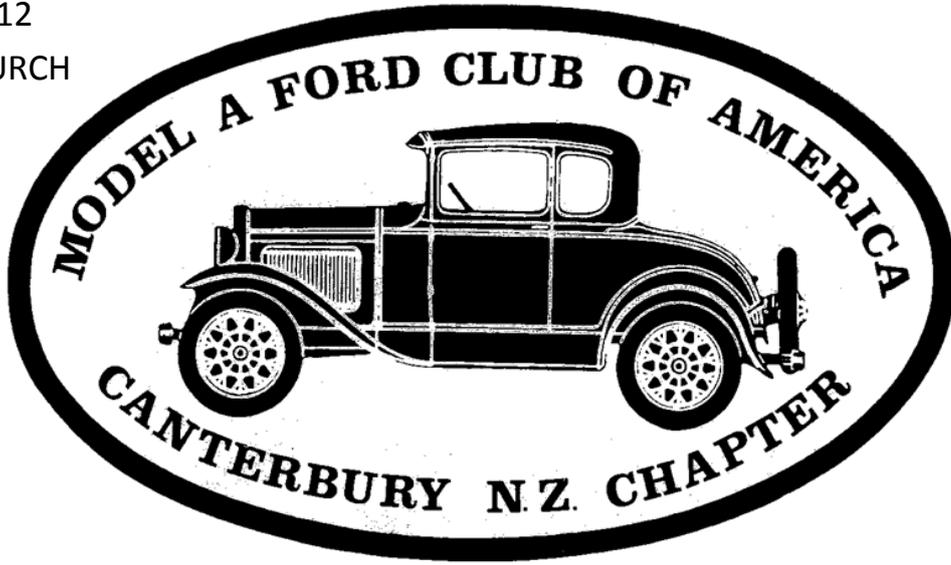


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A Ford Script



MARCH 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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David Dacombe		(03)313-7341
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Club Car Custodian	Graham Evans	(03)351-5919

Website www.modelaford.co.nz

Script email afordscript@gmail.com

COVER PICTURE By Graham Evans, taken at the picnic at Prebbleton.

HENRY FORD QUOTE:-

Any man can learn anything he will, but no man can teach except to those who want to learn.



CLUB CAPTAIN'S REPORT



The weather for the start of 2016 has been extremely hot, good for those motoring with their tops off.

An enjoyable time was had for those that gathered at Prebbleton Nature Reserve for a Picnic.

Looking forward to the next event the High Country Run, on February 28th.

Great to see some of our members featuring in the VCC events

Alan & Barbara Hill – Field Test Winner – VCC Annual Rally

Garth & Pauline Moore – 2nd place P60 MGB -International Festival of Historic Motoring in Dunedin

Bruce Miles – People's Choice at the open day of the International Festival of Historic Motoring in Dunedin

CLUB CAR REPORT

Anne and I used the club car and joined 5 other Model A club members on the VCC High Tea, this was the first event on the 60th Celebrations for the Canterbury Branch.

A very well organised event, with a garden fete theme, along with costumes, tea sets and organised competitions.

The car has a new warrant but need a new windscreen due to delaminations round the edges. It has had the side curtains repaired along with an oil change.



NEXT COMMITTEE MEETING:

Wednesday 16th March, 2016 7.30pm, at Rob Corbett's home, 23b Jane Deans Close, Riccarton. If you have any matters you would like raised, please contact a committee member before this date.

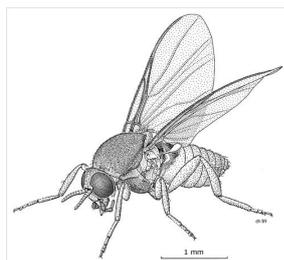
COMING EVENTS

February 28th Hi country run.

Meet 8.45 am for a 9.00 am departure. West Melton Hall Carpark (just past the hotel) Motor up the Old West Coast Road to Springfield.

Meet Nth Canty members at Springfield. (toilet and coffee stop)

Leave Springfield 10.30 and head over Porters Pass and turn off over Mt White Bridge. Lunn stop on the Hawdon Flats , DOC toilet, **no water**. After lunch head down the Mt White Road to Lake Letitia. Return same route.



This is quite a long day with no shops or fuel after Springfield. Pack your water needs, lunch, sunhat, insect repellent, camera and warm clothes.

A cancellation will be emailed by the latest 7.30 am on Sunday morning. If you are not on email, please leave a message on Russell Genet's ansa ph, 03 3299065 if you plan to attend so we can ring you .

Please ring Pam Dacombe (03 3137341) if you plan to have an evening meal at the Sheffield Pub on the way home.

April 3rd Banks Peninsula Run

This event will start in Tai Tapu alongside the school.

Assemble 9.00 for a 9.30 start. Bring your lunch. Pre-drive coffee and petrol can be obtained in Tai Tapu. Rod Corbett 027 4338772 is the organiser. It is sure to be a good day out.

Reminder: PLEASE... There are still some outstanding subs. Please contact the Treasurer if you have any queries.

Vero International Festival of Historic Motoring

A number of our members enjoyed the VCC Dunedin rally. There were 33 A's among the 600 cars entered. People's Choice at the Public day was won by Bruce Miles.

The Model A run on the one make day was organised by Travis and Margaret Michelle. It followed a rural route including farm tracks and finished at the Michelle's home. Here is a poem about it which appeared in the daily rally newsletter, reprinted with permission from the rally organisers.

Model A Day By Ray

We soon left the country - off into the hills
It seems that Dunedin was covered with frills
You drive just a short way before the next climb
I guess on a clear day the views are sublime

We motored in convoy—some 32 Fords
Middlemarch summoned - so ever westwards
We went past Clarke's pub, no time for a wine
Then hung a sharp left on Rock Island Line

We drove on a rail bridge, a rare sight to see
And stopped at the station for people to pee!
The road was now private—vast acres abound
And pastures of green grass was not to be found

The Lee Stream—a decline impressive and deep
If you had lousy anchors, your maker you'd meet
And after the bridge, 'twas a mighty big climb
But all of the 'A' Team were travelling fine.

We were travelling so high that when Boeings went by
We'd wave to the captain and say Hi-De-Hi
But soon we descended and dropped through the clouds
And motoring westward our joy knew no bounds

So finally onwards—a Red Barn for lunch
A tired and hungry but satisfied bunch
Our thanks goes to Travis for such a good run
The roads from Dunedin were jolly great fun!

Thanks Garth, (and others) who sent this poem and comment in.

SUNDAY JANUARY 31st PICNIC

At 12.00 Model A's gathered at the Prebbleton Nature Park in Springs Road for the first get together of 2016. There were 13 Model A's and 2 moderns with 27 people for the event. The clouds cleared away and we had brilliant sunshine with plenty of heat. There were 8 picnic tables set up, some with silver teapots, china cups and saucers, tiered plate stands, embroidered tablecloths, crystal bowls and then there was the food. A brilliant display of everything vintage. A little birdie tells us that this could be an annual event, so start looking out for anything of that era for another picnic.

The Nature Park was known as Reserve 202 and in 1874 one double and one single cottage was erected to house immigrants who were required for labour work in the district. A public pound was established here in 1879. From 1965 to the 1920's the site was used as a shingle pit. From the 1950's to 1989 the pit was in-filled with rubbish. Shingle was again extracted in the 1970's. The area was then leased for grazing until 2002.

In 2003 neighbour, Michele Frey, presented a concept plan for a Native Plant Restoration project to the Selwyn District Council. Her vision was to restore the natural habitat and create a recreation area. The council approved and the aim of the group is to grow native plants that would have been growing in this area prior to pioneer settlement.

Judy Straw



From the History Pages - courtesy of the worldwide web

Clara Jane Bryant Ford (Henry's wife). Businesswoman.

The wife of Industrialist Henry Ford I, she was born in Greenfield Township, which is present day Farmington Hills, Michigan. She married Henry Ford on April 11, 1888, in her parent's home, and in November 1893, their only child Edsel was born. Mr. Ford related, "I called her 'the Believer'," because Mrs. Ford was the only one who believed in his idea of a Motor Carriage".



In 1885, when she was 18, Clara Bryant met Henry Ford at a New Year's Eve dance, a short distance from the Ford family homestead. It's said she liked Henry's serious mindedness and his unique talents, and he liked her equally serious and appreciative demeanour.

On December 25, 1915, Clara Ford moved into their 15th and final home with her son Edsel, called Fairlane, while Mr. Ford didn't arrive until January 1916, due to coming back from his Peace Ship Excursion from Europe. The Fairlane Mansion had 56 rooms with a Bowling Alley, Billiard Room and Pool, all made to keep their son Edsel from drinking and smoking, of which they did not approve.

In 1941, with the strikes of the United Auto Workers shutting down Ford Plants, Mrs. Ford put her foot down and told Mr. Ford, "I am leaving you after fifty years, if you do not support our son Edsel, and sign off on the Union Contracts." Mr. Ford relented and Ford Motor Company signed one of the most generous contracts ever given by an auto company. Mr. Ford stated, "Well, what could I do."

When their grandchildren stayed over, it happened every weekend that they came. Including enjoying her grandchildren, she had prized Roses, which were featured in a 1930s magazine. She died on September 29, 1950 at Henry Ford Hospital at the age of 84. Clara Ford outlived her husband by about three years.

Facts from the Henry Ford Estate Manual (1996) and Clara Mrs. Henry Ford by Ford Bryan (2001) (bio by: Joel Hurley).

Taken from NORTH ISLAND MODEL A FORD CAR CLUB NEWSLETTER JAN/FEB 2015

Model A Related Facts

Does this sound familiar to you? “Hey I love that car you have, that Model T.” You then gently tell folks, “Well actually mine is a Model A.” What about this one, “Hey I saw the nicest 1932 Model A yesterday!”? These are pretty common mistakes made by those not involved in the hobby as well as some IN the hobby! Most of us know the distinction between the Model T’s and Model A’s but what about the models immediately afterward? The Model B and the Model 18?

As early as 1929 Henry Ford was already telling his inner circle of Engineers that he wanted to introduce an affordable V8 engine in his cars. His general reasoning was that Chevrolet was going to produce a 6 cylinder engine so he wanted a V8 to leapfrog ahead of them. At that time V8’s were already in production but most were multiple castings and expensive. Of course Ford wanted a V8 for “every man” and that meant a single casting amongst other design initiatives. The first engine prototypes were developed and tested in 1930 however Henry decided the time was not right and waited to introduce the engine in an all new body, the 1932 Ford. When the cars were introduced Ford designated them the “Model B” (1932 styling with a 4 cylinder engine) and the “Model 18” (1932 styling with the new V8 engine.) Almost immediately both simply became known as 1932 Fords.

The 1932 models were extremely well received in terms of styling and power however they had multiple issues at the outset. In an effort to save money the sheet steel apron that covered the frame above the running boards and below the body was removed. The thought was that the frame itself could simply be painted to save money. Unfortunately it turned out that this effort was even more expensive as the frame steel did not lend itself to being an exposed part. A lot of work was needed to make the part worthy of view by the customer. The vast majority of the first 2,000 V8 engines had to have the camshafts, pushrods, valves, valve guides and front cover changed. Also, the starter button position changed location several times during production. For the reasons mentioned above (and others), combined with the slow recovery from the depression, in 1932 Ford lost almost \$75 million. For many the 1932 Ford was considered a failure. Ford would later take some consolation because the “Deuce” has arguably become the most popular Ford in history. While only 8,500 or so 1932 Roadsters were built by Ford, many more times that amount are on the road today as reproductions both steel and fiberglass.

This article was created in part from information taken from an article written by “The Auto Editors of Consumer Guide” and appearing on the “how stuff works” website

(<http://auto.howstuffworks.com/1932-ford-models-b-and-18.htm>)

Taken from Model a Torque December 2014.

Sheffield Volunteer Fire Brigade



Wheels & Wings

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Sunday 3rd April 2016

or Postponement Date 10th April 2016

Any Aircraft, Motor Vehicles, Motorbikes and much more

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Trade Sites **\$40.00+** depending how much room you would like **NO EFTPOS AVAILABLE**

NO ALCOHOL OR DOGS OF ANY SIZE ALLOWED, HOT FOOD & DRINK AVAILABLE

FOR FURTHER INFO: Aircraft, Charlie: (03) 317-9044 or 027 433 2628,
Vehicles Nev: (03) 318-3818 or 021 650 554, Graeme (03) 318 3688 or 027 604 1824



Useful Tip

After servicing and adjusting front wheel bearings the bearings are checked for excessive play by holding the wheels and assessing side ways movement.

If the play seems excessive then the following checks should be carried out before readjusting the assembled wheel bearings.

Firstly, using a punch or drift tap the head of the locking bolt that secures the spindle (king pin) i.e. from the front of the vehicle. Then on the back of the bolt use a ring spanner tighten the bolt nut. If this procedure has not been carried for some time you may find that the nut can be tightened.

Next jam a large screw driver or similar between the spindle housing and the front axle to ensure that it is a tight fit. Now check the wheel bearing for movement. If the amount of movement has decreased or eliminated then the problem is in the spindle (king pin) within the bushes or the eye of the axle and not in the wheel bearing adjustment.

John Moorehead

From "Western Model A News" Oct/Nov 2014

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 March 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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