

A Ford Script



1930 Ford Model A Rural Mail Delivery Cabriolet Convertible Coupe. (More on page 7)

April 2024

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

COMMITTEE

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Club Car Custodian	Ken James	0212225086
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Next Committee Meeting:

22nd April 2024: Russell Genet's place 77 Leistrella St @ 7.30pm

Script closing date: 20th April 2024

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 **20th April 2024**. Please send to the Editor: 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.

CAPTAINS LOG March 2024

Well as you read this, daylight saving is coming to an end this week and we are already seeing the trees turn into their Autumn colours, temperatures are declining and the daylight hours reducing.

In March we had an afternoon rally that kept us on our toes with some tricky questions and tried out our darts skills. Much to my dismay, I found out that my skill level in darts most likely exclude me from local competition.

Unfortunately, we have had to postpone our April High Country Run due to the continuing drought affecting farmers.

There will be another run in May to disturb the cobwebs that have gathered on the since the last outing.

June will be the Mid-winter dinner which will be hosted by Vaughan and Belinda Morrison.

We have set a date of July 21 for the annual AGM.

Cheers Gerry

CLUB CAR REPORT March 24

The club car has not been used this month but Early Ford parts have replaced the starter bendix system with a modern system after a bolt fell out of the spring at Xmas time. They also removed the bolt from inside the bell housing at Parts only cost to the club.

Many thanks once again Guys. Much appreciated.

Ken.

Please make use of this wonderful club asset and help us cover the running costs.

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.

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 ads for members can be posted.

NOTICES

Note from The Editor:

Each month I receive newsletters from other Model A Clubs around the world including:

- Script A News Michigan
- Model A Torque North island
- Model A Flyer NSW
- Western Model A News Western Australia
- Ford Torque Victoria

If anyone is interested in receiving these newsletters, and any others I receive, please email me (afordscript@gmail.com) and I will set up a dedicated list of recipients.

Event Cancellations:

In the event of unsuitable or doubtful weather, cancellations or postponements will be emailed to you.

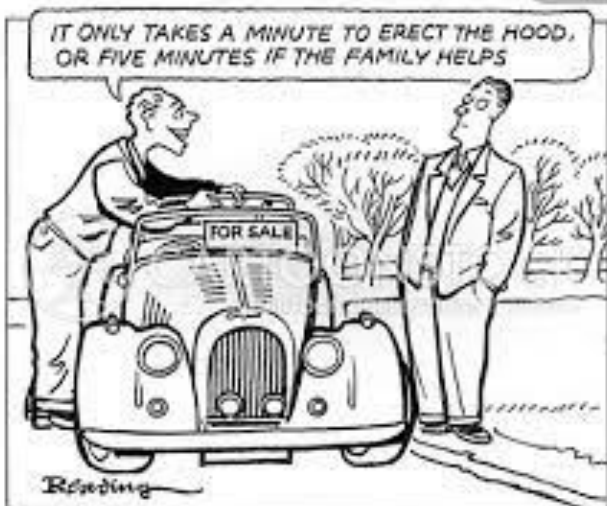
Advertisements in the Script:

It was decided by the committee at the last meeting that we will run members advertisements for a *maximum 3 months*, after which time they will be removed. If the member wishes for the ad to continue they need just contact the editor.

This, of course, **does not apply to paid advertisements.**

Tech Nights (or gatherings)

A number of members have voiced an interest in restarting Tech Nights, or something similar. If this is something you would be interested in and have ideas on what format this could take, could you please phone Gerry Lake on 02041123717.



Q: Where do you take someone injured in a Peekaboo accident?

A: To the ICU!!

COMING EVENTS

2024

April : ~~High Country Run~~ **POSTPONED**

Organisers:

Kermit Armstrong 0274370406 and Vaughan Morrison 021660762

This was to be a good day's motoring but due to the drought conditions in the high country, it has had to be postponed.

Thank you Kermit and Vaughan for all the organising and we look forward to this event later on in the year.

My 21st: **Run to be advised**

Organiser:

Ken James (ph. 0212225086)

June 29th: **Mid Winter Xmas Dinner**

Location:

Vaughan and Belinda Morrison's home, 65 Blakes Rd, Prebbleton.

Meal:

This will be The Spit Roast Company.

Main and dessert

Cost:

\$23 pp. The committee have decided to subsidize the meal with \$25pp

Organisers:

Annette and Lindsay Painter 0276447892

Please advise Annette if you will be attending and deposit the money into the club account below by June 17th as she will need to confirm numbers for the meal



Let's make this a Mid-Winter Xmas to remember!

21st July: **AGM**

Venue:

To be confirmed

Keep this date in your diary

COMING EVENTS

September 13th –15th: **International Model A Ford Day**

Location:	Donegal House, Kaikoura
Organisers:	Annette and Lindsay Painter 0276447892
Tentative Programme:	Friday night: "Meet and Greet" at Donegal House Saturday: Run with picnic lunch Saturday night: Buffet dinner at Donegal House Sunday: Breakfast option at Donegal House and visit to car collection
Accommodation:	There are quite a few accommodation options available at Donegal House including hotel rooms and caravan park Registration forms will be in the June Newsletter

2025

23-28 February 2025: **17th National Model A Ford Rally .**

(See details in February script)

Location:	Masterton, Wairarapa Accommodation is selling out quickly so get yours booked asap
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Contact details for booking accommodation at the
Copthorne Solway Hotel
246 High Street
Masterton

www.milleniumhotels.com

Conference organisers
E: vikki@solway.co.nz
E: caitlin@solway.co.nz

Phone numbers

+64 6 370 0500 or +64 6 370 0505 or +64 6 370 0510

Booking Reference: Model A Ford Club, Invoice 71380. Booking for 23 to 28 Feb 2025

PAST EVENTS

SUNDAY AFTERNOON RUN

24th March 2024

We met at the Peg Hotel, Belfast at 3.15, with prompt take off at 3.30. Folk were a little slow at starting their engines and stopping by patient Annette. She let the cars drive off at 1 minute intervals.

Everyone drove down the motorway, shortly veering off onto Tram Road and our adventure began!

There were a number of roadside objects, property names, a cemetery, to name a few, plus checking road/street names to tick off. The Ohoka, Rangiora, Tuahiwi areas covered before finally driving into Kaiapoi and ending the run at the Working Mens Club for refreshments and a meal.

All members appeared to have enjoyed the run, long forgetting the Butchers Road "minor".

Glen and Heather organised a really pleasurable afternoon.

There were 24 members, 10 Model As and 2 modern cars.

Mary Smith

TIDBITS

1930 Ford Model A Rural Mail Delivery Cabriolet Convertible Coupe

Most people think the monster truck (a standard passenger truck outfitted with oversize agricultural implement tires) was a relatively modern invention. It appears that's not the case.

This very special Model A Ford convertible coupe or cabriolet was originally manufactured around June of 1930. It is believed that this car was shipped new to eastern Montana by rail from the Ford assembly plant in Chicago. If you know how Model A's were distributed back then, please let me know. This car was modified in 1936 by Roman Chupp of Bloomfield Montana for Milton Hill, also of Bloomfield Montana. Milton used it to deliver rural mail around Bloomfield Montana which is in northeastern Montana. A Model T Ford truck rear axle assembly was installed along with four Goodyear 11.25 x 24 pneumatic tractor tires mounted on 24" tractor tire rims. These wide and tall tires let this car float over packed snow drifts as well as plow through deep loose snow due the increased ground clearance.

These tires were introduced in the mid 1930's and were Goodyear's first pneumatic farm tractor tires. They had a diamond with a hole in the center for the tread pattern. This distinctive tread design was not self-cleaning when running in mud so these tires were not as popular with some farmers as they might otherwise have been. Goodyear had thousands of various sizes of this type of tire in their warehouses in the late 1930's and found it hard to find homes for them. They eventually sold them for snow applications such as on this car or for use on agricultural equipment such as grain combines that were normally only used in dry weather conditions. (From Geekblobber.com)

Members Contributions

Authentically Speaking

Lowering The Top On An 'Open Car'.

If you own an 'Open Car', you will be wanting to put the top down on a nice day. This is motoring at its best. 'Open cab' pick-ups have a fixed fabric top that does not fold. Firstly, unbutton all side curtains. If you have the original type of side curtain buttons, push the center stud and the dome will release from the 'body socket' in the body. The front curtain pulls off the studs on the windscreen stanchion. Once all the fasteners are released, the curtain(s) will come away. Leave the side curtain rod in the side curtain, and pull the rod out of the opening on the top of the door(s). Double-check to see that all fasteners have been undone. **Side curtain storage** is normally under the front seat on a Phaeton, or the side curtain tray of most Roadsters and Open cab pickups, also located under the front seat.



Original 1930 Phaeton with all side curtains installed.



Side curtains removed on a 1928 Phaeton.



Close up of side curtain dome.



Body socket.



A Body Socket Tool is required to install the body sockets. See your friendly parts supplier.



The Two Fasteners In Union.

It is only when the body socket is installed into the body that the side curtain dome will fit. As the body socket enters the body, it is expanded with the tool to stop it exiting from the hole, and at the same time accepts the side curtain dome.

Lowering The Top On A Roadster Of Any Year.

1. At the midway point above the rear of the door, on the inside of the car, you will find an open wingnut locking the bows together. Loosen this wingnut by about three turns. Do not remove the wingnut as the bows have to hinge on this point.
2. At the top of each windscreen stanchion is a 'Top Clamping Bracket' fixed to the front top bow. This has a thumb screw holding the clamping bracket to the stanchion. Loosen this thumb screw, until the clamping bracket complete with the front bow can be lifted off the stanchion. The wing nut has a point, so make sure it is clear of the stanchion.
3. Lowering is best done with two people, one on each side, even on a Roadster. Fold the top back on itself, hinging on the previously slackened center wing nut, and carefully lower the top down, neatly folding the top material between the bows, taking care not to pinch the fabric.



If you own an 'Open Cab Pickup', the top does not originally fold down.

A Roadster rear window will sit on four rubber stoppers on the panel above the deck lid.

Members Contributions

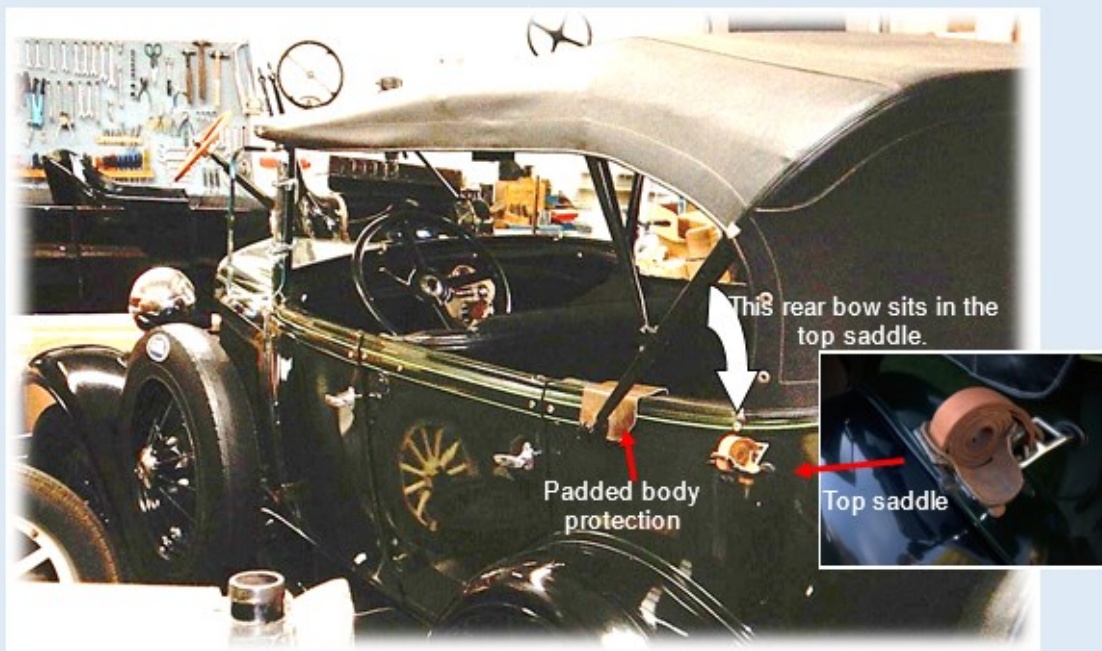
Lowering the top on a Phaeton is a completely different situation.

The top can be far more difficult to fold, as you have more bows to concertina together, and a lot more top fabric to contend with. Best done with two people. The top material and top padding must be folded as neatly as possible between the bows without any pinching of the top fabric. Care must be taken when the back bow passes down the side of the body, just behind the rear doors, not to scratch the paintwork as part of the 'hood irons' pass very close to the body.

Pads can be made up (as pictured) to protect the body while lowering the top. The pad shown is simply some vinyl glued to a thin sheet of aluminum, bent to suit.

On a Phaeton, the rear bow falls into a 'top saddle' and is tied in place with a leather strap. The strap is wound up when not in use.

The glass rear window is unsupported hanging over the rear of the body.



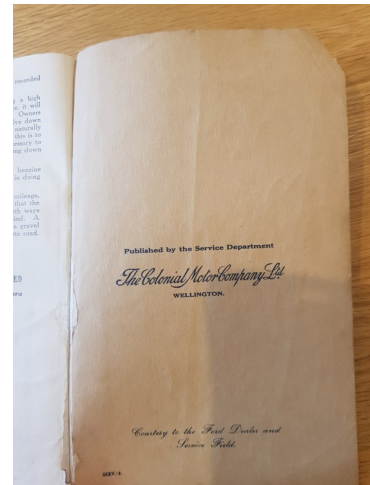
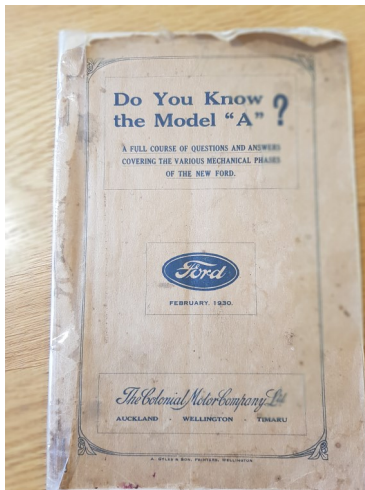
A 'top envelope' is more important than you think, especially in a Phaeton. Even with the top bows securely strapped down, air quickly gets onto the folds of the top, wanting to expand them. (*Just like a parachute opening*). This can be dangerous, cause damage and cause a drastic increase in fuel economy.



LP.

Member Contribution

André Kraenzlin has been diligently copying out pages from the following book for members enjoyment. There will be a few Q & As each month. Thank you for this André.



DO YOU KNOW THE MODEL "A"?

A Course of Questions with Detailed Answers Covering
Various Mechanical Phases of the NEW FORD.

ARTICLE 1.

THE POWER PLANT.

Question 19. What is the increase in area by using this type of valve stem end?

Answer 19. The valve stem area is increased 2.58 by using the mushroom end. This means that it should wear $2\frac{1}{2}$ times as long. Also, the new valve is made of "carbon chrome nickel alloy," which is noted for its hardness. This should double the wearing qualities. Consequently, we have twice $2\frac{1}{2}$, or five times longer that the new valves should wear before requiring valve tappet adjustment. When we remember that Model T FORD valves averaged two to five thousand miles to a valve tappet adjustment, isn't 10,000 to 25,000 miles between valve tappet adjustments enough for anyone?

Question 20. What is the difference in the placing of the cylinders of the new Model A FORD with relation to the crankshaft, as compared with that of the Model T FORD? Why the difference?

Answer 20. The cylinder bores of the new Model A FORD are "offset" $\frac{1}{8}$ -inch as regards the plane of the crankshaft. The Model T cylinders were placed directly over the crankshaft. The advantages of the offset cylinders are that the cylinders are more directly over the crank pins on the power strokes of the engine, thus reducing side thrust on pistons and cylinder walls and reducing friction and wear.

Q.A. 1. 28/9/29.

ARTICLE 2

THE FRONT AXLE.

Question 1. Why is the new FORD front axle so much stronger and heavier than the Model T front axles, which seldom broke in service?

Answer 1. The new FORD front axle is made so much stronger and heavier chiefly on account of the powerful front wheel brakes which, when they are strongly suddenly applied, tend to exert a severe "twisting" stress on the entire front axle assembly. Another reason is that, owing to the more powerful engine and better riding qualities of the new FORD, it will be driven at much higher speeds over rough roads. As long as the driver is comfortable, he is not apt to show much consideration for the car.

A Unique Educational Vision

Henry Ford's new museum and village were always intended to provide hands-on educational experiences to schoolchildren.

The Edison Institute school system, started in 1929, would allow students to learn by doing for decades.

"Learning to Do by Doing"

Early on, Henry Ford's vision for his Museum and Village was to provide hands-on learning opportunities for students. His philosophy of education was "learn to do by doing." He believed that "by looking at the things that people used and how they lived, a better and truer impression can be gained than could be had in a month of reading." It was a way of learning that Ford had experienced during his own childhood, and the way, in fact, that he himself learned best. In Henry Ford's Edison Institute schools, students would learn not only from books, but also from objects and hands-on experiences.



Famous animator Walt Disney teaches a student how to draw Mickey Mouse during a 1940 visit to the museum.

Henry Ford's School

In September 1929, Henry Ford's Edison Institute school system began at Scotch Settlement School in Greenfield Village, with 32 grade school children. Students were taught using both traditional and progressive methods. Standard academic subjects like reading, arithmetic, geography, and science were at the core of their studies. Pupils also used the artifacts and many of the historic buildings in the village for practical learning. Girls learned housekeeping skills while boys got experience operating machinery. Only when visitors pressed for regular access was the Village formally opened to the public. Ford made it clear that, despite the presence of paying guests,



16, 1929—the first official day of operation for the Edison Institute schools—students line up in front of Scotch Settlement School to shake hands with Henry Ford.

Education Through Experience

As the original students grew older, grades and buildings were added to accommodate them and other students who attended the school. A high school with classrooms in the Museum was added in 1934, with the first graduating class in 1937. The Edison Institute of Technology—a work-study engineering college—was added in 1937, with classes and labs in the Recreation Building (later called Lovett Hall). Many historic buildings in Greenfield Village accommodated full-time student activities. It was “education through experience” everywhere.

At its peak in 1940, 300 students were enrolled in the Edison Institute Schools. This school system also came to include rural schools in other parts of Michigan and other regions of the United States as well as in England and Brazil.



Edison Institute high school boys learned to fix Model Ts.

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WANTED

Wanted to borrow,

Original 1930 Murray Fordor RHD woodwork for patterns. I am needing the lintel above the doors (my samples have rotted and broken), and the roof rails which hold the roof ribs, these are finger jointed. Also need a side sub-chassis rail with good detail for pattern. One side left or right hand is all I am looking for to make the jigs.

If you can help please phone 3797 370 or email me george.earlyfordparts@xtra.co.nz or call and see me

George Spriggs,
Early Ford Parts,
10 Grafton Street, Christchurch



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