

A Ford Script



A gathering of some of the children (and Murray) with Santa
at the Children's Christmas Party

December 2024

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

COMMITTEE

Club Captain	Gerry Lake	0204 112 3717
Vice Club Captain	John Olliver	03 359 6360
Treasurer	Annette Painter	027 644 7892
Secretary	Russell Genet	0276068550
General Committee	Lindsay Painter	027 644 7892
	Glenn Birnie	03 347 4849
	Sandra Olliver	03 359 6360
	Gill Lake	0273346031
Facebook page co-ordinator	Sandra Olliver	0273032300
Script Editor	Gill Lake	afordscript@gmail.com
Club Car Custodian	Ken James	0212225086
Webmaster	Kevin Straw	kandjstraw@gmail.com

Next Committee Meeting:

26th January 2025

After the Era Picnic

Script closing date: 20th January 2025

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 January 2025**. 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 October 2024

December is now upon us with the summer solstice and longest day coming very shortly. It's also time to enjoy the outdoors with family and friends, celebrate Xmas and take a well-deserved break.

Our clubs annual Xmas dinner was held again at the home of John and Jill Winchester. John's large shed at the back of their property is a perfect place amongst his collection of cars and tractors. There was plenty of space to have a sit-down dinner for 30 people. Everyone seemed to enjoy themselves and a thanks to John and Jill for being great hosts once again.

Like most years, 2024 seemed to go very quickly and here we are at the end of the year again. The last club event for the year, the children's Xmas party that was held on the 4th of December out at McLeans Island. This was a perfect evening, great weather, happy children and a visit from Santa, what more could you want.

Looking forward into next year, I have been in discussion with Kevin Mercer about doing a Model A run in March based around Geraldine. He has put some thought into it and it is something that we can all look forward to in the new year.

Happy Xmas, enjoy the festive season and look forward to catching up with you at the club Era picnic in later in January.

Cheers, Gerry

CLUB CAR REPORT June 24

Hi Everyone,

As mentioned last month, I had taken the car's generator to Peter who worked his magic on it and I was able to pick it up from him again a few days later and refit it just in time for Tony to use the car to take his grandchildren for a ride at the Club's Kids Christmas party.

Tony reports that the car is going well.

Graham Evans has booked the car for Friday the 13th (Gasp!) He is picking up some special young people from their last day at school and into the city.

Happy Model A motoring and merry Christmas.

Ken.

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.

Ken James (ph. 0212225086) is the custodian of the car and looks forward to your call requesting the use of the car.

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.

NOTICES



Note 1 from the Editor:

As this is the last newsletter for 2 months, I decided to put this issue out Mid-December after our December events. (Although, I hear that Gerry has been telling people that I have been on strike!)



Note 2 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:

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.**

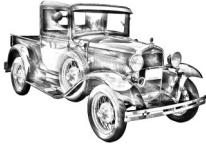
Note from your Committee:

If anyone has an idea for a run / event, all suggestions will be gratefully accepted.



COMING EVENTS

2025



Just a wee reminder, when traveling in groups, to leave a good gap between each other, allowing modern cars to pass. Thank you.

26th January:

Era Picnic

Location:

The Girl Guide Cracroft Centre
151 Cashmere Rd.

Drive in through, towards the back.
Plenty of parking, but please **do not** park on the lawn

Time:

Meet from 12 noon onwards



Dig out you best Era clobber and enjoy an a get together and some knot tying . And of course, Be Prepared.

Bring your best **Era Picnic** to be in the running for the **Rosalie Bayler Memorial Era Picnic award:**

Design your own run to get there.

Cost:

A gold coin donation to the Guides would be appreciated but not compulsory.

Organisers:

Russell and Wendy Genet 027 6068550

Email will be sent in the morning if weather dodgy.

23-28 February 2025:

17th National Model A Ford Rally .

Location:

Masterton, Wairarapa

Ferry Bookings: The person to contact for best price ferry tickets is:



Tony Hirst 021726711

tony@cookstraitcrossings.co.nz

Please send email, including

- Your name
- Meet you are going to
- Dates of travel
- Vehicle Rego and type
- Number of people travelling
- Club you belong to

COMING EVENTS

28—30 March:

Weekend in Geraldine (proposed)

Things are looking good for a weekend in Geraldine with Kevin Mercer being the organiser for this.

Kevin has spoken to 2 motels that should just about take everyone, but essential to book early.

Mention that you are part of the Model A Club and there should be a deal to be done”.

<https://www.fourpeaksmotel.co.nz/>

<https://www.andorramotelgeraldine.co.nz/>

Kevin 0272009474

April 27th:

Tentative date for High Country Run

Details to come

May 11th:

Evening Run

Details to come



PAST EVENTS

November 3rd: Run followed by Gymkhana

Sadly only 2 cars turned up for the run with another 2 joined them at the Vintage Car Club. It was decided to cancel the Gymkhana but a very pleasant lunch was had by those that attended.

Thank you so much for John and Sandra for organising what was an excellent run and for organising the Gymkhana (no small feat)

Dec 1st: Christmas Dinner

This year Christmas dinner which was held again at John and Jill Winchester's place. Thank you again to Annette and Lindsay for organising the evening. The meal was delicious and the desserts provided by the committee were delicious.

Annette tested our lack of general knowledge again with a couple of quizzes. I must say, I'm glad that we were all pretty much in the same boat. Lots of laughs though.

After dinner, gifts were chosen according to a number drawn. Some gifts were then stolen, whilst others people couldn't be persuaded to steal.

Gill Lake



PAST EVENTS

December 4th: Children's Christmas Party

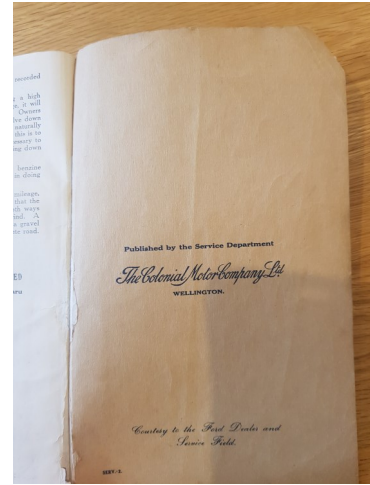
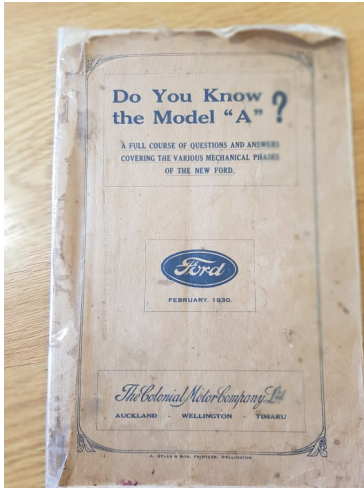
The Christmas party was held on a lovely balmy evening at Motorcycle corner at the Vintage Car Club grounds. There were 15 children this year, ranging from 1 to 9 years old.

Peter's wee truck was a huge hit again and the arrival of Santa in a Model A was very exciting.



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 2

REAR AXLE ASSEMBLY.

Question 13. If Houdaille shock absorbers are removed from the car, how are they identified so they can be installed in the proper locations on the chassis frame?

Answer 13. Houdaille shock absorbers exert a snubbing effect in both directions but exert a stronger snubbing force in one direction than the other. It is necessary that the shock absorbers be so installed that the stronger snubbing effect is used to control the "upthrow" or rebound of the springs. The Houdaille shock absorbers are marked "C-W" and "A-C" which means clock-wise, and anti-clock-wise, and must be installed accordingly.

Question 14. How is the universal joint held in place on the new Model A FORD? How was it held on the drive shaft of the Model T FORD?

Answer 14. The universal joint of the new Model A FORD is held in place on the rear end of the main shaft of the transmission by means of a setscrew and lock washer. The universal joint is splined, to fit over the 6-splined front end of the drive shaft. On the Model T FORD, a steel pin was fitted through the holes drilled through drive shaft and the shank of the universal joint.

Question 15. Of what materials is the yoke of the Model A universal joint constructed? What is the purpose of the flats in the journals of the yokes held between the two halves of the ring of the FORD universal?

Answer 15. The yoke of the new Model A universal joint is a steel forging, and much stronger than malleable iron. The flats on the journals of the yokes of the new FORD universal are to allow grease to penetrate to the bearings more easily, reducing friction and wear.

Question 16. What does the "copperized" finish on some parts of the drive shaft pinion mean?

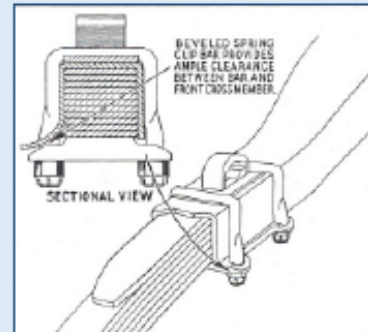
Answer 16. The copperized finish of the ends of the FORD drive shaft pinion and other FORD parts indicate that these parts (which were copper-plated to protect them from the action of the cyanide case-hardening) are not as hard as the adjacent parts of the pinion.

Member Contribution by Les Pearson

With the reset spring back from the spring shop, one thing worthwhile is to **partially** release the centre bolt, and with the point of a grease gun, inset a **very small amount** of grease between each leaf and then retighten the centre bolt again. Wipe of any excess grease. **Do not use Teflon between the leaves.**

Your assembled front spring should have the specs as above page. Paint the bottom of the bottom leaf and the top of the top leaf with black enamel, and then all the rest of the leaves with graphite paint. Note, the spring is mounted with the spring clamp nuts facing forward. This is so the clamp bolt can be removed and the clamp replaced with the spring in the car if necessary. Always supply a new centre bolt which will have a long thread to enable the leaves to be compressed together. The centre bolt has a square head to fit into the square recess in the top of the chassis. The excess length is cut off. Install new shackle bushes and new shackles if worn.

Clips and Clamps. Clamps A-5724-A hold the leaves together, while Clips A-5455 hold the entire spring into the chassis. See diagram copied from an original parts book on page 3. Clips are also pictured at right.



There are other ways if you want to work on your own springs.

Using another cold press method, as *pictured below*. On the top side is a 1" round bar. It is basically 'press' one stroke, then release, then move the leaf an inch and make another stroke. Layout from the centre hole where the centre bolt goes, and make chalk measurements about every inch until the end going

both directions. Use the chalk marks to align the upper die in the press to. Compare the arch to your reference on the paper. The height should have increased $\frac{1}{4}$ " to $\frac{3}{8}$ ".



Repeat the process until the desire arch is achieved. Several passes will provide better results rather than trying to make the entire change in one pass. Proceed to the next leaf. Repeat the process and compare it to the previous leaf. One leaf has holes near the ends where the spring clamps A-5724-A attach. **DO NOT** put too much pressure on this leaf end, as it can break. Ford made all front springs with 10 leaves. A special 12 leaf front spring was available for special equipment or extreme use. Once all leaves have been re-set, place them together and they should fit uniformly.

Rear Spring.

Rear springs contain various numbers of leaves - 7 (Roadsters), 8 (Coupes, Phaetons, Cabriolets, Victoria, A400), or 10 depending on the body style. There is a significant difference between them – for example the 10-leaf spring for the Tudor sedan is much more flexible than the 10-leaf spring for the AA Panel truck. The rear spring cannot be easily checked like the front spring by measuring with vision or a tape. However, by disconnecting the shocks the rear spring should allow approximately 6" of travel.

The eyes of the spring and the rear perches should show no excessive wear and the leaves should be tight together without visible gaps between them.

Removal of the rear spring.

THIS IS AN EXTREMELY DANGEROUS EXERCISE, and if you

have not undertaken this before, find somebody who has. Do not attempt this on your own. This requires the use of a full-length spring spreader, as above. The spreader is placed so the spreader ends are



Member Contribution by Les Pearson

behind the spring eyes and then the nuts on each side are turned to hold the spreader in place. The



pressure is applied to the nuts equally until the shackles can be removed easily. The rear spring is much stronger than the front spring – therefore **serious injury is more likely to result without proper care**. The rear spring is heavy so once the shackles are removed it will require support and strength to handle. The spring is disassembled, as pictured left. Or a safety chain wrapped around the spring is needed. The spring clips A-5455 need to be of adequate size for the job and in good condition with good threads. Re-setting the

rear leaves takes a little more force, as the leaves are thicker than those of the front. The same caution applies to the leaf with holes for the spring clamps near the ends of that particular leaf.

Re-conditioning and re-assembly of the rear spring is like that of the front spring. Take your spring to the spring shop. You will not be disappointed.

Installing Springs There are several important factors when installing springs that must be observed for long service. The spring and perch bushings must be in good condition and properly sized. Typically, the required reaming to provide a good fit, they should be an easy slip in, but not sloppy loose. They need to allow enough room for grease and movement of the spring. The spring shackles should be free of wear and provide full lubrication. The first Ford shackles had a groove on only one side. This was later modified so that grease is available on both sides of the shackle.

Many of the aftermarket shackles have press in grease fittings that come out easily under pressure. I recommend replacing them with threaded fittings by drilling out and tapping the hole. The spring must fit into the rear cross member security with the square headed bolt centred in the square hole in the chassis. Not fitted in the car, typical eye to eye length's around 39 to 40 inches. To be installed, they have to be stretched to around 46.5 inches. The spring clamps go on with the nuts facing to the rear.

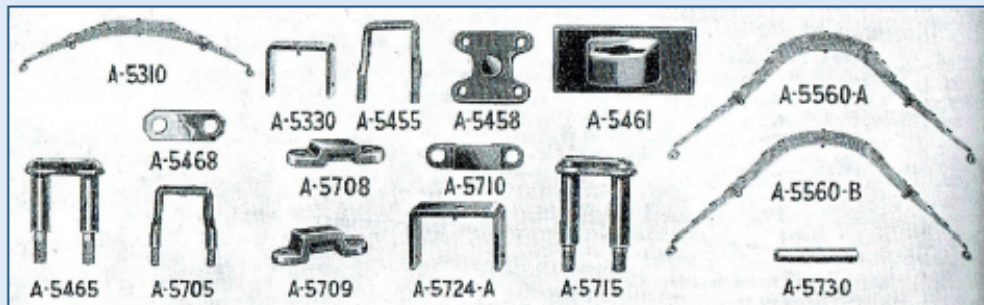
Once back from the spring shop, grease between each leaf as described for the front spring.

Take a piece of body welting 8" long and punch a hole in the centre to fit over the spring. Coat this welting with grease on both sides and then push the spring up into position. The welting and grease avoids metal to metal contact and allows the spring to flex against the body. The spring must be **TIGHTLY** attached to the cross member with no room to move. The top leaf will have bevelled edges as the front spring.

The centre hole in each leaf makes it weak at this spot. Torque the clips A-5455 to prevent any flexure of the leaves between them. The spring bolt clips and nuts are grade 8 and should be torqued to 100 ft. lbs. to ensure proper tightness. Pin once fully torqued. *(You won't obtain a wof unless they are pinned.)*

Spring Covers.

Ford recommended spring covers for both the front and rear springs. The purpose of the covers is to keep out dirt and grease that can get in-between



the leaves and cause wear and reduce flexibility. The covers also provide some lubrication. The original spring covers came with a felt pad containing a special lubricant put in under the tremendous pressure of 800 lbs per square inch. The lubricant would not flow until the temperature reached 320 degrees. It contained graphite but no moisture and provided lubrication to the ends of the leaves. These covers lasted for a number of years and did in fact work well. Today the parts suppliers furnish a spring cover that in appearance is identical to the one Ford offered.

The difference is the felt pad is just a pad, and requires soaking in oil to provide the lubrication. The work well and keep the springs lubricated but are not advised for a dusty environment as the dust and oil attract each other and make a "grinding compound" that rapidly wears. LP.

Henry Ford - An Impact Felt

by Steven C. Stanford

(from <https://hfha.org/the-ford-story/henry-ford-an-impact-felt/>)

James Couzens was right when he proclaimed, on more than one occasion, that his business partner Henry Ford was a genius. Today there are many stories and examples that support that assertion by Mr. Couzens but it is important to understand the impact Mr. Ford's genius and accomplishments have had on our lives. Without that understanding, we cannot appreciate Mr. Ford's genius in the same way that people of his generation did.

From a young age Henry Ford was a tinkerer. He was always interested in how things worked and how he could make them work better. As a young man he repaired watches, first at a little workbench by the windowsill in his parent's farmhouse, then a few years later while working evenings from the back room of a jeweler's shop in Detroit.

Even in those days Henry envisioned producing a product that anyone could afford. His first concept was for a pocket watch that he hoped could sell for just 30 cents each. He figured he would have to produce about 2,000 watches each day, or over a half million a year, to meet this low price point. In the end he came to the conclusion that there was not enough demand to sustain that level of production. Even so, Henry's dream of mass production and low prices would stay with him and the fruition of that vision would change the way we live today.

Henry Ford's life spanned an era of dramatic change:

- From the Civil War to World War II.
- From candlelight to electric light.
- From farm to factory.
- From horses to automobiles.

Abraham Lincoln was president when he was born and Harry Truman was president when he died. America would be completely transformed during Henry Ford's life time. Much of that change would come about as a result of what he did to bring his vision of mass production into being.

With that in mind, let us make this assertion: more than perhaps any single person of the last century, Henry Ford can take responsibility for creating the American consumer ethic and the American middle class. We can thank him or curse him for what he has done, but either way, we have to acknowledge the impact Henry Ford had on our society. When we think about it, we have to acknowledge the impact he has had on each of our individual lives.

You might know that Henry Ford did not start out as a successful producer of automobiles. After building his first car, the quadricycle, and working to improve his basic design in the prototypes that followed, Henry Ford, working with investors, began the process of trying to build an automobile in quantity for sale to the public.

In 1899 he formed the Detroit Automobile Company, which quickly failed after only a few vehicles were produced. Henry and some of his original investors regrouped and formed the Henry Ford Company which quickly ran into problems as well. In 1902 Henry was dismissed by his board of directors from the company that carried his name because of his inability to bring a car to production. The company was reorganized as the Cadillac Motor Car Company under the engineering leadership of Henry Leland.

In 1903 Henry Ford felt he was ready to market an automobile for the public and the Ford Motor Company was incorporated, this time with a mere \$28,000 in cash put up by a new group of investors. That original \$28,000 investment was spent down to less than \$300 before the company's first car was sold, but from that time on the company was on its way to success. (to be continued.....)

**Recently, I was diagnosed with A.A.A.D.D.—
Age Activated Attention Deficit Disorder.**

This is how it manifests:

I decide to water my garden.

As I turn on the hose in the driveway, I look over at my car and decide it needs washing.

As I start toward the garage, I notice mail on the porch table that I brought up from the mail box earlier.

I decide to go through the mail before I wash the car.

I lay my car keys on the table, put the junk mail in the garbage can under the table,

And notice that the can is full.

So, I decide to put the bills back on the table and take out the garbage first.

But then I think,

Since I'm going to be near the mailbox when I take out the garbage anyway, I may as well pay the bills first.

I take my cheque book off the table, and see that there is only one cheque left.

My extra cheques are in my desk in the study,

So I go inside the house to my desk where I find the can of Coke I'd been drinking.

I'm going to look for my cheques,

But first I need to push the Coke aside, so that I don't accidentally knock it over.

The Coke is getting warm,

And I decide to put it in the refrigerator to keep it cold.

As I head toward the kitchen with the Coke, a vase of flowers on the counter catches my eye,

they need water.

I put the Coke on the counter and discover my reading glasses that I've been searching for all morning.

I decide I'd better put them back on my desk,

But first I'm going to water the flowers.

I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote.

Someone left it on the kitchen table.

I realize that tonight when we go to watch TV, I'll be looking for the remote,

But I won't remember that it's on the kitchen table,

So I decide to put it back in the den where it belongs,

But first I'll water the flowers.

I pour some water in the flowers, but quite a bit of it spills on the floor.

So, I set the remote back on the table,

Get some towels and wipe up the spill.

Then, I head down the hall trying to remember what I was planning to do.

At the end of the day:

The car isn't washed

The bills aren't paid

There is a warm can of Coke sitting on the counter

The flowers don't have enough water,

There is still only 1 cheque in my cheque book,

I can't find the remote,

I can't find my glasses,

And I don't remember what I did with the car keys.

Then, when I try to figure out why nothing got done today,

I'm really baffled because I know I was busy all damn day,

And I'm really tired.

I realize this is a serious problem,

And I'll try to get some help for it,

But first I'll check my e-mail....

Do me a favour!

For Sale

- Camshaft reground stock A \$340.
- 1 front bumper 1929
- 2 front bumpers 1930
- 1 1930 fuel tank
- 1 1930 headlight bar
- 1 1929 headlight bar
- New horn bell motor mount end cover
- 7 tooth steering box
- 2 tooth sector housing with shaft
- 2 tooth sector housing and main box
- 2 bare engine blocks with caps ,
condition unknown
- Glass fuel bowls
- 1928 as new input gear multi plate
- 1928 early light switch
- 1930 tail stainless tail light new
- **1928 Pheaton owned for 55 years the
rego is on hold has many parts with it .**

David Bell

Please contact Andrew evenings only

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WANTED

WANTED FOR 28/29 MODEL A:

Fan Shroud

JOHN OLLIVER 02102532177 or 0273032300



Wanted.

Light bar and the front valance below the radiator on a 28/29 model A.
Have same for a 1930 to swap or sell.

Bob Scott. 021364308 / rjscotty@gmail.com

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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