a 1930 Town Sedan on a daily basis into the late 50s which was on sold to Jim Aitcheson as a second car. Neil Slemint was driving a 1930 Town Sedan every day into the mid 60s. Geoff Omnett's 1930 Tourer was used as a farm runabout by Jim Frew up to the late 1970s. Derek Wootton's wife Maureen drove their children from their farm on Cape Wanbrow to the Oamaru South School in a 1930 Model A Tourer. Neil McPhee was using a genuine Model A Roadster Pickup on the family farm at Awamoka until 1970 when it was sold at the clearing sale. Ken Roberts was using 2 Johnny Smith Model A conversions on his farm at Awamoka into the late 60s.

It was in this environment that I decided to buy my first car in 1964, a 1930 Ford Model A Tudor for 30 Pound. Mike Mitchell owned the car but by the time I approached him he had sold it to Paul O'Connell who wanted to drive to Nelson with some mates for Christmas but agreed to on sell it to me when they returned in the New Year so in January 1965 I took delivery of my first Model A which was used as a second car for the next 10 or so years. Mechanical problems were soon experienced and I was advised to call on the knowledge of Jack Crump who lived in Weston and had lived during the Model T and Model A era who was in his late 60s. He had used Model T's and Model A's on mail delivery runs in the North Otago district. In the late 30s he had been involved in competitive hill climbing as a renowned engine tuner, he also tuned pianos. We soon built up a close friendship and he proposed me as a member of the North Otago V.C.C in 1965 (To be continued...)



FOR SALE



# ROBERTSON SCREWS



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**Contact Les on 027 2245 045,**

**Or [rushmoremotors@xtra.co.nz](mailto:rushmoremotors@xtra.co.nz)**



## FOR SALE

Model A Ford Shock Absorbers rebuilt as exchange \$240 each, or \$270 outright.

Phone Jack at 03 352 6672 ChCh or 0274 322 041

5 x 21 inch Model A wheels, all need some work.

Offers Phone Mike 027 879 8070

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

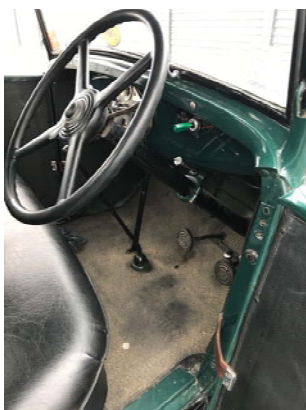
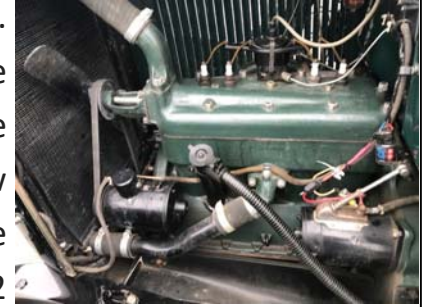
(Ford Canada). The pick up body is the lightest of all Model A bodies which gives them great performance and hill climbing ability. The pick up tray is lined with Southland Beech timber which makes it very attractive, and this truck also has a Tonneau cover which stops all dust and water ingress. The 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

painted 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 available by email [mvincent587@gmail.com](mailto: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

### **Crankshaft**

Wanted, Model A Crankshaft late model one,

Please phone Kevin Straw 03 338 3686 or 0295 245 048

### **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@xtra.co.nz](mailto:barryhoff@xtra.co.nz)

## CLUB CAR REPORT

The car is booked for

- Weddings on 3<sup>rd</sup> and 30<sup>th</sup> September
- VCC Canterbury Swapmeet 3 days from 7<sup>th</sup>– 9<sup>th</sup> October
- National Rally Feb. 2023

The car is due for a Warrant and Graham will organised some maintenance work as well.  
Thank you Graham for looking after our 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> September 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.

## **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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\$ 453 each



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**FIRESTONE  
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\$442 each



**FIRESTONE  
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