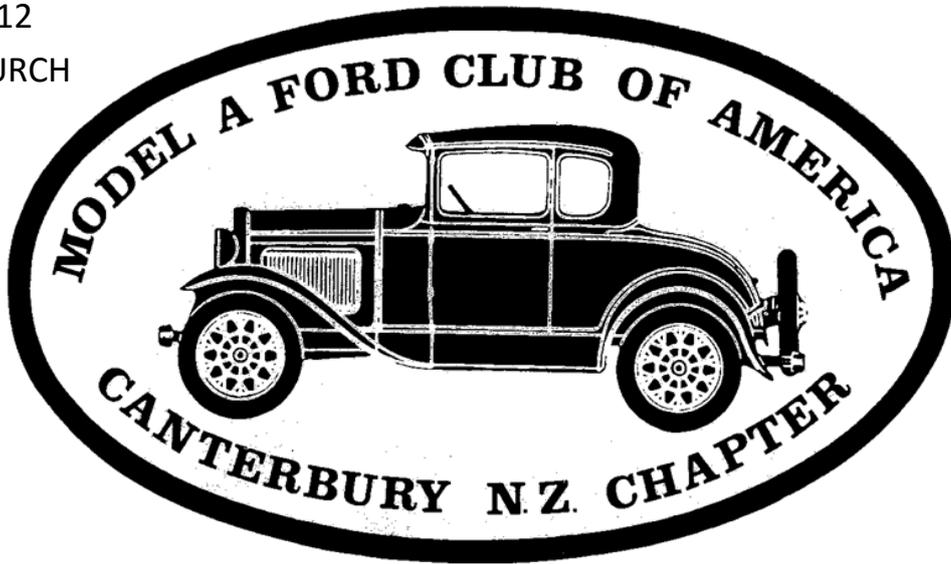


PO BOX 4212
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A Ford Script



SEPTEMBER 2016

A Ford Script

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

Canterbury New Zealand Chapter. PO Bo 4212 Christchurch

COMMITTEE

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Vice Club Captain	Bruce Miles	027 2389692
Treasurer	Barrie Shipley	(03)383-4640
Secretary	Brent Miles	(03)349-8108

General Committee

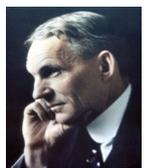
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Script email afordscript@gmail.com

COVER PICTURE :- Martin Vincent in his youth.

HENRY FORD QUOTE:- You don't have to hold a position to be a leader.



CLUB CAPTAIN'S REPORT

This month has seen another come and go.

The past officials have been returned for another year.

Congratulations to all award winners. (Full list next month)

The meeting was followed by a meal and conversation.



CLUB CAR REPORT

No activity this month, the car has been checked and is safe and sound in its garage.

Having a great time in Mackay with son and family in warm 20s temperatures

Happy Motoring

Graham Evans.

NEXT COMMITTEE MEETING:

Next committee meeting is at Barrie Shipley's home 38 Lakewood Drive. 7.30 pm Wednesday September 21st. If you have any matters you would like raised, please contact a committee member before this date.

Note from Eds. Holiday arrangements means the next Script, October will be out a wee bit late. We will send out a coming events sheet the weekend of 25th September, then the Script will be some time after that. If you are not on the email list and want to know what's coming up, ring a committee member after the 21st of September.

COMING EVENTS

September 9th, 10th 11th. International Model A Day. Nelson/Motueka.

Rally Secretary rossice@xtra.co.nz

October 2nd Sunday A High Country Run in North Canterbury.

Meet Peg Hotel for a 9.00am departure or 10.00 am at Amberley by Public Toilets.

Bring your picnic lunch etc. The Veteran Club are arriving at Andy's Foxdown property for lunch. There will be time to look at Andy's treasures and the Veteran cars. After lunch we head over Andy's property and adjacent farms in to the Hurunui valley. To round off the day, we will be meeting at the Leithfield Pub for an evening meal.

If you are planning on going on the run and/or to the meal please contact Rod Corbett.

0274338772 rcorbett@xtra.co.nz

November 6th Picnic Run . More details next Script. Annette and Lindsay Painter are the organisers.

Wednesday 7th December. Childrens Christmas Party From about 5.00 at The Groynes .

If you are good and 10 or under Santa might turn up so if you are bringing children aged 10 or under, please ring Barbara Hill 03 31336008 by 1st November so gifts can be arranged for them.

Saturday 10th December . Club Christmas Dinner.

Probable venue, The Bridge at Prebbleton but this is yet to be confirmed.

January 29th Picnic day. This will be the full era picnic accessories bonanza (and dress if you want), so keep scouring those Op Shops. There might be prizes!

February /March Hi country run ??

March Gymkhana

April 13th National Model A Rally (Easter weekend) Info in previous Scripts.

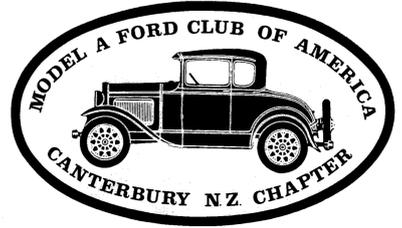
Contact:- carolyn_modela.tparts@xtra.co.nz

Welcome to John Stewart . 590 Number10 Road. RD6 Rangiora .

We hope to see you at a Club outing soon in your 1928 Roadster Pickup.



Club Member Profile: MARTIN VINCENT



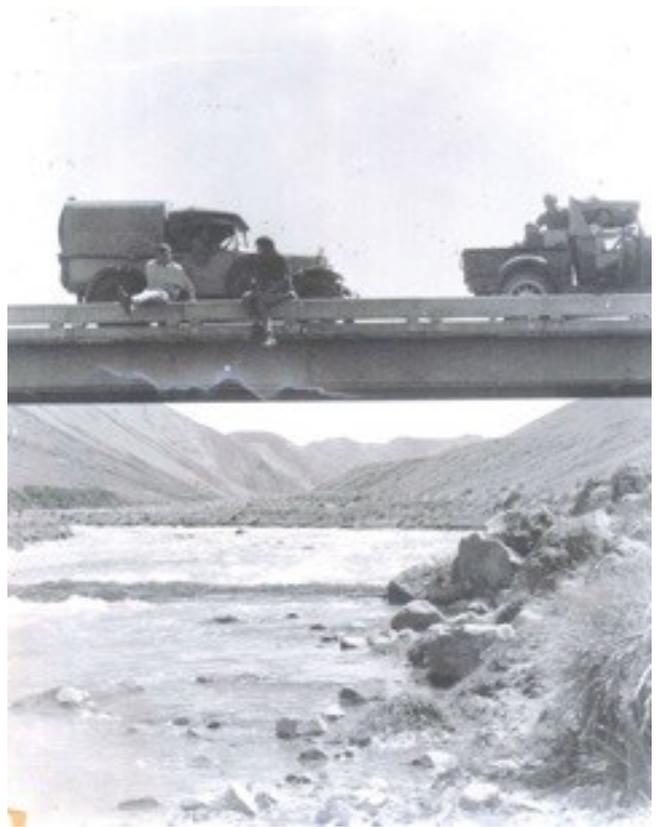
My first Model A was a cut down 1929 tourer with a wooden cab and flat deck . I had just left school and at the age of 18 in 1966 needed transport to travel to and from my first full time job on a sheep farm in South Canterbury, as a pre Lincoln College farm experience cadet. My parents recommended a Morris 8 but I had other ideas! Following up a Press advert led me to this old blue truck which was quite tidy and seemed to go well . The asking price as I remember it was 75 pounds but I think



I paid less than that. Very soon I was travelling back and forth to the farm and that old truck would easily climb the steep Mt Gay Rd between the farm and Pleasant point and then cruise at 45mph on the Main South Rd. It was infinitely superior to a Morris 8 !! The bottom of the sidescreens had rotted off so it was well ventilated , and in winter it was much like driving an open tractor ! But the motor was really good and it never let me down. As I recall tyres were my biggest problem, the old 21's were not easy to get and quite dear . Many nights were spent using the truck for rabbit shooting around the district, it's headlights were pretty useless, (they certainly would not dazzle a rabbit !),but we had a 12 volt battery lantern rigged up and good tallies were easy to get. This truck was however not a thing of beauty and I soon felt the desire to go up market Model A style.

My 12 months at Waterfall farm concluded and I had some cash! I spied a advert for a 1930 Tudor with the reg. # AQ2 . When I bought AQ2 in 1967 I had just turned 19 and it was advertised for sale in Waiti Terrace off Clyde Rd by Nick Turner. He was one of the family who had Turners the printing and stationery business. I remember him telling me that he had bought it from an old guy who had had it for many (10) years. It had originally been a PGG agents car so it must have been around the clock. However it was very original, had no rust, and as straight as a die. Nick had it repainted dark blue with black guards and reupholstered with beautiful blue Bedford Cord. It really was a beautiful looking car but mechanically it was pretty tired. It certainly had never been rebuilt. I owned it for about 18 months and did some work on it, but decided it was too good a car to hack round in ,so sold it to a guy who then sold it to Ian Lamb who is in the Model A Club. I sold it for \$500.00 which was a lot for a Model A then, but that reflected the sort of car it was. It is now owned by Tony and Pam Mannington in Hamilton. I did about 8500 miles in AQ 2, at the time I was working on a farm at Darfield. I can remember many late cold trips back to the farm and seeing the exhaust manifold glowing cherry red through the floor! During my ownership I distinguished myself by getting convicted for "careless driving" in Colombo St (overtaking) and lost my licence for 6 months I think.

When I sold it and regained my licence I replaced it with a yellow and black 1929 roadster pick up which was rough and worn. I saw it sitting on the side of the road in Wroxton Terrace after following up a Press Advert. It had loud big end rattle but still went OK so I became the latest in a long line of owners. By this stage I needed to do more practical work for my Lincoln course and took a job near Centre Bush in Southland. The pickup was driven down whilst running in a reconditioned motor. I had picked up a short block from Smith's Regrinds in ChCh who sold it to me in lieu of an unpaid debt. It had no head or valves so I swapped bits from my old motor and once I got the valves lapped in correctly with the help of the Centre Bush garage mechanic, it went really well. That truck took me and friends on many trips all over the SI, Haast, Queenstown, Nelson, Wanaka, to name a few.



It also did a memorable trip through the Island Pass and Rainbow Station on the way to a Nelson new year holiday. One winter it was left in the Castle Hill woolshed and used each weekend to climb the ski club roads. This worked really well. We drove up to Castle Hill in a modern car and then picked up the truck, chains already on, and followed the best snow reports at the Craigieburn Range skifields. It was amazing where it would go and at this stage I was forming my life long admiration and respect for the Model A Ford. Henry, and especially Edsel Ford's 'T' replacement was a brilliant design, the Model A was/is a superb combination of simplicity, performance, lightweight strength, and durability. A Model A can almost be every thing for every man. When you see the modifications and enhancements available today 88 years after the car was introduced, you realize just how versatile and adaptable that original design was.

From about 1968 to 1972 a succession of other Model A's passed through my hands, a 1929 Sport Coupe, a 1928 Tourer, 1930 Tudor and Fordor and finally the 1930 Pick up I still own. Most of them were unroad-worthy and I wrecked the Fordor. The other 3 were on sold and the Pickup went into storage for 20 years while I was firstly traveling, secondly starting a family, and thirdly establishing a business.

History of XS 4306

My first recollection of this Model A was about 1969. At the time it was acquired by a friend, Jonathan (Ricky) Leahy. I first saw it at his family home "Tytherly" in Riccarton Road, Christchurch and I vaguely recall being told it had just come from a farm in Cheviot, North Canterbury. At that stage it was in complete original but very well used condition, with the usual rusted out areas and battered guards and tray, commensurate with farm use. But I wanted it because I considered this model to be more desirable for restoration and long term ownership.



It was built by the Ford Motor Company of Canada and exported to NZ in knocked down form to be assembled by the colonial Motor Company of NZ Ltd. during the first half of 1930. From information posted on the MODEL A Ford Club of America website recording bracketed Canadian production months with serial numbers, this vehicle may still be fitted with its original engine block. As I recall this engine when reconditioned in 1969 or 1970 here in Christchurch, was put back into this Pickup. It was then motored for a short period (less than 12 months including towing a jet boat to Nelson and back!) before being sold to Nigel Duff of Christchurch who dismantled it with the intention of carrying out a complete restoration.

I purchased it from Nigel in 1971 or 1972 in a still dismantled state but with the rolling chassis partly "restored". (Some new parts had been fitted to the rear and front axle and the brakes relined.) I retrieved it from the overgrown garden of some old flats in Rugby Street, Merivale and took it back to my family home in Hansons Lane, Upper Riccarton. I had been on the lookout for a "high radiator model" because of their relative rarity (at that time) and slightly roomier cab.

After 20 years of storage on a farm near Cust, I brought it back to our workshop in Templeton. It sat there for a further 5-6 years whilst restoration work was carried out on the body, guards and tray by Alan Wills, a craftsman panel beater who came with his mobile workshop and did quality work as funds and time allowed. Alan is renowned for his skills and was an education to watch.

During this time the engine was stripped and inspected. It was found to have very little wear, commensurate with the reconditioning done in 1969-70. The valves were refaced, crankshaft and flywheel statically balanced and new timing gears fitted. All bearings were checked, adjusted and shimmed as necessary, and the distributor overhauled. It was then reassembled and set aside. This work was in the care of Chris Johnston our service manager, a very skilful tradesman. Kevin Gray, also on our staff, made up new wooden bearers for the Pickup tray from hardwood ex John Deere packing crates, and he then fitted the tray.



Whilst I was in the USA in 1992 at a Waterloo, Iowa, new John Deere tractor product release, I picked up a large carton of new parts pre-ordered from Snyders Antique Auto Parts in Ohio. These were brought back to NZ with me for use in the restoration. In 1997 I contacted Les Pearson, longstanding Model A expert and restorer, and arranged to have him take over the restoration at his Bromley workshop. Further work was carried out, including new kingpins, perchbolts, brake rods, brake cross shaft bushes, steering box and linkage overhaul and a host of small items supplied.

The radiator was recored and an exchange clutch supplied. A reconditioned set of original shock absorbers were fitted. Complete rewiring with a Pearsons right hand drive loom was carried out. After a trial reassembly to check fit, the body, guards and tray were sent out to Kaiapoi to Peter Harkeress, a car painter who specialised in restorations.

The body colours chosen by Angela and me from old Ford colour charts were Vagabond Green and Black, which have proven to be a very attractive and suitable combination. When completed the body was fitted to the chassis and the final assembly carried out by Pearsons. The tray floor was made from Southland Beech and fitted with all the hardware, with a beautiful result and finish. By January 1999 the pickup was ready for the road and was compliance tested, registered and handed over to me just in time for the annual MAFCA High Country Run. I drove it to Cass and into Avoca, an ideal shakedown run. In June of that year I arranged for Patrick Auto Trimmers of Addington to make and fit the hood and side curtains using some new old stock vinyl from Les Pearson. The original hood bows were repaired and reused and a new seat and backrest were made using the originals as patterns. Pearson's supplied a new original splatter pattern rubber floor mat, and reproduction interior trim panels. Many final adjustments followed, including an alternative Zenith carburettor rebuilt by me, which I finally got to perform by substituting the reproduction jets with original old Ford parts which I found lying in a box amongst pine needles and other debris! (Repro jets were causing the engine to run too lean.) Further work found necessary was the reconditioning of the gearbox which had started slipping out of top gear and was very noisy. The front shaft teeth were stoned, and new bearings and substitute used gears and cluster from my old parts collection were fitted with good results. During the winter of 2006 I carried out a complete brake system rebuild, which included four new cast iron brake drums ex USA to replace the worn pressed steel drums. All bushes and pins were replaced where necessary and all pin eyes drilled out to suit specially made clevis pins. All new bonded linings were fitted. The end result was a braking system free of all play and able to be adjusted to the correct pedal height specs. New rear hub sleeve bearing kits were also fitted at this time.

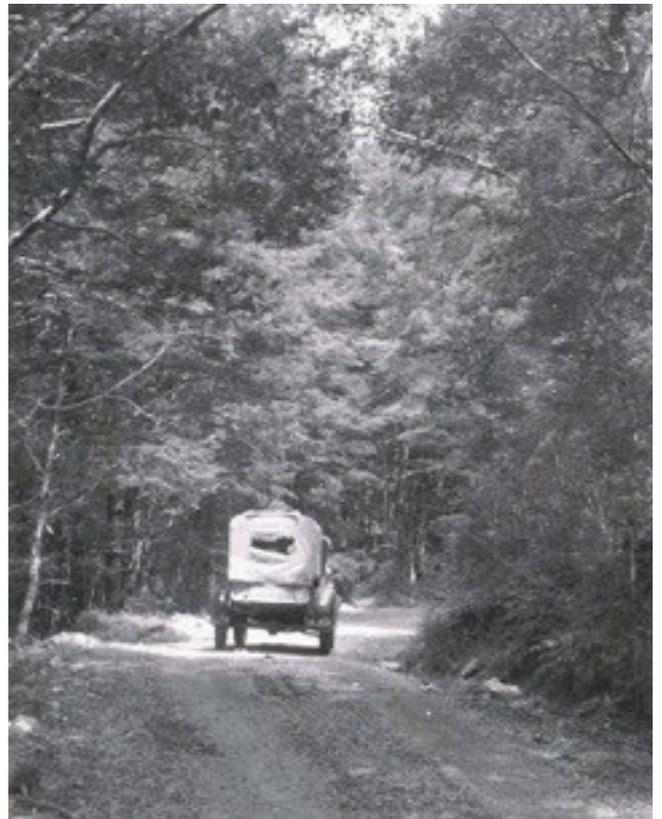
January 2010.

The planned rear axle overhaul was carried out and a new high speed pinion (3.54:1, 11-39 teeth) were fitted along with all new Timken bearings and axle seals. A less worn used diff carrier and spider out of my old stock and good used spider gears and a LH axle shaft were fitted, RH shaft retained, new bearing races pressed onto both rear axle trumpet housings. Rear spring reset. An 18 tooth speedo gear to match up with the HS cw&p was also fitted.

I first joined MAFCA in about 1967 with AQ2 and then the yellow Pickup until about 1972. After a long lapse I rejoined in the 90's and have been a member ever since. I can remember thrashing the yellow pickup around paddocks at Linton Withell's Motukarara farm in the old days at club gymkhanas. More recently I have organised some of the annual High Country Runs and my favourite was the trip up the Rakaia Gorge to Glenfalloch Station, and then onto Lake Heron Station via the Lake Stream, and out to Mt Somers via the Ashburton Gorge. It was a perfect early autumn day without any wind which is very rare in that area . I'm sure many others have fond memories of the day and particularly the lunch stop at Lake Heron. The Nevis crossing run and the old Dunstan Rd in Central Otago were also memorable trips, and so superbly organised by the Muirs, Michelles, and others, to whom I am very grateful.

Other back country runs have severely tested my truck and it always handles everything I take on. I have seen a lot of off road South Island behind the wheel of this rugged old vehicle. Pickups, because they are the lightest Model A body style and have the best departure angle with no rear bumpers, are the best off road. You can also carry all the gear you need without overloading the rear spring. I think the best thing I have done to my truck is make it stop properly! The brake overhaul detailed above certainly achieved that. As far as making it go properly a good Zenith carburettor and a good distributor are so important. I have also found a new distributor body with brass contacts made a big difference to smooth running. I am looking forward to taking the truck on future runs, as I always enjoy driving it because it goes so well and I have now driven it further than all my previous Model A's. Sometimes we think we want a 1930 tourer which look more comfortable, and can carry another couple But that idea would mean selling the truck ,which I say is not negotiable. I have owned it for about 45 years so selling it would be a sad day.

Martin Vincent , July 2016



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 22nd September, 2016. Please send to the Editor, Wendy Genet 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 site 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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