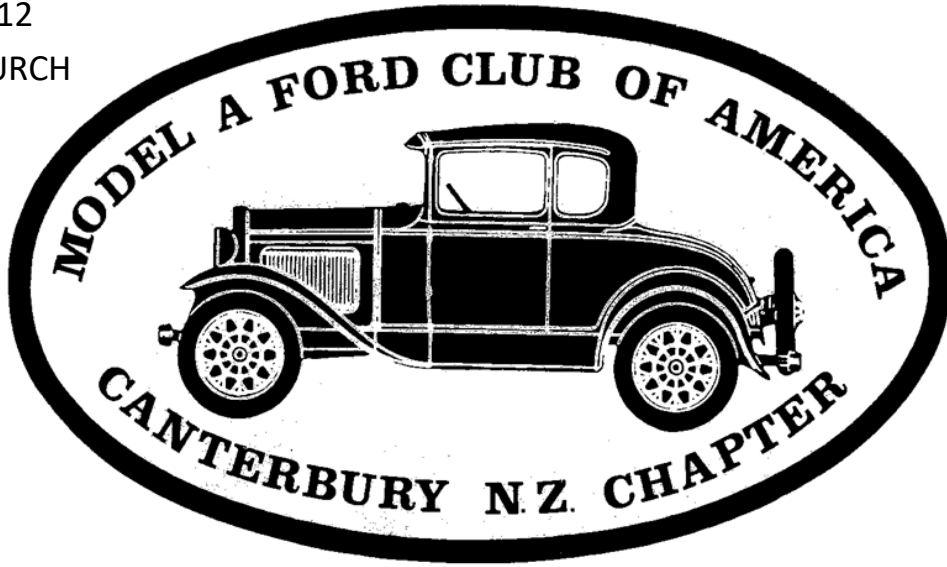
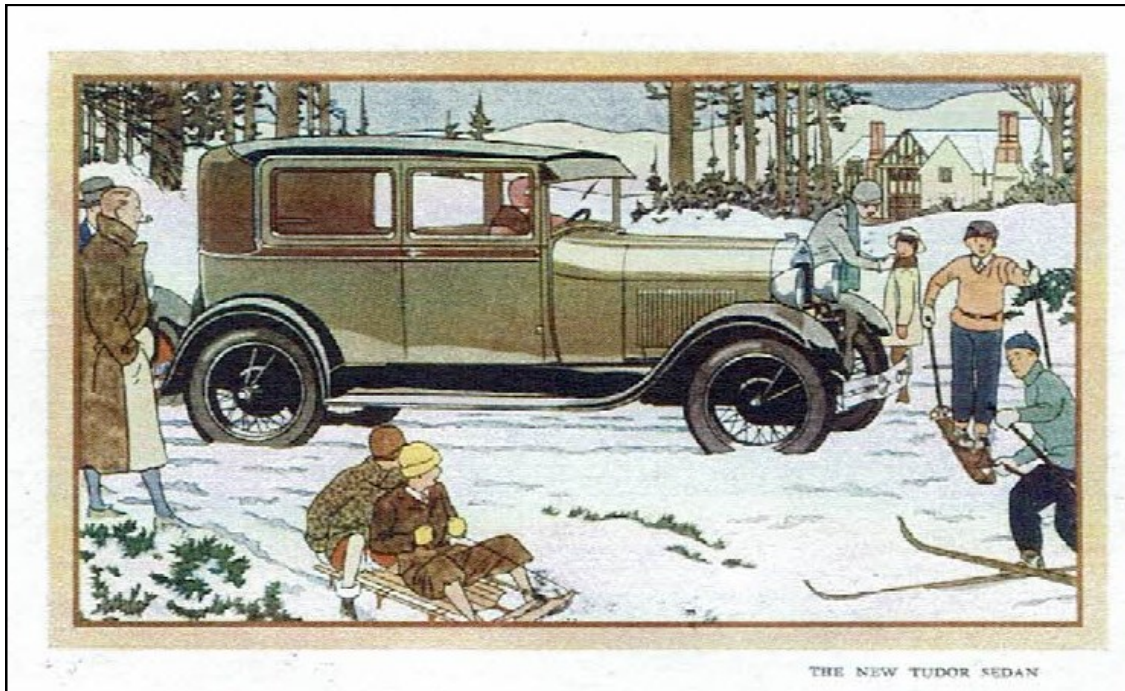


PO BOX 4212  
CHRISTCHURCH



# *A Ford Script*



SEPTEMBER 2017

# A Ford Script

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

## COMMITTEE

<b>Club Captain</b>	Peter Bayler	(03)313-7067
Vice Club Captain	Graeme Scott	(03)384-8773
Treasurer	Barrie Shipley	(03)383-4640
Secretary	Brent Miles	(03)349-8108

## General Committee

Anne and Graham Evans	(03)351-5919
Glenn Birnie	(03)347-4849
Pam and David Dacombe	(03)313-7341
Russell Genet	(03)329-9065
Lindsay and Annette Painter	(03)342-5247
Bruce Miles	0272389692

<b>Webmaster</b>	Graeme Scott	(03)338-3686
<b>Assistant Webmaster</b>	Ken James	(03)980-0547
<b>Script Editors</b>	Graham Evans	(03)351-5919
<b>Club Car Custodian</b>	Graham Evans	(03)351-5919

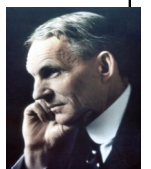
Website [www.modelaford.co.nz](http://www.modelaford.co.nz)

Script email [afordscript@gmail.com](mailto:afordscript@gmail.com)

COVER . From Cowlitz Valley A's November 2014

## 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

Thank you for electing me as your Club Captain, we have two new members on the committee, welcome to Pam Dacombe , and Glenn Birnie.

We have an exciting year of Model"A". motoring planned ,so we are looking forward to seeing you out in your "A"s .

Rosalie and I were returning from Akaroa in our motor home last Sunday, and we were very pleased to cross paths ,with a great turn out of "A"s on the run , so with a quick turn around in the bus , we were able to join the run for a short while. At the lunch venue I had the pleasure of handing out the cups and certificates to the winners of the night trial and gymkhana. Congratulations to all our prize winners.

MAKE YOUR DAY---DRIVE YOUR "A". Peter.

## CLUB CAR REPORT

The Club Car has been housed in its garage all of August.

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

### **NEXT COMMITTEE MEETING:**

Next committee meeting is 7.30pm, **Tuesday 19th September, 2017** , at Annette and Lindsay Painter's home , 56 Langdales Road. If you have any matters you would like raised, please contact a committee member before this date.

## COMING EVENTS

### **Alternative September outing.**

A Spring Festival will be held on 9 September in Cheviot. This could be a good time to meet up with the Daimler Car Club.

This event has a trade fair atmosphere and is a chance for Christchurch people to travel to Cheviot for a visit, following the Kaikoura Earthquakes.

We had tentatively suggested a combined Gymkhana event with the Daimler Car Club, they are happy to join us.

Please advise your interest to Graham Ph 03 3515919 or email [gaevans@xtra.co.nz](mailto:gaevans@xtra.co.nz)

### **September 15th and 16th September Weekend.**

#### **International Model A Day weekend in Hokitika.**

Organised by the Coasters. Contact [ri.devlin@xtra.co.nz](mailto:ri.devlin@xtra.co.nz)

Entry forms have been emailed out.

**October 15th.** Breakfast run. Starts at the TWO FAT POSSUMS > More details next Script.

**November 12th** Run to Mayfield Domain via Rakaia Gorge.

**November 26th** Selwyn Motor Fest. (See below)

**December 3rd** 71<sup>st</sup> SANTA PARADE .

**December 6th** Children's Christmas part at the Groynes.

**December 10th** Christmas Breakfast at Rosebank. 9.00am

**January 28th** Posh Picnic. Era dress etc.

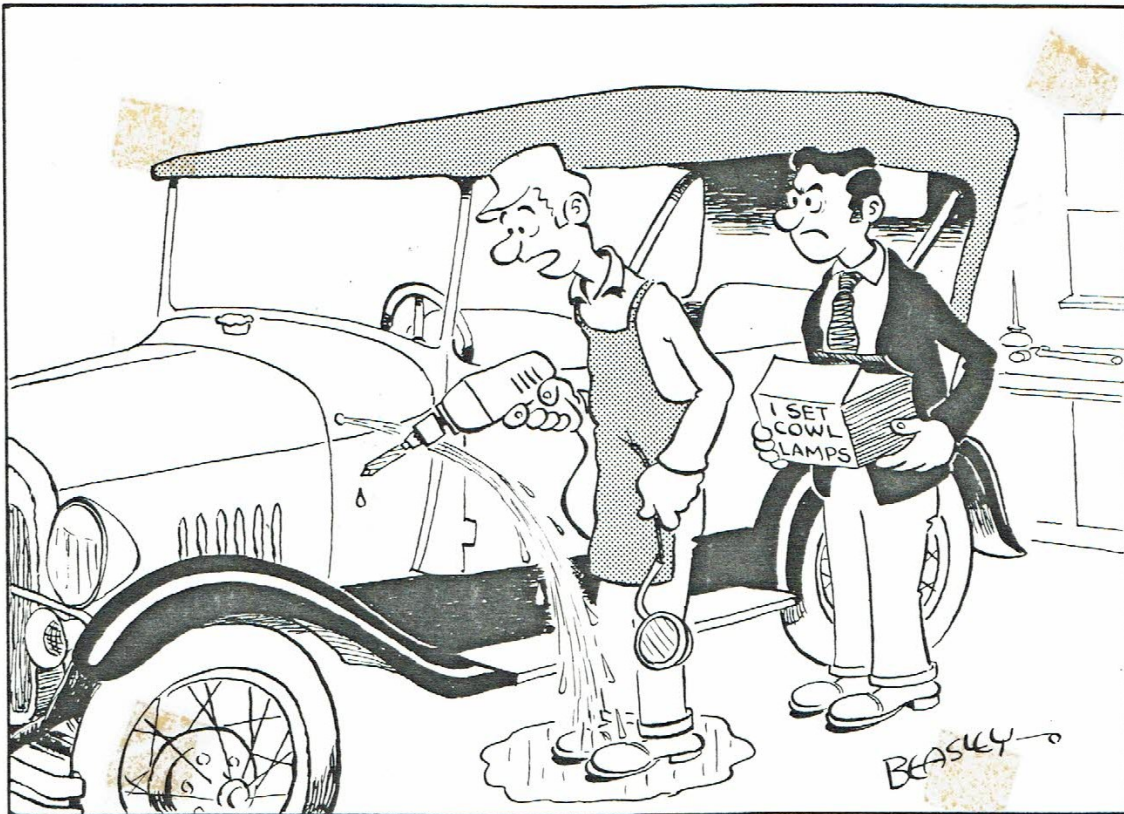
Non Club Event

Selwyn Motor Fest

Sunday 26th November 2017.

They're hoping to attract 1,000 vehicles for display as a fund-raising family fun day event for Selwyn St John Ambulance. Registration is only \$10 per vehicle & it's a very worthy cause.





OH YEAH, NOW I REMEMBER - THE HOLE GOES BELOW THE SEAM!

### **XENOPHOBIA PAGE**

Five Germans in an Audi Quattro roll up to the Italian border, The Italian customs agent stops them and tells them -

"Itsa illegala to putta fiva people ina Quattro"

"Vot do you mean itz illegal?" says the driver.

"Quattro meansa four" replies the Italian official

"Qvattro is just ze name of ze automobile" the Germans retort unbelievably, look at ze papers, zis car is designt to karry fife persons."

"You can'ta pulla thata one ona me", replies the Italian, " Quattro meansa four. You havea fiva people ina you car soa you are thereforea breaking the law."

The German driver replies angrily, "Dummkopf! Call your zupervizor over, I vish to speak to somevon viz more intelligence!"

"Sorry" responds the Italian official, " He can'ta come just yet, he'sa busy witha two guys ina Fiat Uno"

*(Thanks to the Daimler & Lanchester Owners Club Mag azine)*

## Winter Run 13 August 2017

A near perfect spring day greeted a modest turn - out of 'A's, modern and semi modern enthusiasts at Tower Junction for what turned out to be a very enjoyable, picturesque and stress free run (as evidenced by the lack of the usual navigator/driver, often spirited, 'discussions' afterwards), organized by David and Pam Dacombe.



It was great to see some of our newer members join as well as seeing Bruce Miles back after his time of incapacitation.

Heading south we left the city via Cashmere, then in competition with the two wheeled lycra brigade, we made our way via Tai Tapu and Lincoln, past the new born lambs and calves, to the Rolleston home of John and Jillian Winchester. Here we were joined by several other club members for lunch prior to hearing about John's substantial and enviable collection of cars and tractors, some with significant provenance.

We were then treated to a shed display most can only dream about as we wandered amongst John's collection of mint condition Zephyrs, Zodiacs, early Fords (including a '30 Coupe which had its own story), a Capri and Cortina. John also has a collection of Farmall tractors, also in mint condition in his purpose built and very impressive garage.

Here was a lifetime's collection that not only were we privileged to see but also John was (rightly) proud to share with us.

Following the shed visit, and after Garth had effected some roadside repairs to ensure his lights should work after dark, a number took the opportunity for an evening meal at the



Hornby Working Men's Club before returning home.

This was a great day out thanks not only to the generosity of John and Jillian but also to David and Pam for organizing this stress-free scenic springtime run.





### **Model A Parts For Sale**

- 4 x 19" Wheels @ \$70 each
- 1 x 21' wheel @ \$70
- 1 x 1930 Bonnet complete \$100
- 1 x set of guards (repairable) \$100 each
- 2 x 19" 500x19 New re-treads \$170 each
- Or with new tubes only \$320 for the pair
- 1 x 1930 wooden Windscreen (good conditions—needs glass) \$50
- 2 x Front Axles Offers
- 2 x Diff & parts Offers
- 5 x Heads need crack testing Offers
- Front & Rear springs Offers
- 1 x Motor (needs reconditioning) Offers
- 1 x Fly wheel & clutch Offers
- 1 x towbar Offers

Terry Buchanan Phone 03 4449177, cell 021 0517070

20 Ballarat Avenue, Naseby, RD 2, Ranfurly





## When Was the Last Time You?

By Hal Cable

Hudson Valley Region Model "A" Restorers Club

**1. Greased your throw-out bearing.** To do this job remove floor mats and floorboards and clutch inspection plate. Grease bearing through fitting on throw-out collar. Do not over-grease.

**2. Packed your wheel bearings.** Remove wheels and drums, wash the bearings and races thoroughly. Pack bearings with wheel bearing grease and re-assemble. Do not forget the cotter pin.

**3. Flushed your crankcase.** Drain oil - refill with kerosene, or diesel oil or special flushing oil. Run engine twenty minutes or so, then drain and refill with clean fresh oil. Make sure drain plug is in tight.

**4. Greased your light switch shaft.** Remove light switch on bottom of steering column, remove fork and spring that operate light switch, pull shaft out or up as far as possible and clean grease off. Use light cup grease after you wiped shaft off, reassemble unit.

**5. Greased your speedometer cable.** Remove dash panel and disconnect speedometer cable. Pull out the small inside cable and wash thoroughly. Pack with light cup grease and reinstall in the casing. Wipe off excess grease and replace instrument panel.

**6. Oiled your gas pedal linkage.** There are three places to oil. Behind the engine on the shaft supports there are holes drilled for oiling. Also where the rod connects from the carburetor.

**7. Tightened your lug nuts.** Use firm even pressure on all lug nuts. Be sure to see whether nuts are pressing the wheel to the drum or just bottoming on the studs. A wheel that is not properly bolted to the drum can be ruined in very short order.

**8. Checked the oil in the transmission and rear end.** Keep level up to the filler plug, use 600W (SAE 160) in both. This oil can be obtained at Sears Roebuck or any big truck stop. Be sure it is non-foam.

**9. Cleaned and flushed the cooling system.** The cheapest and best product for this is Arm & Hammer Washing Soda. Pour contents of box of washing soda into radiator and fill with water, run hot for a half-hour and then drain. Flush system out several times with clean water.

**10. Tightened the fan belt.** Loosen generator mounting bolt, move generator away from block until most of the slack is taken up in the belt. Tighten belt, then check belt to see if adjustment has changed.

**11. Rotated your tires.** Spare to right front, right front to left rear, left rear to right rear, right rear to left front, left front to spare. Follow some pattern in each rotation.

**12. Checked your radiator hoses and clamps.** Feel hose, if soft and gummy, replace them. Same with split or rotten ones. Check clamps for tightness and watch for broken ones.

**13. Had your front wheels aligned.** Should be done on special equipment. (See "A Cheap and Cheerful Approach" in Echoes April 1993 page 8.)

**14. Oiled your generator.** There should be two oil holes on the generator. The rear one is easy, the front one is protected by an "L" shaped clip that has to be removed to one side.

**15. Spent an hour tightening nuts and bolts all over the car.** Self explanatory.

**16. Adjusted your point gap in the distributor.** Ford recommends a gap of .018 - .022 check the gap at least every 500 miles.

**17. Checked the air in the spare tire.** Self explanatory.

**18. Checked out your emergency tool kit - including jack.** To each his own, should include points, condenser, plugs, wire, tools and a fire extinguisher.

**19. Adjusted your emergency brake.** Take up the slack with the clevises on the forward end of the emergency brake rods. When there is no more adjustment left, reline the bands.

**20. Filled your shock absorbers.** On all original shocks, there is a filler plug located near the top of the unit. It has a 3/8 square nut on it, use only Houdaille, Ford or Delco shock absorber fluid or use glycerin.

**21. Cleaned and tightened your battery connections.** Most corrosion and sulfate deposits can be washed off in a solution of baking soda and then flushed with warm water. Pull cables off the terminals and clean the contact surfaces with rough sandpaper or file. Flush with warm water and reattach them. The use of Vaseline or light cup grease after assembly is recommended.

**22. Polished headlight reflectors.** Use very soft cloth or cotton with silver polish, not chrome polish as it will scratch and dull the reflection. When polished, use new gaskets.

**23. Checked out all your light bulbs.** Self-explanatory.

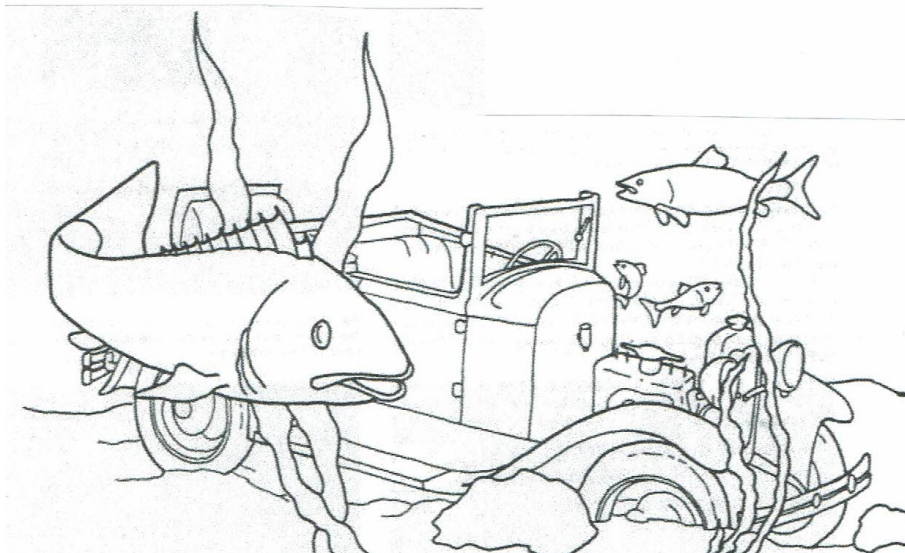


## Forty-seven Years Under Water

During the winter of 1936 an Idaho man was driving his Model A on the ice of Lake Coeur d'Alene . Suddenly the car broke through the upper layer of ice and settled on a layer a few inches under the surface. Unable to get the car rolling, the man got out and began chipping away at the ice to form a ramp back up to the top. Then the ice cracked and the Model A disappeared in to the black water.

The car, a 1929 Cabriolet, sank in 130 feet of water and came to rest on the drivers side . It settled in to the mud about 18 inches. As the last bubbles escaped and raced to the surface, the cold, clear waters of the lake began their attack on the exposed metal.

Forty-seven years later, Tom Michalski from Post Falls located the drowned Model A Cabriolet and brought it to the surface. The car was surprisingly intact. The side which had rested in the mud was rusty but in fairly good shape. The passenger side panels and fenders were heavily rusted, with holes through many areas. The ignition key was still on, and odometer showed 68884 miles . The left front tyre still held air. Tom Butterfield, an antique car enthusiast in Coeur d'Alene, heard about the Model A and bought it from Michalski for \$500.00. After checking the extent of the water damage, he decided to see if the engine could be turned. Sure enough it was not frozen solid. Next, he drained what little oil remained in the crank case and refilled it with fresh oil. Then he removed the carburettor, cleaned it up and soldered a hole in the bottom of the bowl. The distributor was too rusted to salvage, so he put another distributor on and replaced the critical wiring. The gas tank was clogged with rust, so he rigged up a coffee can and fuel line. The starter was removed, disassembled and cleaned up, then reinstalled. Finally, with a used 6 volt battery hooked up, he tried to start the engine. It coughed and spluttered. Then it took hold and ran! In just 2 hours time from when he had gotten the Cabriolet, Butterfield had it running! Fred Gooding saw the car shortly after the story was reported. He writes, "The car was incredible! They started it up for me and it ran as smoothly as can be.



# Looks what's under the bonnet

Harry Miller designed a line of heads that were to be used for industrial applications such as log splitters and irrigation pumps. Schofield Incorporated of America bought out Miller in 1929, a mere few weeks before the stock market crashed and the United States lost over 26 billion dollars.

Miller was paid \$150,000 and a \$60,000 retainer.

Block Manufacturer : Ford - Block Material : Iron

Cylinders : 4 - Cubic Inches : 200.5

Bore : 3.875 - Stroke : 4.25

Block Year : 1928

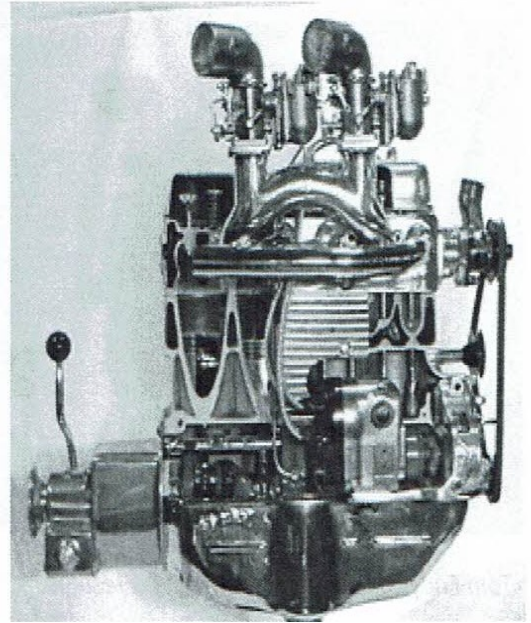
Head Manufacturer : Harry Miller - Head Material : Iron

Cam : In block - Cam Drive : Gear

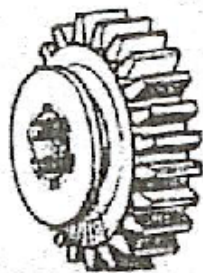
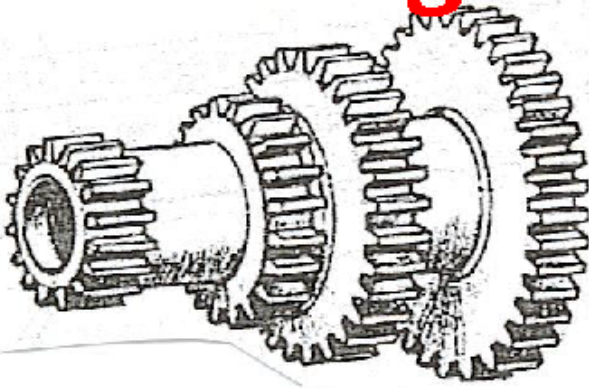
Carburetion : 2 Winfield 'S'

Head Year : - Era : Model A/B

See <http://www.museumofamericanspeed.com/Ford-Model-A-Miller-Schofield-Cutaway,15465.html> for more stories



## 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 2<sup>nd</sup> gear, making traffic driving and hill climbing not a problem.

### COST

All new cluster and 2<sup>nd</sup> gear \$1890.00 + P&P

### CONTACT

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Swanson  
Auckland 0614  
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PH (09) 8329818

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EMAIL: [vet.vin@xtra.co.nz](mailto:vet.vin@xtra.co.nz)

Web; [www.veteranvintagecars.co.nz](http://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 September 2017. Please send to the Editor, Graham Evans [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.

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.

## **ANTIQUÉ FORD PARTS**

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