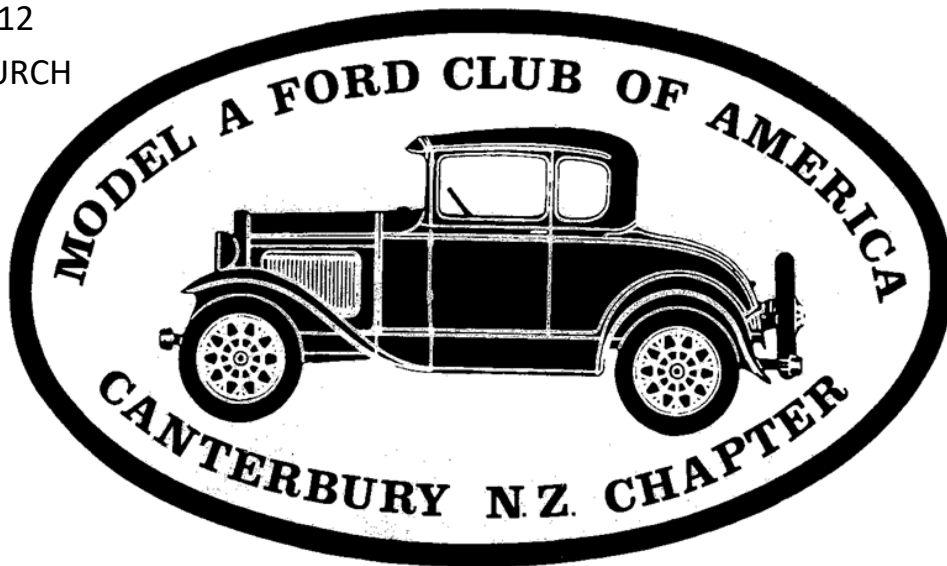


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A Ford Script



MARCH 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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Club Car Custodian	Graham Evans	(03)351-5919

Website www.modelaford.co.nz

Script email afordscript@gmail.com

COVER PICTURE :- By Graham Evans. January picnic run, bach at Waikuku.

HENRY FORD QUOTE:-

Competition is the keen edge of business, always shaving away at costs.



CLUB CAPTAIN'S REPORT

New Year Picnic

Thank you to Leanne Bayler for providing a true era setting for the New Year Picnic.

Leanne and family have transformed this once tired bach into a beauty.

A great day and thanks to those that entered into the era dress and settings.



Napier Art Deco 2017

Seven members from the Canterbury Branch enjoyed the Napier Art Deco, by travelling up in the advanced party some to leaving their cars stored for the National at Easter.

Our journey north was enjoyable, with stops at Murchison, Levin and then on to Napier.

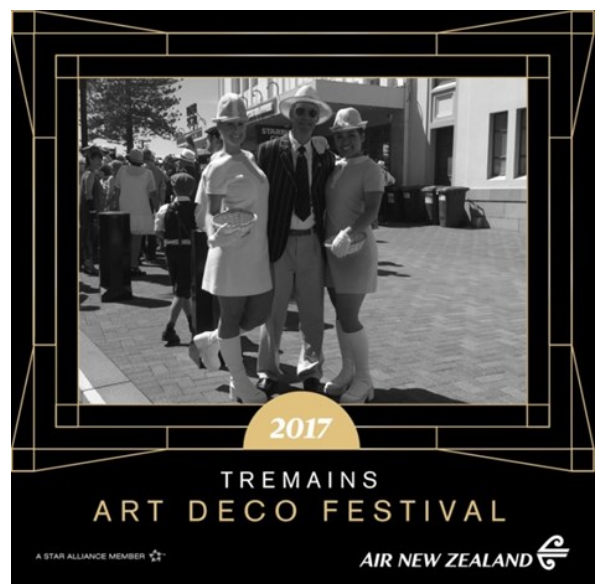
The trip up the Lewis was well broken with an overnight in Murchison in time for the 2:15pm Interislander departure the next day. Road conditions on the journey up the South Island were better than I had expected, with many one way sections and with many places to let faster vehicles pass.

Weather over the Art Deco event was mixed, with more rain than sun.

Still a great place to be with most of town in era dress and old cars completing the amazing picture. Coffee tables on footpaths to cope with the crowds made for people watching, meeting new people and finding old friends.

Children's cart races from the top of Tennyson Street free downhill run after a push start. The Drivers were from 3 years to 14 years old, the carts are getting very sophisticated and included a model of Munroe's Indian and a Bugatti were particularly spectacular.

Happy Motoring, Graham Evans.



COMING EVENTS

19th March: Gymkhana 10.00 am

Meet in the carpark behind **Speights Ale house at Tower Junction** at 10.00 am for a short run to the Gymkhana. Bring your lunch etc and be ready to show off your driving skills.

9th April High Country Run

(Weather dependant) Meet at Yaldhurst Pub carpark at 9.00 am to head for the hills for the day. Cancellations will be by email at 8.00 am on the day. So if not on email, phone a friend or committee member.

April 13th National Model A Rally (Easter weekend)

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 24th Saturday Mid winter dinner.

July 24th AGM Sunday Lunch

CLUB CAR REPORT

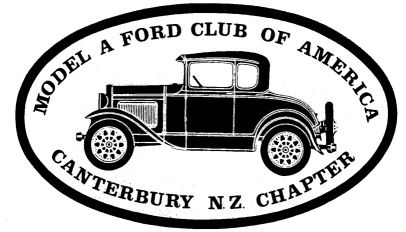
The Club car has not been used since the last Script.

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.

Club Member Profile:

Judy and Michael Kingsbury.



Our 1927 Model A Roadster

In 1969, just a few weeks prior to the birth of our second son, we were in Ashburton building a fence to keep our older son safe at his grandparent's home and as I sat waiting for dinner to be served I noticed a Model A For sale in the local paper.

Dinner was hurried through and we departed quickly for the advertised address.

Many hours later, having peeped through the garage window and having outwaited a number of potential purchasers and listened to the phone ringing off the hook, we managed to locate the owner, who was away baby sitting and who agreed to sell us his chook roost as it was then for \$70.00.

As we had not brought any money or even a cheque book (No credit or cash cards in those days) to town, an anxious night ensued, as while we were talking to the seller people, were phoning him up and offering him more money.

At 6.00 a.m. and after very little sleep we drove into town and picked the car and someone else's left over fish and chips up and drove home.

We were so thrilled he was such an honest guy.

We have had six Model A's of varying shapes and in various states of repair later, we had our Model A Roadster which we first drove on the 1980 VCC Rally and we have continued to drive ever since although it doesn't have very many outings anymore.

One other vehicle that came out of the mass of Model A's we purchased, was the lovely little Model A truck, which the late Ross and late Margaret Clifford owned. They had hoped to complete their truck for the same rally, but it just was not meant to be.

January 12th 1904 – Henry Ford Breaks Speed Record

On this day in 1904, Henry Ford sets a land-speed record of 91.37 mph on the frozen surface of Michigan's Lake St. Clair. He was driving a four-wheel vehicle, dubbed the "999," with a wooden chassis but no body or hood. Ford's record was broken within a month at Ormond Beach, Florida, by a driver named William K. Vanderbilt; even so, the publicity surrounding Ford's achievement was valuable to the auto pioneer, who in June of the previous year had incorporated the Ford Motor Company, which would eventually go on to become one of America's Big Three automakers. Henry Ford was born on a farm in present-day Dearborn, Michigan, on July 30, 1863. In 1896, Ford, then an engineer in Detroit, built a four-wheel, self-propelled vehicle with a gasoline engine that he called the Quadricycle. Three years later, he founded the Detroit Automobile Company; however, by early 1901 the business failed. That same year, Henry Ford became involved in auto racing as a means to promote himself and gather investors for future automaking ventures. Late that year, the Henry Ford Company was established. The following year, Ford left the business after clashing with Henry Leland, who had been hired as a consultant. (Leland subsequently gave Ford's company a new name: the Cadillac Automobile Company.) On June 16, 1903, Ford incorporated a new company: the Ford Motor Company. In January of the following year, Ford set his record at Lake St. Clair, racing 1 mile in 39.4 seconds for a record speed of 91.37 mph. For the next several years, Ford continued to build race cars that met with varying degrees of success. In 1908, Ford launched a car for the masses, the Model T, which revolutionized the automotive industry—and American society in general—by providing affordable, reliable transportation for the average person. To promote the Model T, Ford entered it in races. In 1909, the Model T won a New York-to-Seattle race and although it was later disqualified due to a technicality, the event provided great advertising for Ford. Over the next few years, the Model T won a variety of races around the U.S. In 1913, Ford, who was reportedly unhappy with certain rules of auto racing, quit the sport. (Now that his company was a success, he didn't require the publicity from racing anyway.) In 1913, Ford Motor Company began employing the moving assembly line at its plant in Highland Park, Michigan, which reduced the assembly speed of a chassis from 12 hours and eight minutes to one hour and 33 minutes. The following year, Ford produced over 308,000 vehicles, more than the output of all other carmakers combined. The Model T, which was in production until 1927, became the world's top-selling vehicle until the Volkswagen Beetle surpassed it in 1972. Henry Ford died at the age of 83 on April 7, 1947.

THE 999

In May, 1902, Ford and Tom Cooper, a prominent bicycle racer, along with several assistants, began building the cars named 999 (painted yellow) and Arrow (painted red, also known as the Red Devil). Originally, these cars could be differentiated by their intake manifolds (the 999 had right-angle bends in the runners, while the bends in the Arrow's manifold were more gentle and curving, which made this car the faster of the two). However, over the time they were raced, parts and paint were swapped between the two so often that precisely which car was which became obscured.

These cars had inline four-cylinder engines, displacing 1,155.3 cubic inches (7.25 in bore, 7-in. stroke), developing somewhere between 70 and 100 horsepower. The flywheel weighed 230 pounds, and was connected to the rear axle through a wooden-block clutch and a solid shaft (no universal joints), that terminated in a ring and pinion gear (no differential) to transmit power to the rear wheels.

The driver steered with an iron bar that pivoted in the middle, and there was no rear suspension. Also, both the crankshaft and valve gear were exposed, so the driver not only was jolted by every ripple in the road, but also was continually sprayed by oil.

"999"

Wheelbase.....109 in.

Track.....56 in

Engine.....4 cylinder , 1155.3 cid.

Power.....100 hp

Henry Ford and driver Barney Oldfield posing with the legendary 999 race car. Oldfield drove the car to victory in the five-mile Manufacturers' Challenge Cup on Oct. 25, 1902, in Grosse Pointe, Michigan. Oldfield, a former bicycle racer, had never driven an automobile until a week before the race. Yet his daring driving and the 999's massive four cylinder, 1156 cubic-inch displacement, eighty-horsepower engine combined for an easy win over the heavily-favored Alexander Winton and three other cars.

Submitted by Graham Johnson

OCTOBER / NOVEMBER 2015 MODEL A TORQUE Model A Club South Australia.

Model A Fan Air Flow

Posted on [June 28, 2012](#)

Submitted by Marvin Melage.

The following information was taken in part from the Model-A Times magazine. There has been a lot of discussion about which is the best fan to keep that Model-A temperature the coolest. Is the original 2-blade metal fan, the later 4-blade metal fan, or the after-market 6-blade plastic fan the best?

For the tests a sophisticated instrument was used to measure the air speed in MPH (Miles Per Hour) at three different engine RPM's (Revolutions Per Minute). The results are not scientific but do give a good indication of which fan produces the most air flow. The tests were performed on a stationary vehicle.

The following tests indicated the fan air flow MPH speeds with engine speeds of 500 RPM, 1,000 RPM, and 1,500 RPM. The measurements were taken at the front right corner of the engine block.

Fan	Engine @500 RPM (12 MPH ground speed) Air Flow	Engine @1000 RPM (25 MPH ground speed) Air Flow	Engine @1500 RPM (37 MPH ground speed) Air Flow
2 Blade	7 MPH	18 MPH	25 MPH
4 Blade	11 MPH	24 MPH	32 MPH
6 Blade	8 MPH	22 MPH	34 MPH

The above Air Flow test results indicate:

The 2-bladed fan produces less air flow than either the 4-bladed or 6-bladed fan.

The 4-bladed fan produces the most air flow up to 1,000 rpm.

The 6-bladed fan produces the most air flow at 1,500 rpm and higher.

Summary:

The 2-blade fan should be adequate if the cooling system is up to par. If not, more fan blades might be needed. A car's higher speed will increase air Flow through the radiator, but also increase engine heat. Remember, a good clean radiator, correct coolant, and tight fan belt are essential to good Model-A cooling.

Tulsa Model A Ford Club

Pictures from Napier Art Deco weekend from Graham E.



ADVERTISEMENT: FOR SALE

1. Two sets of spring spreaders, front and rear and shackle bush removers as in December Script. \$125.00 a set.
2. Standard Roadster hood bows. Good metal and new wood. \$850.00
3. Model A Restoration guideline and judging standards. \$45.00

Contact, Martin Rooney 03 3124090.

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 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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