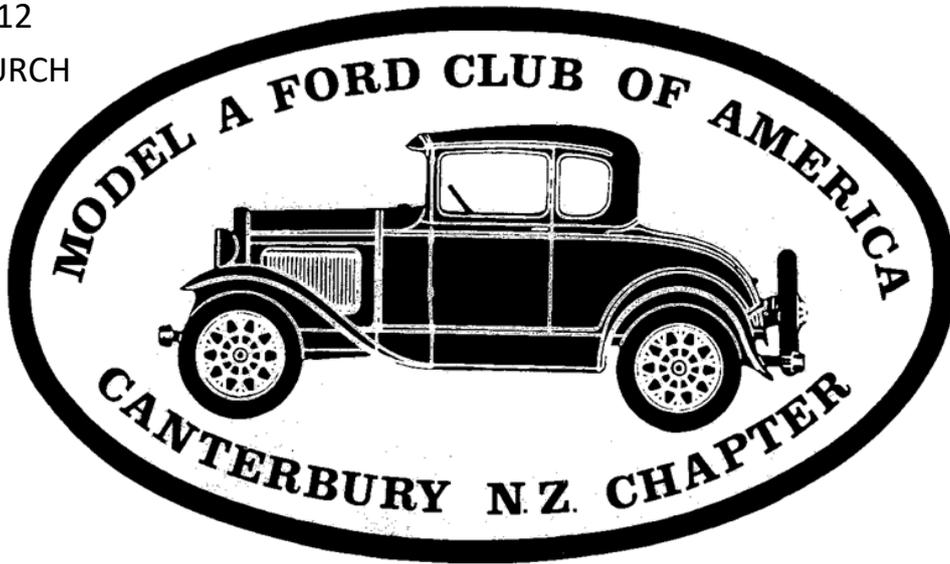


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CHRISTCHURCH



A Ford Script



NOVEMBER 2016

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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Secretary	Brent Miles	(03)349-8108

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Website www.modelaford.co.nz

Script email afordscript@gmail.com

COVER PICTURE :- Thanks to Heather and Glenn Birnie for this photo taken on the trip to Foxdown.

HENRY FORD QUOTE:-

Don't find fault, find a remedy. Anyone can complain.



CLUB CAPTAIN'S REPORT

High Country Run to Andy Fox's

Thank you to Rod & Anne Corbett for an excellent tour of Andy Fox's farm, museum and car collection. It is pleasing to see this event well supported with 28 Model A's in attendance for this Sunday outing. We had a good finish to the afternoon with a visit to Leithfield Hotel for an evening meal and catch-up



Happy and Safe Motoring
Graham.



NEXT COMMITTEE MEETING:

Next committee meeting is at Russell Genet's home, 108 Main Road, Governors Bay. 7.30 pm Wednesday November 16th. If you have any matters you would like raised, please contact a committee member before this date.

COMING EVENTS

November 6th Picnic Run . *Concours to be held at this event.* Have you contacted Graham if you are entering your car?

Meet at the Yaldhurst Pub carpark 9.30. Bring a picnic lunch. Annette and Lindsay Painter are the organisers.

Wednesday 7th December. Childrens Christmas Party

From about 5.00 at The Groynes . If you are good and 10 or under Santa might turn up so if you are bringing children aged 10 or under, please ring Barbara Hill 03 31336008 by 1st November so gifts can be arranged for them.



SATURDAY 17th December . Club Christmas Dinner.

At **The Bridge** at Prebbleton, \$55.90 per head. Formal Era dress if you want. The Menu is attached to a separate email . This is always a good night out. Please contact Graham Evans, gaevas@xtra.co.nz or ph 3515919 by 8th of December if you are planning on joining us.

January 29th Picnic day.

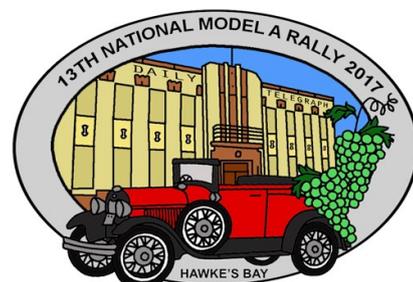
This will be the full era picnic accessories bonanza (and dress if you want), so keep scouring those Op Shops. There might be prizes!

February Country Run

March Gymkhana

April 13th National Model A Rally (Easter weekend)

Info in previous Scripts.



2017 NATIONAL MEET AND ART DECO

The National Meet will be held in Napier over Easter, April 2017, and the annual Napier Art Deco Week takes place in February. Several members of the Hawkes Bay Model A Club are willing to store Model A's between the two events, so we can take in both events but only drive north once. There are direct flights between Napier and Christchurch every day. A number of us have done this in the past and I already know of five Christchurch members taking this opportunity in 2017. If you are interested, give me a call and I will put you in touch with somebody with secure storage.

A little about the Art Deco event. It runs from Wednesday to Sunday, 15th to 19th February 2017.

During that time the whole city gets involved, with many locals dressing in era gear. The central city is closed to all traffic except pre-war vehicles. There are hundreds of events to choose from, ranging from free movies, shows and street parties to the Black Tie Ball at \$115 per head. There are over eighty events to choose from on Saturday alone. One of the most popular is the street parade of 200 vintage cars (entries are now open).

Want to know more? Go to artdeconapier.com.

Going to the National Meet? Entry forms are now available and due to the venue size there is a limit on entry numbers. Don't delay.

Garth Moore

Does your Model A feature on the members cars section of the club website. If not please contact Ken on (03) 9800547 or 021 2225086. Better still, send him a nice photo and a little info .kenjames@paradise.net.nz

FOR SALE

A fully restored 1928 Tudor. Available for viewing in Dunedin. Contact ph 0211455349

WANTED TO BUY

As some of you will know, the Painters had a bit of a petrol blockage problem on their way to the last run. Eventually Lindsay got sick of disconnecting the fuel line and blowing out the blockage only for it to return a few miles down the road. On one of their stops a passer-by stopped to offer assistance and subsequently expressed an interest in buying a Model A roadster. (Maybe they thought they would get one cheap on the spot) Anyway, he left his contact with Annette if anyone can help.

High Country Run 2nd October 2016-10-25

As we were running slightly late, we missed the start at the Peg Hotel in Belfast, so we headed off to Amberley for the pickup of the North Canterbury members.

When we arrived at the Countdown carpark, I was glad to see lots of A's there. After a quick catchup with others, we had an informative briefing. Rod and Anne had put a lot of work in behind the scenes organising this run.

We headed off to Waikari for a quick break, fuel for some, and then headed to Foxdown Station.

On arrival we saw many cars from other car clubs parked up in the paddock. We all parked along the fence line (as per briefing) taking in the views of the countryside. Another Vintage Car Club event (10 day tour) arrived with more Model A's including Barbara and Alan Hill.

There was an option to view sheds and buildings which contained an assortment of just about everything you would use in life – later we found out that they never threw anything out, so it was years and years of accumulation – a fabulous collection, well laid out for all to view (think there must have been a woman's hand in that!!) In one of the sheds were some of Andy's cars. An amazing collection of vehicles from his white Rolls Royce which he uses for Irishmans, a Corvette, and a Cord to name a few.

Andy gave a brief talk on the history of Foxdown Farm - 3,500 acres and four generations. After lunch (and more talk), we all headed off through the farm. Lots of sheep, lambs and cows and calves to view, as well as the stunning scenery. After leaving through the neighbouring farm, we went on the back roads into Leithfield for a drink and meal stop at the Leithfield Pub. It was a lovely meal with great company and conversation. Prizes were handed out for the quiz.

I was expecting more traffic on the way home, but we must have timed it right as we missed all the holiday traffic.

A big THANK YOU to Anne and Rod and also to Andy Fox and family for opening their property to us. A donation from the Model A Club and from members attending the run was given to Andy Fox for the Waikari Fire Brigade to help them purchase equipment.

Heather and Glenn Birnie

PS \$235.00 was collected from people on the run and the Club donated a further \$100.00 to the Fire Brigade.



The museum of cars at Foxdown.

Club Member Profile:

There is another interesting profile this month. Please don't wait to be invited. Your story is important. Be in touch with your yarns and A stories. Lengthy, short, with or without pictures, we would love to hear all about you and your car adventures.

INDICATOR KITSET FOR THE MODEL A

After reading the article in last month's Script, I suspect that some members may be thinking that installing indicators on a Model A is exceptionally complicated and can only be achieved if you have advanced training in electronics. THAT IS WRONG. I have fitted LED indicators to both my A's without any hassles. LOGO LITES is an American company which produces a kitset especially for the Model A. Each light has a bracket which fits on the bumper clamp bolt and the light sits neatly between the bumper bars. The switch consists of a small plastic box which attaches by magnet to the petrol tank beside the dash panel. There is a fine wire from each light to the switch and another (with a fuse) from the junction box. The indicator is operated by two buttons (left and right) which also light up when operating. There is a buzzer loud enough to be heard in a Model A.

Installation is as simple as running the wires and connecting each end in a screw fitting. A screwdriver is included. No soldering, no specialist knowledge, just follow the simple instructions which come in the pack. The electronics are designed to work on 6 or 12 volts and positive or negative earth, you just connect the wires and it sorts it all out!

And it makes driving the A in traffic so much easier.

Garth Moore

CLUB CAR REPORT

Two activities this month: Swap Meet and Wedding car outings



VCC Swap Meet "one make" car display.

The Club Car was purchased in June 1982 and re-registered in 1987.

To celebrate this milestone we are collecting some reminiscences and photos from the early days of its restoration to the present. We are planning to include these in coming editions of the Script.

Can you please help? If you have any photos or stories, anecdotes or events concerning the Club car we would love to hear from you.

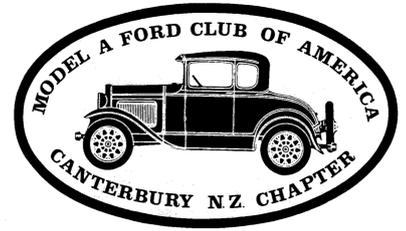
From the June 1982 Script.

The news for this month is that the Club now owns a Club vehicle. It is a late 1928 Phaeton (multi disc clutch). The car is basically complete, but in bits and generally in very tidy order. The Club paid \$1200 for it. It is missing a radiator and surround, headlights and a horn. If you know of any of these bits to make the vehicle complete, please notify a committee member or me.

On Saturday 12th June in the afternoon, we will need the assistance of 6-8 people to help lift the body of the car out of the rafters of the garage where it is being stored at present. If you can help please phone me.

Nick Harrison Club Captain.

Club Member Profile: Mark Smith



And Then There Were Two

My first exposure to Model A's was in Auckland. I attended all my primary schooling at Howick District High School where my dad was the headmaster. For some reason my brain retained the fact that Mr Black, the local Council building and plumbing inspector drove a Model A. Also, a classmate, Alan Doig, was dropped at school each morning by his Dad having motored in from Maraetai in their Model A.

After many years of work and family raising I ended up in Christchurch in 1999 where Debby and I had newly set up house together on a 10 acre block at West Melton. There was a lot of work to do but Deb also had to spend time on her horses so I bought a 1951 Prefect to restore. My children had all left home and I suddenly found that my bank balance allowed me some play money but I was still getting over the martyrdom of child rearing so was only prepared to spend a few hundred dollars on a hobby. However I managed to get the Prefect on the road but did admire the older vehicles around the VCC. I did not really feel that I had a Vintage car.

Deb and I set off on a North Island tour in our modern in 2001 and sat in the ferry queue behind Alan and Barbara Hill who were in their Coupe on route to the Model A National Meet in Wanganui. They were of course very chatty about Model A's (as you all know) and we came away thinking that maybe we would really like one. We did wander through Wanganui and found lines of Model A's parked up in heavy rain at the racecourse. No-one was around and while theft was on our minds we just ogled all of Henry's ladies and went on our way.

A few months later we were on a Ford 8&10 Club run which terminated at Bob Kinnaird's farmlet where we ogled his Pickup and Phaeton. We got talking to a Ford Popular driver from Oamaru who mentioned that he had just traded in his partly restored 1928 Pickup on a modern car for his wife following a marital split up. He told us what he had been paid and noted that the purchaser in Timaru did not really want the Pickup. We got on the phone that evening and visited Timaru the next day and made an offer eerily similar to the trade in price. As a result Chester, the 1928 Roadster Pickup joined the family. With a bit of difficulty and help from a workmate we got Chester registered and warranted (also due to the good grace of our local mechanic) and got him on the road. We joined the Canterbury Model A Club and could not believe how welcoming and helpful everyone was.

Our first run was through Richard Spencer-Bowes property and on up the Rakaia and apart from the normal rampant oil usage we discovered that the honeycomb radiator was probably twenty years past its best.

Since then Chester has been restored, and has been through Dunedin and parts of Central Otago, has been to the West Coast a couple of times and over Arthurs Pass. He has carried us on two Irishman's runs (coming home with broken pinion teeth on one occasion) and been well tested on Alan Hill's and Martin Vincent's high country runs and Russell and Wendy Genet's Peninsula runs. Chester has attended the Christchurch, Taupo and Coromandel National Events and is being considered for Napier in 2017.

We kept him running throughout his restoration with a wooden rear deck and mudguards for a while and installed a borrowed motor and gearbox (see later) while his motor was being rebuilt.

We moved to Hamilton in 2012 and had a memorable middle of winter trip up with Mark driving Chester and Debby driving Harriet, the 1962 Hillman Husky. Since then Chester has covered the Coromandel, Taranaki, including circumnavigating Mt Taranaki and visiting Whangamomona and Wanganui; has been to the Top o' the Bruce on Mt Ruapehu and has rounded the East Cape and the Coromandel with a bunch of Model T's. He also had a weekend trip to Blenheim. He has yet to go north of Pukekohe but an attempt on the North Cape and a trip to Waiheke Island is in his sights.

But we now have a usage problem. In 2007 a dismantled Tudor was advertised in Nelson during the Model A National top of the South tour. We had just sold the Prefect (through lack of interest and use) and there was a gaping hole in the garage. We happened to be heading for Takaka one weekend and thought we might just visit the Tudor vendor. We did visit and Deb insisted that I make an offer and thus Dorothy was welcomed to the family. Brian Fairbrass (VCC) and I took a large trailer to Nelson one weekend and loaded a fully dismantled (but largely complete) Tudor onto the trailer and into the Bighorn.

Dorothy generously lent her motor and gearbox to Chester until his was rebuilt and her restoration was finally finished in Hamilton in 2015 just in time (with a day to spare) to head south to Wanaka for the National meet in 2015.



So now we have two good Model A's but are not prepared to dispose of either of them so that should make us happy. However we have done a few tours and functions with the Model T Club so perhaps Chester and Dorothy need an older brother or sister. Watch this space.

The Christchurch Club would certainly rate as a top car club to belong to. We immediately felt accepted and supported and the amount of help and advice (good and bad) we received from members was fantastic. We miss the monthly runs – all different and all interesting – and even the committee meetings were fun. This is why we still belong to the Club and like to hear of events remotely. I bet the Committee is still squabbling over whether or not they should keep the Club Car, what to do with the excess bank balance, whether Barry will get the subs notices out on time and all the same issues. Keep it up team- you are great even if your singing was dodgy at my 60th!

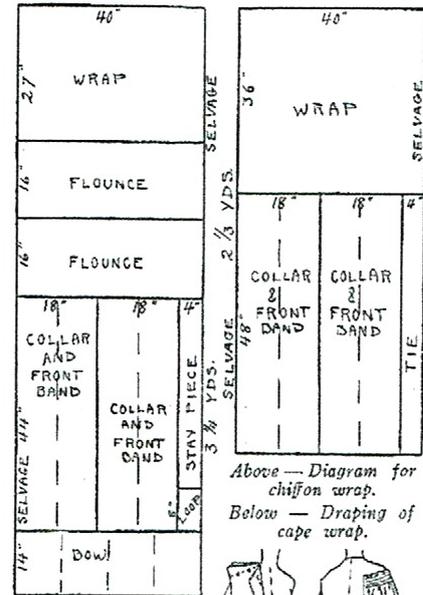
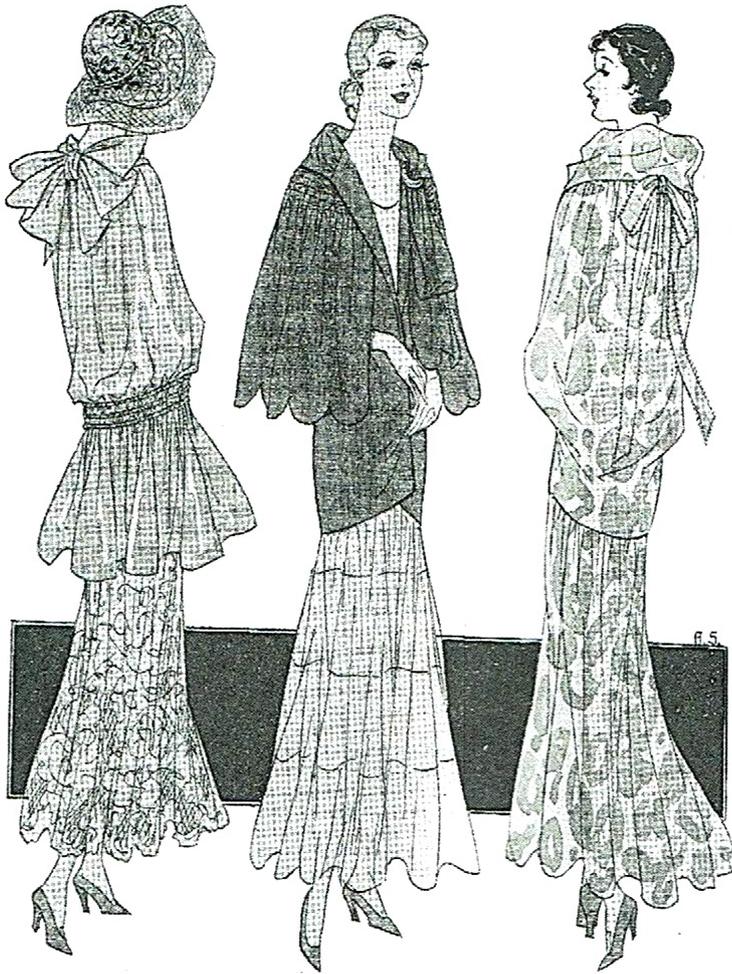
Post Script. Since drafting this Ford memoir a couple of months ago I looked in the garage two weeks ago and found there was a 1917 T Roadster sitting there – all complete and ready to go. We must have bought it I suppose and now we need to learn to drive it. We think she is to be named Ruby.

So..... now there are three Fords – and of course Harriet the Husky.

Mark and Deb Smith



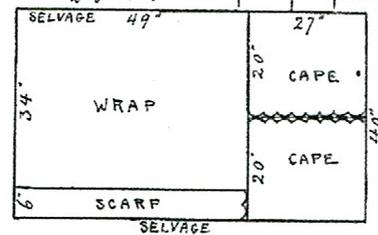
Magic Wraps for Summer



Above — Diagram for chifon wrap.
Below — Draping of cape wrap.

Above — Diagram for flounce wrap.

Below — Diagram for cape wrap.
2 1/8 YDS.



Fashion Service Woman's Institute Magazine, Summer Fashions, May 1930

"For wear with your lovely long dresses, especially those you are making for summer, you'll need one of the new short wraps..."

The original directions don't explain the sewing details & the pattern is "one size fits all". The fabric at the time was 40 inches wide. Words of advice: make a "doll size" mock up first or use the least expensive fabric possible for your first "wrap".

Taffeta Flounce Wrap: Upper left diagram. From 3 1/4 yards of material cut off 27 inches the full width for wrap and two 16" flounce pieces. Cut 2 collar pieces 18 X 44 inches. Cut bow 14 X 40 inches. Cut stay & loop from remainder. Join 2 flounce pieces, right side facing, finish edge. For shirring, use stay piece of self-fabric or lighter weight fabric as backing for the stitching and to hold cording. Allow for seam allowance, stitch two 1/4" rows near long edge, space 1/2", stitch 2 more rows, space 1/2", and stitch 2 more rows. Draw a cord that fits through the 3 narrow rows, gather to fit hip. Attach the flounce to body. Finish hem with 1 inch hem. Stitch the 2 long collar sections together. Press under seam allowance on one long side and on both ends. Pin "center" of long collar piece to "center" of wrap top, right sides facing. Then pin lower edges and sides of wrap to collar. Make small tucks: suggest 1/2-1" to take up excess at top of wrap. When fitted and looking nice, pin both together. Stitch collar to wrap. Fold to inside, press under seam allowance and hand stitch to cover seam just stitched. Edge stitch bow, arrange, and tack. Baste lengthwise tucks in back of collar to make fit comfortably. Tack bow to back of wrap.

Velvet Shoulder Cape Wrap: Lower diagram. From 2 1/8 yards cut 49" piece. Cut 6" scarf from edge of piece just cut. Turn back 4" hems on 34" edges. On dress form, wrong sides facing out, match hems at center front; slash for arm holes, approx. 10 inches deep, reinforce point of slash with small stitches and pin shoulder lines. Stitch shoulder line, bind arm-hole slashes, slip stitch front hem in place. Shirr the upper edges of cape as in *Flounce Wrap*. Finish top edge, gather enough to cover arms with space in back and front. Stitch to body. Finish edges and one end of scarf. Insert unfinished end of scarf into the right side of front hem/facing, gathering if necessary. Turn under seam allowance of facing, hand stitch. Attach rest of scarf to neckline of wrap, stitch. End of scarf covers raw edge of left front facing. Secure with ornament. Suggestions: Use self-fabric binding to finish neck edge if you cannot turn under scarf to conceal unfinished neck line seam.

Chiffon Wrap: Upper right diagram. From 2 1/3 yard cut a 36" length and divide remainder into two 18" collar pieces and a 4" tie. On wrap, shirr 8" on each side 9 inches above lower edge. Note: see gathering on diagram about where hands cross. Stitch 1/2" hem on lower edge. Sew together short ends of collar and finish both ends with 1" hem. Pin center back of collar to center back of wrap. Pin collar to lower edge of wrap continuing to about 5" from shoulders. Round the neck edge corners, shirr the wrap and collar separately, both sides. Fit and pin together. Stitch collar to wrap. Turn under other edge of collar, gather to match, and pin to cover edge just sewn. Hand finish. Finish edges of bow and attach to back of neck.

Info about sewing these wraps: These are one size fit all, so look at diagrams and compare to your bust and hip measurements. Modern fabrics are usually 44" wide and the extra 4" may help for any modifications. The original directions are very difficult to understand so they have been rewritten, but still not enough information for the novice sewer. Look at the drawings of wraps, the small line drawings and the measurement layouts carefully. The directions don't state how to finish seams that may show: neck edge if collar doesn't cover, arm slashes, bottom edges of facings, edges of bows, or how to make tucks. The "tucks" at the neck edge could be gathers or actual 1/2"-1" tucks or darts if preferred. The fit of the neckline and shoulders are determined by these different techniques. If darts are used, consider stitch flat or make as a modern dart which will give a cleaner, smoother shoulder line. Lastly, look at "grain" direction of the main body of the wrap. The layouts take advantage of this and the "wrap" will definitely drape better. For shirring: consider light weight twine at the hardware store or in the upholstery section at fabric stores. For a very shear fabric look at thick crochet cotton with a color that would match. If necessary, adjust width of stitching for shirring to 3/8" or 1/2" so you can pull "rope" through. To pull the "rope" consider a long dull needle, a double ended knitting needle with "rope" taped to it or have "rope" pinned very close to the previous stitching, then do next row of stitching. This wastes some "rope" but as long as the next row of stitching doesn't catch it, this works.

Enjoy sewing! If having problems, I can answer some simple questions.

Janet Gundlach

www.mafca Feb 2013

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 December, 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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