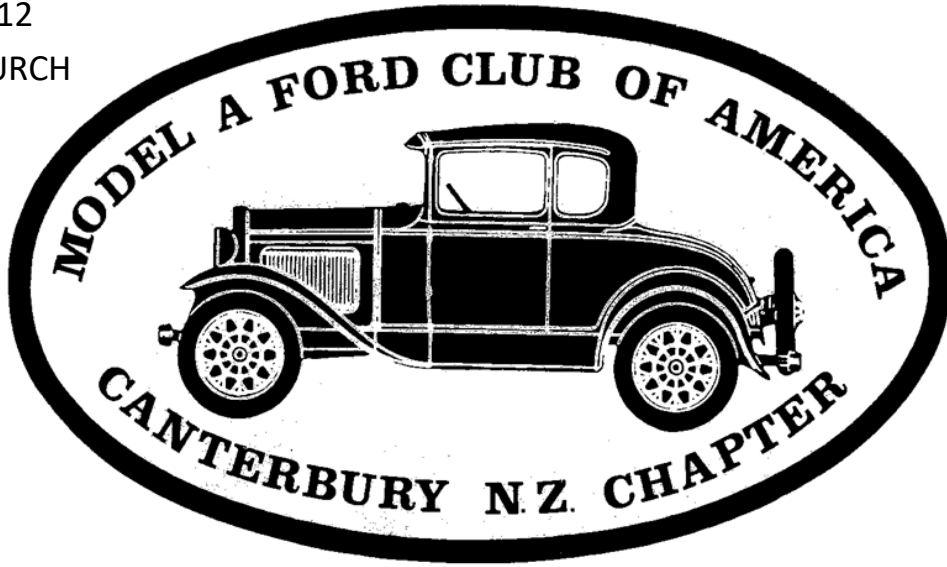


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A Ford Script



APRIL 2017

A Ford Script

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

Canterbury New Zealand Chapter. PO Box 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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Peter Bayler		(03)313-7067
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Club Car Custodian	Graham Evans	(03)351-5919

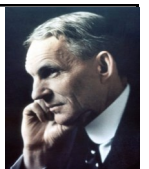
Website www.modelaford.co.nz

Script email afordscript@gmail.com

COVER PICTURE Postcard.

HENRY FORD QUOTE:-

Coming together is a beginning, staying together is progress, and working together is success.



CLUB CAPTAIN'S REPORT

March Run and Gymkhana

Thank you to David and Pam Dacombe for organising the run followed by another very interesting gymkhana challenge.



Model A Nationals Napier 2017

Safe travels for the Canterbury team that is motoring to Napier for the Model A Nationals
Graeme Evans.

CLUB CAR REPORT

I took the Club Car for a run in March, to compete in the Gymkhana.

Have carried out an oil change, grease and WOF ready for the trip to Napier for the National.

COMING EVENTS

9th April High Country Run

(Weather dependant) Meet at Yaldhurst Pub carpark 8.45 am for a prompt 9.00 am start. Cancellations will be by email at 8.00 am on the day. So if not on email, phone a friend or committee member. Bring lunch, water , warm gear and sand fly repellent , sun block etc.

April 13th National Model A Rally (Easter weekend) Have a good time everyone.

Member recommendations. Woodville is lovely spot to stop for an hour or so, there is an Art Deco shop and other interesting shops with vintage wares.

“Decorum” 4 Herschell Street in Napier has a wide selection of vintage clothing for hire or to buy.

There is a Hawkes Bay Antiques Trail pamphlet available, pick it up if you spot one, it has advertisements and directions for several antique businesses.

May 20th Night Trial

June 10th Saturday Mid winter dinner. (this change of date is to be confirmed)

July 24th AGM Sunday Lunch

SITUATIONS VACANT SCRIPT EDITOR.

We are no longer able to edit the Script and would like to pass the role on to someone else . It is a good way to get to know people and get involved in the club. We are happy to get you started if you want and relieve at times. The Club has provided a laptop and printer for the job. Give Graeme Evans 3515919 or us 3299065 a ring if you want to talk about it.

NEXT COMMITTEE MEETING:

Next committee meeting is 7.30pm, 4th April 2017 at Graeme Scott's home, 18 Rockview Place, off Major Hornbrook. If you have any matters you would like raised, please contact a committee member before this date.

Gymkhana Run Sunday 19th March

Today's run was a Town and Country special, beginning at Tower Junction and gradually working its way through the Eastern Suburbs and the very new Marshlands subdivisions. While admiring all the new-builds we also had to keep a keen lookout so that the rally questions could be answered.

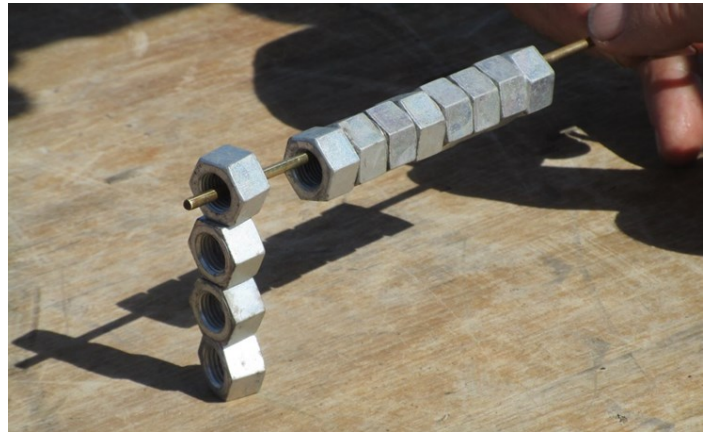
From Kaiapoi, we were then thrust into Heartland Northish Canterbury. For us Urban dwellers we travelled down many beautiful lanes and byroads that not only had we never seen before, we hadn't even heard of!

Thankyou Pam and David, we all enjoyed that muddling and meandering. From Kaiapoi, we were then thrust into Heartland Northish Canterbury. By good luck rather than good management, a large gathering of Model As eventually arrived at several large sheds full of heritage rust which was of great interest to the blokes but was of nominal value to the fairer sex, who however enjoyed the sun and convivial chat. We gathered for lunch, then we all joined the gymkhana events.

The winners will be announced at the AGM in July.

Thankyou Pam and David a really enjoyable day. The number of attendees seems to be doubling every year which is a healthy sign for our club.

Bruce Miles.



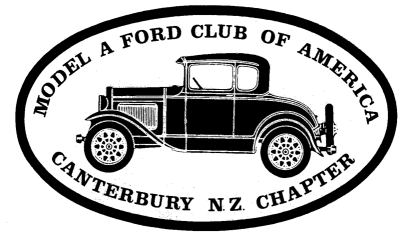
Good knees David!



Driving blind

Club Member Profile:

Judy and Kevin Straw. Club members since 1983.



How did I ever get in to Model A's?

I had always liked looking at old cars but never had an interest to own one. My interest was in motorsport and making cars go faster. In the late 70's a very good friend of ours started going out with a Model A club member who was restoring a 1930 Pickup and over time with lots of socialising and having been with them on a few club events I slowly warmed to the idea of owning a Model A. One Saturday we inspected a 30 Fordor and we were keen to buy it, the following day we went to a club event - "Concours". After walking around listening to the whispers about this and that being wrong, Model A's were not for me.

(I must say over the following years I have come to appreciate "Concours" and feel it does have an important place within the hobby and have enjoyed the challenge to compete and now I do recommend it).

We still accompanied our friends to events and as we got to know more members and enjoyed their company we were again on the lookout for a car. In 1984 we purchased a running 1930 Fordor and believe it or not I had never driven an "A" till that day when I drove it home.

Once we had the car we were really enthused and attended every club event, I soon found myself on the committee then the top job of Club Captain followed. Both of us were editors and serving on the 1989 and 2007 National Meet committees. It did not take long before a 1930 Tudor arrived on the scene then a new double garage was built and a 1930 Roadster arrived in a trailer load of bits. The first Fordor was sold and was replaced by another and that was sold a few years later. The Tudor was the car we did the most motoring in until the Roadster was completed in 1993.

I liked the Fordors but after seeing and driving a 31 Slant Window in America that was the car I wanted. One quiet day at work early in 2008 I was looking at Ebay and up popped a 31 Slant Window with a "buy now", quick call to Judy and a couple phone calls to the seller and we had bought it. But the seller reneged on the deal (no doubt got a better offer) I was still hooked and on the hunt, I advertised over there and considered a few, then before long the car we now own was offered to us. It arrived in NZ December 2008 and we have done almost fourteen thousand miles in it. We now had three Model A's and decided to sell the Tudor and Roadster, with both these cars going to new homes I am pleased to say that the Roadster is getting lots of love and use.

The person that bought the Tudor arrived at work from Invercargill to look at it, we went for a ride around the block and he bought it and took off with his young son to go home via Queenstown having never driven a Model A before. I got a call the next day from him in Queenstown; he just loved the car and it was going well.

We have made so many good friends over the years and visited many great places and events that would never have happened without the "A". As most of you know I have spent my working life in the Motor Industry and over the years I am asked "Why do you want a Model A?", the reply is simple "It's the people". It made us go out as a family and it was a family hobby.

The type of motoring we enjoy most is when we get away for a weekend, National Meet or best of all would be The Napier Art Deco event. We also have enjoyed many "Irishmans" over the years.

My advice to anyone wanting to get into the hobby is to first buy a runner, then get the restoration project. Over the last 25 years in the car refinish business I have seen so many customers with that untouched project that's been in the garage for years, they belong to the clubs but don't attend or get involved. You need that runner to keep you involved and motivated while doing the restoration, (and a wife sympathetic to the hobby helps).



Judy and Kevin with their first Model A Fordor. The photo was taken in Avon Ford's carpark for the Ford run during the Pan Pacific rally in 1986. The picture was printed in "The Star".

Hagerty crew brings Model A back to life at Hershey Swap Meet

Posted on: October 14, 2016 By: Bob Golfen



Once again, the Hagerty crew has done the seemingly impossible, created a drivable automobile in just 100 hours and sourced completely from the piles of used parts at the Hershey Swap Meet.

Starting with just the rolling chassis of a 1930 Ford Model A, the four-person team of Hagerty employees set up the Swap to Street Challenge at the start of the Antique Automobile Club of America Eastern Fall Meet in Hershey, Pennsylvania. By the end of the meet four days later, the team departed in the ratty Model A sedan on the 700-mile journey to Hagerty headquarters in Traverse City, Michigan.



This is the second consecutive year that Hagerty, the collector car insurance and valuation company, took on the challenge. Last year, a Hagerty team built a 1946 Ford pickup from parts found at the swap meet, starting out with a decrepit cab and frame, and drove it home.

The idea was to prove – or disprove – the popular notion that you could build an entire car from the sea of parts found at the gigantic old-car festival, which has been held, rain or shine, for the past 61 years. This year, the swap meet took place October 5 through 8.

After completing the parts search and hurried build, the team started off for Michigan, trundling along at an average speed of 30 miles per hour. But after two days and 300 miles, and battling a persistent oil leak, dead starter and other minor issues, the team reluctantly called off the drive and loaded the car onto a trailer to be hauled the rest of the way. The reason wasn't because the car wouldn't make it, they said, but because it was taking way too long.

“I consider the Swap to Street build a total success, even though we did have to trailer it the rest of the way home,” said team-member Davin Reckow, Hagerty parts supply specialist and project welder.

The decision wasn't because of mechanical issues we couldn't overcome — it was merely to save time. We all have day jobs and families that we needed to get back to, and at the rate we were going, we would have been on the road for a couple more days.”

The four-day challenge was a scurry of searching for parts along miles of vendor rows at the swap meet. The four skilled team members used either stock parts or else modified whatever they found that could be made to work. The result isn't pretty, but it does run and drive.

“The second ‘Swap to Street’ build brought new challenges, but we again proved that a functioning vehicle could be assembled within just a few days, solely from parts that we could find at the show,” Reckow said. “You don't have to be an everyday mechanic or have a lot of money to do something crazy and fun with an old car – you just need the passion, desire and the camaraderie that comes within this hobby. We hope the ‘Swap to Street’ build inspires others to put a project together.”

During the project, swap meet visitors were invited to drop in and observe the shenanigans, and Hagerty live-streamed the proceedings on the company's YouTube channel.

“Through social media, tens of thousands of viewers were able to interact with the Hagerty team and experience each challenging and successful moment they had along the way,” Hagerty said in a news release.

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 2017 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 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.

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