

A Ford Script



September 2020

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

COMMITTEE

Club Captain	David Dacombe	(03) 313-7341
Vice Club Captain	Peter Bayler	(03) 313-7067
Treasurer	Brent Miles	(03)349-8108
Secretary	Russell Genet	(03)329- 9065

General Committee

Glenn Birnie	(03) 347-4849
Andre Kraenzlin	021 996-223
Kevin Mercer	021 716-845
Lyn Miles	(03)349-8108
Vaughan Morrison	021 660-762
John Olliver	(03) 359 6360
Lindsay and Annette Painter	(03)342-5247

Webmaster	Graeme Scott	(03)384-8773
Script Editor	Graham Evans	(03)351-5919
Club Car Custodian	Graham Evans	027 320-7948

WEBSITE 'Model A Ford Club Canterbury'

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. Any questions or suggestions please contact Graeme Scott (webmaster) at 'scotts.belfast.nz@gmail.com'

COVER. Model A Delivery on the road to restoration—Graham Evans

Hi Folks

Our new committee have had their first meeting and have started planning several events for the coming year.

Thank you to Lindsay and Annette Patterson for planning our last run, which included Breakfast, before a run through the Road Tunnel to Lyttelton to an interesting collection of vehicles. The weather was good, so we were able to have our picnic lunch at Corsair Bay.

The only event for September is the International Model A Day being held in Murchison. I trust those who are going have registered and booked accommodation. I'm looking forward to getting away and giving the Model A a good run. I wish everyone a safe journey and an enjoyable weekend.

You will note in the Script, that we are going to start charging members who want a printed copy of the Script. The cost of printing and postage have made this necessary.

I hope that all the events we organise can be run, but it will depend on the situation with Covid 19. We will advise everyone of any late changes to events via e-mail, so hopefully we have your e-mail address.

If you do not have an e-mail address, please phone me.

Time to get your 'A' tuned and ready to go.

Happy motoring

David

MAFCA CANTERBURY CHAPTER Prize Giving 2020

Trophies and Certificates presented

Lynton Withell Cup for Attendance	Alan & Barbara Hill
Avon City Ford Night Trial	Not Awarded
Mark & Debbie Smith Club Captain's Award	George Spriggs
Rex Chenery Memorial Gymkhana Trophy	Alan Hill
Brian Dixon Cup for Lady's Gymkhana Cup	Lyn Miles
Straw Family Trophy for Junior Gymkhana	Lucy Morrison
Concours Lady's Fashion	Lyn Miles
Concours Men's Fashion	Brent Miles
Concours Vehicle & Fashion	Peter Bayler & Colleen Rillstone
Rosalie Bayler Memorial Cup (Era Picnic)	Graham & Anne Evans
Concours best overall Condition Mechanical	Not Awarded
Harrison Cup for Commercial Concours	Not Awarded
Concours de Elegance Trophy	Not Awarded

Certificates only presented

MAFCA Highly Commended Junior Gymkhana	Ben Morrison
MAFCA Best Dressed Couple	Not Awarded
Most Authentic Vehicle	Not Awarded
Best Groomed Vehicle	Not Awarded

2020

September 11-12th	International Henry Ford Day, Hosted by Top of the South based around Murchison (Details & Entry Form in August Script) <i>Final close off date for entry Friday 4th September.</i>
October 18th	A short run prior to a visit to the gardens of Sir Miles Warren's property "Ohinetahi" Meet at Princess Margaret Hospital 10am and bring a picnic lunch. If wet please call Russell Phone 03 329 9065
November	Christmas Function
December 9th	Children's Christmas Party - Cutler Park

2021

January 31st	Era Picnic
February 14th	Run and Gymkhana for Rex Chenery Trophy
March 28th—April 8th	National Meet in Gisborne
April 18th	High Country Run
May	Night Trial
June	Mid Winter Function

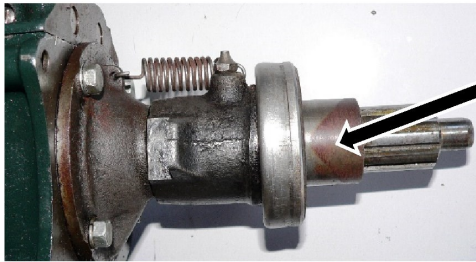
Past Events— July 2020 Run

14 Model A's and a couple of moderns gathered at Noel Leemings, Moorehouse Ave for a short run for the Breakfast stop at Route 66 Victoria St. Lindsay & Annette Painter organised this event which moved on to Lyttleton to visit a very interesting car collection.

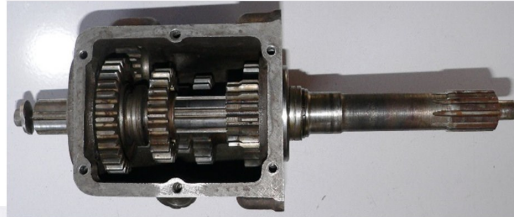
Following this we moved around the Harbour to Corsair Bay for a picnic lunch with some lovely weather .



Lubrication of the Clutch Thrust Bearing. (Late 28 to 31)



The Main Drive Bearing Retainer A-7050 with thrust bearing in place before removal.



Bearing retainer A-7050 removed.



A-7050 gearbox front bearing retainer and slide for the clutch thrust bearing hub retainer A-7561-B, below.

The Throw-out Bearing is Lubricated.

(Despite what you may read elsewhere)

Grease applied through the thrust bearing hub grease nipple is forced between the inside of the clutch thrust bearing hub A-7561-B and the outside of the front gearbox bearing retainer. As the collar slides in and out as clutch pedal is depressed, a marginal amount of grease is forced through the holes on the hub collar and subsequently into the thrust bearing itself. By this method two parts are greased at the same time.

This is an amazing piece of engineering that hardly anyone realizes. Just another one of these little engineering miracles on a Model A.



Clutch thrust bearing positioned on the clutch thrust bearing hub.

The Throw-out Bearing. A-7580-B.

A few facts and figures. When the clutch pedal is depressed the bearing is forced against the pressure plate fingers, disengaging the clutch plate. The thrust surface of the bearing provides a rotating surface for the clutch fingers to work on. There is between 1000 and 1100ft. lbs of pressure against the bearing when the clutch is engaged and when the bearing is engaged with the pressure plate. The bearing rotates at the same revs as the engine speed only when the clutch is engaged.

If any noises are heard when the bearing is under pressure it should be replaced immediately. There is a grease nipple on the A-7561-B bearing hub assembly which can be greased through the bellhousing inspection plate. This should be greased sparingly, and as mentioned, it supplies the bearing with a very small quantity of grease.

Headnut.

The Model 'A' Ford Clutch.

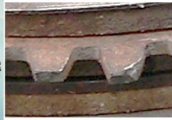
Your clutch will be one of two types.

1. The Multiplate Clutch.

If your car is manufactured in 1928, it could be fitted with a multiplate clutch. A good working multiplate is worth its weight in gold. Teeth should be square and the inside of the flywheel no too badly grooved where the plate teeth engage. All the later cars until the end of production were fitted with a single plate clutch. Each clutch type takes its own special flywheel, as pictured below.



Multiplate clutch.



Multiplate flywheel.



Single plate flywheel.



Single plate pressure plate.



Single plate driven plate.

2. The Single Plate Clutch. *Pictured above right.*

The single plate clutch is the more common and preferred clutch by many drivers, although those with a good multiplate would strenuously disagree.

Clutch adjustment.

Both types of clutches are adjusted in a similar manner to obtain 1" of clutch pedal free play.



Clutch pedal to release shaft arm rod. A-7521-B. This is where your pedal travel is adjusted.

With the inspection plate removed, and by moving the clutch pedal **by hand**, movement between the thrust bearing and the fingers is evident.



Single plate clutch.

Clutch Adjustment.

Remove the split pin coupling the arm from the bellhousing to release shaft arm rod A-7521-B. Wind the arm up or down until there is 1" free-play in the pedal. Test the pedal with your hand. The pedal travel must have the correct free play before the throw out bearing touches the fingers on the pressure plate, or thrust bearing on a multiplate. With the inspection plate removed, this is quite visible. Don't forget to re pin the trunnion rod when finished.

Gear Changing.

Take your time, push in the clutch pedal and wait a short time before trying to change gear. **Take your time** between up-shifts. The gears have to engage at the right speed. Downshifts will require double-clutching until you learn how high the engine speed needs to be for a clean change. It is not hard.

All it takes is time and practice.

Travelling in a Model 'A' you have all the time in the world to drive your car as it was intended, and to watch the scenery slowly slip by.

Clutch Thrust Slide Lubrication.

From under the floor boards remove the bellhousing inspection cover. The grease nipple is right in front of you. Grease sparingly.

Clutch Do's and Don'ts.

When driving, **don't** rest your foot on the clutch pedal.

Don't over grease the clutch slide grease nipple.

Don't have less than 1" of pedal free play.

Don't tamper with any of the clutch plate perimeter nuts or bolts if it is a single plate clutch. Leave it to an expert.

Don't have too much padding under the floor mat, stopping the clutch pedal obtaining its full travel.

Gear changing is much easier with the clutch pedal pushed fully 'home'. By doing this the gears mesh correctly, and the gears will last you a lot longer, if not forever.

There is only one do. **Do** enjoy your driving experience.

OTHER EVENTS

Wings & Wheels Darfield, Sunday 4th October,

Charlie & Jos Draper farm Kimberly Road, Darfield

This is a Sheffield Volunteer Fire Brigade fundraiser, and they have requested car clubs to display cars on the day entry \$20 per car includes passengers.

They will have planes from the Tiger Moth era to the present, Also Gliders, Helicopters, Homebuilt aircraft and maybe a hot air balloon.

There will be cars, motorbikes, trucks and other vehicles from the early 1900 to the latest available.

Swap Meet. 9, 10, 11 October

VCC Swap Meet, McLeans Island 9, 10, 11 October. Model A Club Cars wanted for Display. All persons will be required to pay \$5.00 entry fee or full weekend pass for \$10.00 . All vehicles are required to arrive by 10:00am and must remain on display until at least 4:00pm on Saturday and 2pm Sunday.

The Main VCC gate will be admitting only display vehicles.

If you wish to bring your Model A, just adhere to the above criteria.



Script Hardcopy

The committee discussed the cost of the printed copies of the Script.

Due to the cost of printing and that postage has increased recently, the club has decided that the costs need to be passed on to those members requiring a hard copy.

The cost of printing is \$28.00 per member annually for those receiving the hardcopy, therefore the subscription form will include an extra cost of \$25.00.

If you wish to receive a hard copy, please include this payment when paying your subscription.

Rushmore Motors (NZ) Ltd.

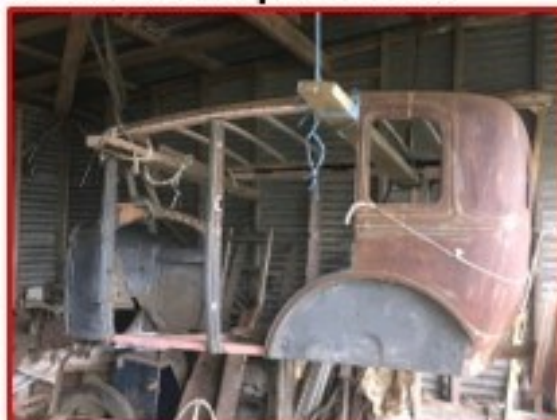
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CLUB CAR REPORT

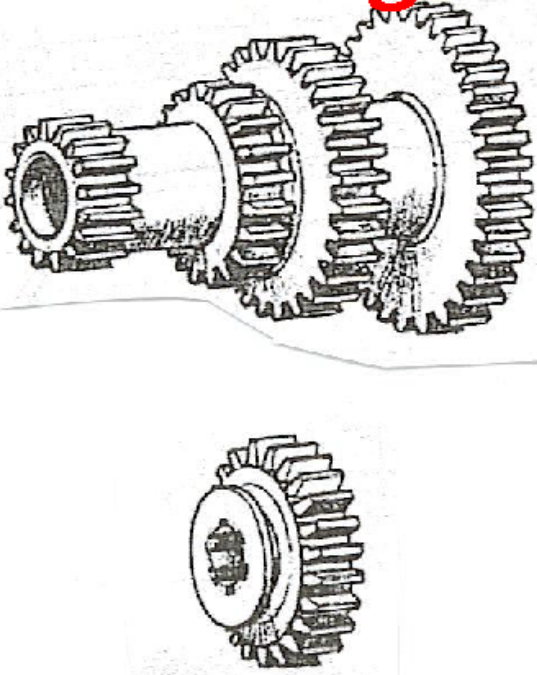
No activity during the month.

If you have your car unserviceable for a run, you can book the car by calling
Graham on 3515919 or 0273207948

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 2020. 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.

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.
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Errol or Linda McAlpine
On
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Swanson
Auckland 0614
New Zealand

PH (09) 8329818
MOBILE (0274) 543 983
EMAIL: vet.vin@xtra.co.nz
Web; www.veteranvintagecars.co.nz

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.

We have printed the annual run organiser for the coming events in this script.

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