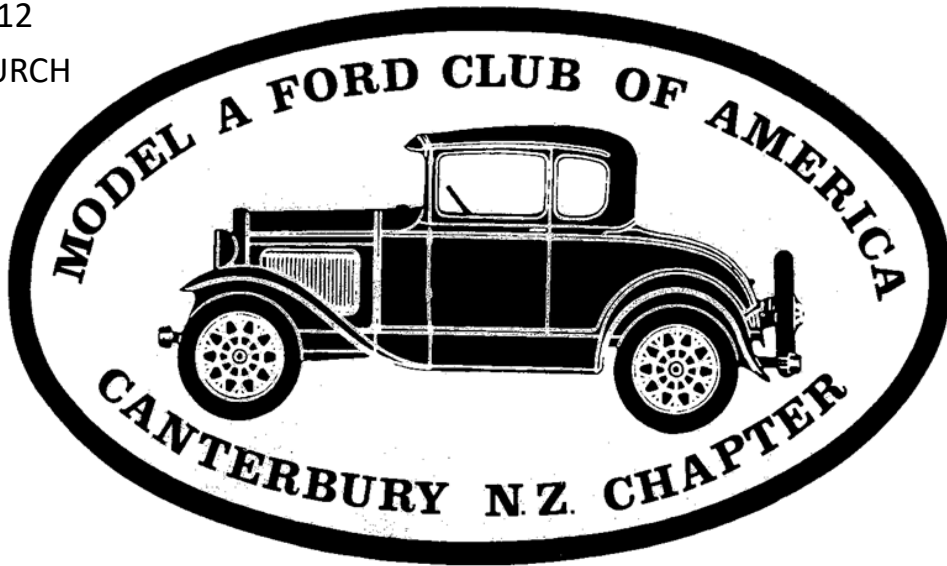
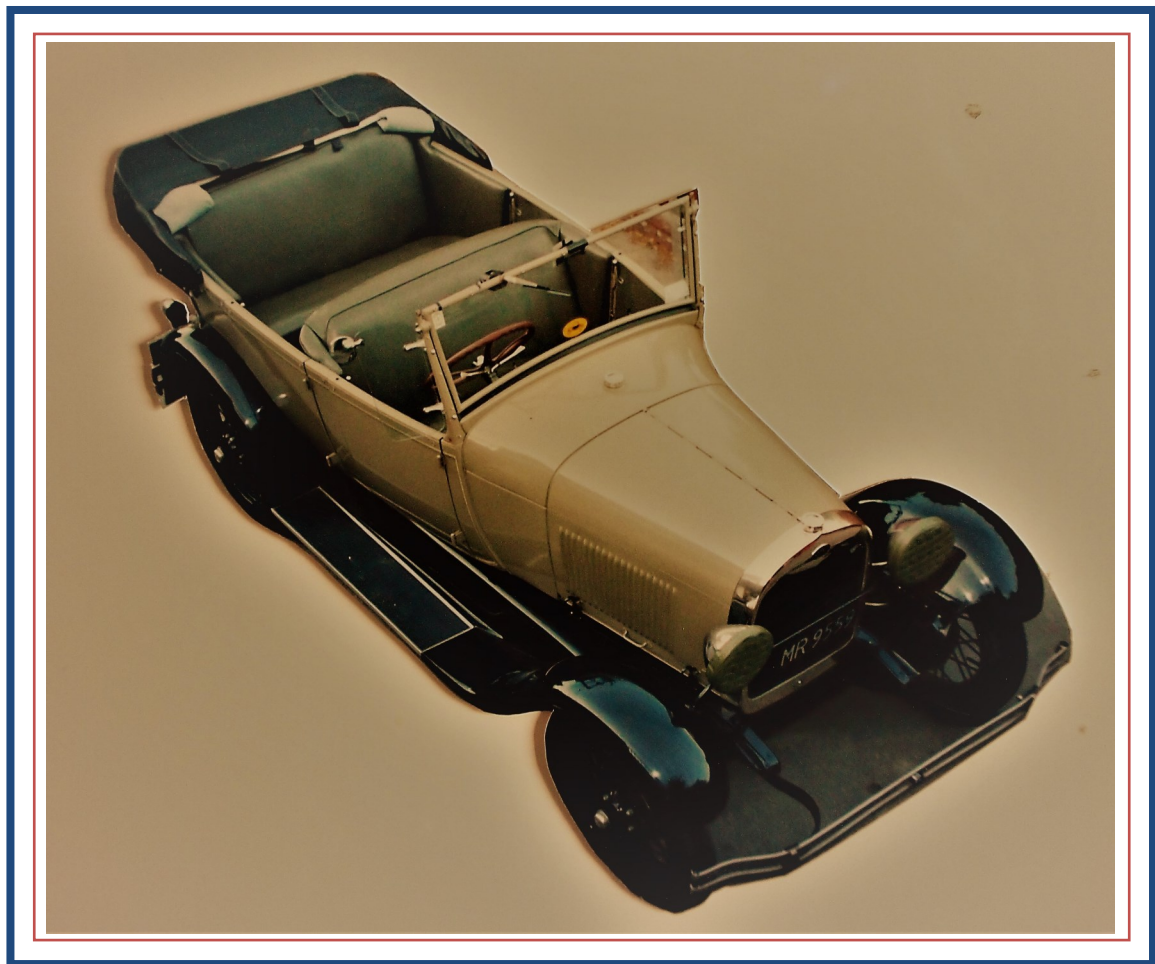


PO BOX 4212
CHRISTCHURCH



A Ford Script



October 2018

A Ford Script

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch

COMMITTEE

Club Captain	Graeme Scott	(03)384-8773
Vice Club Captain	David Dacombe	(03) 313-7341
Treasurer	Barrie Shipley	(03)383-4640
Secretary	Brent Miles	(03)349-8108

General Committee

Anne and Graham Evans	(03)351-5919
Glenn Birnie	(03)347-4849
Peter Bayler	(03) 313-7067
Pam Dacombe	(03)313-7341
Russell Genet	(03)329-9065
Lindsay and Annette Painter	(03)342-5247
Vaughan Morrison	021660762

Webmaster	Graeme Scott	(03)384-8773
Assistant Webmaster	Ken James	(03)980-0547
Script Editor	Graham Evans	(03)351-5919
Club Car Custodian	Glen Birnie	(03)347-4849

WEBSITE

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. Any questions or suggestions please contact Graeme Scott (webmaster) at 'scotts.belfast@xtra.co.nz'

COVER. Club Car 1928 Phaeton

CLUB CAPTAIN'S REPORT

As a relatively new member of the Club I am probably unknown to many of you. To address this and by way of introduction, contained elsewhere in this edition of the Script, there is a brief personal profile, as well as my introductory journey to the Model A and this Club.

This month the committee has been quite active behind the scenes looking for long term garaging for the Club Car and endeavouring to ensure the upcoming meeting and vote for the future of the Club car goes as smoothly as possible.

Since the publication of the September Script we have had a very generous offer from George Spriggs to provide long-term and permanent garaging for the Club Car at his 'Early Ford Parts premises', Henry Street Waltham, and only for a token rental.

Over the years George has invested considerable time and supplied numerous parts both during the initial construction and subsequent running of the vehicle.

He is also very keen the car remains within the club.

The special meeting for the debate and voting on whether we retain the Club car or not will be held on **Wednesday Night the 17th of October, 7 – 9 pm, upstairs in the sports bar of the Hornby Working Men's Club.**

You will be asked to sign the meeting attendance book on entry which will then permit you to avail yourself of their facilities after the meeting should you so desire.

A hard copy of the October Script is being mailed to all members and will include your voting papers, an envelope marked 'Ballot Paper' and a return stamped addressed envelope (for those unable to attend the meeting but who still wish to have their vote recorded) as well as the voting instructions.

The voting will be by secret ballot (as per our Club Rules), and postal voting will also be available for those who are unable to personally attend the special meeting.

A statement by Kevin Straw (proposer of the motion to convene the Special General Meeting) outlining his reasons for having the Club Car disposed of, and one from the committee outlining their reasons why they believe the car should be retained as a Club asset are both included in the current edition of the Script.

Voting (as per our Club Rules) will be open to all **current financial Chapter and Joint** (spouse of the chapter member) **Club members**, whose subs the treasurer has received by **midday Tuesday October 16th**

Qualifying members are entitled to one vote each.

I urge as many of you as possible take the time to participate in this major Club decision and exercise your vote on the future of our Club Car.

Graeme Scott

Club Captain

Calendar Canterbury Chapter Ford Model A Club 2018 – 2019

2018

September

Sunday 16th Run to View Daniel Smith's Car Collection, meet at Tower Junction 10am

Weekend 22/23rd International Model A Ford Day Blenheim

October

Weekend 12/13/14 VCC Swap Meet (Vehicle Display)

Wednesday 17th October "Special Meeting" Hornby Working Men's Club (Sports Bar level 1) 7-9pm

Sunday 28th Breakfast Run

November

Saturday 3rd Ladies Lunch - Postponed

Saturday 24th Christmas Dinner (Era Dress Men's & Ladies Fashion Trophy)

December

Wednesday 5th Children's Christmas Picnic

2019

January

Sunday 27th Concours, Era Fashion and Picnic

February

Sunday 17th High Country Run/City Run

March

Sunday 17th Rex Chenery Memorial Trial and Gymkhana

April

Week 15th – 19th National Meet Te Anau

May

Saturday 18th Avon City Ford (Night) Trial

June

Saturday 22nd Mid- winter Dinner/Dance (Era Dress)

July

Sunday 14th AGM

August

Sunday 18th Winter Run

Club Car Committee Comment

The club committee, who are entrusted with the administration and maintenance of the club car, is unanimously in favour of the retention of it as a Club asset.

The merits of retaining the car is not a new debate and thus far there has not been sufficient or compelling reasons put forward for having it disposed of.

The car has been a club asset for over 30 years, created as a very well supported club project all those years ago and since used on numerous occasions by our members.

The administration and any required maintenance has been coordinated by the committee and undertaken by members on a very able and willing basis. We are more than happy to continue in this direction.

Several Club members have donated parts initially for the building of the club car, and subsequently when required for ongoing maintenance. These donations were forthcoming as it was a Club asset.

One of the last club events that Peter Keir was involved with was a series of workshop nights with the club car as the main focus. These were very well attended, informative and brought together members not often seen at other events.

Over the last 30 years the club car has travelled 24,000 miles with an average usage of just over 800 miles per annum.

It has also been used 256 times by our members, during which time it has attended:

- 6 Nationals
- 13 Weddings
- 14 VCC events
- 217 Club events

Nationals that it has attended include Nelson, Invercargill, Hastings, Christchurch, Taupo and Napier. For the last several years it has been, along with members cars, displayed at the VCC Swap Meet with details on the club and its history enticing membership and participation.

The car has not only given many of our members involvement in organised Model A and VCC events as well as giving many children of Christchurch lots of fun over 13 years of the annual Christmas Parade whilst being driven by some of our members on a volunteer basis. It has also been used for a number of weddings for member's families, thereby raising the profile of our Club and encouraging new members.



Children's Christmas



Picnic Santa Parade

The Model A Club has been represented by the club car 13 times in the Santa Parade, also 13 Children's Christmas Parties.

Graham Evans has been able to use the car 24 times while not having a Model A or vintage car mobile since joining the club in 1980. He was involved in several working evenings during the cars restoration and has been the cars custodian for several years.

We would doubt that many members' individual cars have been involved in as many events and travelled the miles the club car has, and it has given the members using it; years of pleasurable motoring.

The committee believe the car to be an asset for the club, not only for private use by members but as a prime example of an original 1928 phaeton, unaltered, which is a source for club members working on their Model A's as it can be statically viewed, or as a learning aid when repairs need to be undertaken.

The possibility of losing the previous car storage garage was aired at the AGM some 2 years ago at which time the committee was given the authority to investigate other options. Whilst indications were becoming favourable for us to be able to erect a garage at the VCC grounds and support was gathering, it was finally vetoed at the last VCC AGM in June this year

As a result of the (then) ongoing difficulty in sourcing a suitable storage option for the club car, the option of disposing of it was raised at our last AGM, leading to Kevin proposing the motion before us now. Since the AGM the committee have continued to investigate other options for its long- term storage, with the result that George Spriggs has now offered a portion of his centrally located premises as a solution where it will also, when not in use, form part of his display (that he is currently developing) alongside his own substantial collection. The club will only pay the same 'token rental' for storage as has previously been paid.

From a financial perspective the car continues to appreciate in value and when that is balanced against the predicted current return of interest on the money gained in the event the decision is made to sell it then it does not make financial sense. The club is financially sound, running mostly at little or no profit annually, we therefore remain in the position of not needing further funds at this time. The matter of what to do with any extra funds possibly received is inextricably linked with this decision and the committee don't see this as being a separate issue.

We are therefore in favour of retaining this excellent appreciating asset for continued use and enjoyment for future events similar to those it has been used for in the past.

Ford Model A Canterbury Branch Committee

Members Comment

At the recent Annual General Meeting I moved that a special General Meeting be called within three months, giving time for all our members to consider the proposal to sell the club's 1928 Phaeton. This is a topic that has been raised a number of times over the years but this year there was a lot more interest in discussing the long term future of the ownership of the car by the club.

A few days after the AGM I was asked to write an article on the club car and why it should be sold.

The car was restored as a club project in the 1980's, a time when most active members either had restored an A or were in the process of doing so. There was a strong emphasis on authenticity and the club held regular technical events to educate and encourage the members. In contrast, there are now no technical events with the exception of Concours and that is not held every year. The restoration project continued over several years in premises loaned by members. Weekly workshop nights saw ten or even twenty members cleaning, sanding and learning about the Model A and restoration skills. Even the panel work and painting were carried out by members at no cost to the club. The car was restored to a very high standard of originality to enable members to have an example of what to aim for with their restorations.

Members donated parts for the car, and parts for the club to resell at the swap meet. Members used their contacts to get Firestone tyres, 3X Champion Spark Plugs and engine gasket sets for the club to resell at a profit. Several members used their A's for weddings with a portion of the charge being donated to the club. All these funds went into the Special Reserve which had been set up years earlier with a view to purchasing clubrooms or a car.

Our club has changed over the years. There is now less emphasis on authenticity and more on the social and motoring side, probably understandable as we have all aged somewhat. This change has been gradual and it is the reason that the club is still as strong as ever. There now seems to be only limited interest in using the Club Car as the majority of members have their own Model A's running.

In its first ten years the car averaged 950 miles per year over nine events. Most years it was used on weekend tours as far away as Westport, Nelson, Blenheim or Timaru. Over the ten years up to 2016 it averaged 500 miles per year and about five events. Most years these include the Swap Meet Display and the Christmas Parade. In 2017 it was used three times and it has not been used this year.

While writing this article I have taken the opportunity to drive the Club Car and was pleasantly surprised that after thirty years of club ownership it still is a very nice car to drive and I, along with others feel that it is time for the Club to allow a new owner to enjoy the use of it. I am sure that the older members who contributed so much to getting the car on the road would appreciate seeing it being used regularly by an enthusiastic owner.

Over the years when the subject of selling the car has come up, the main objection has been "what does the club do with the money".

This is a separate issue and has no bearing on the issue of the car.

However, I am sure it will come up again.

I sincerely hope that members will give the proposal serious consideration and attend the forthcoming Special Meeting.

Members Profile

Graeme & Marlene Scott



As your new Club Captain here is some background information on me and how I became involved with the Model A.

I was born and educated in Christchurch and apart from five years during my working life I have spent all my time here as well.

I retired in 2014 after a career of more than forty years as a pilot in New Zealand aviation. I spent the first six years with the RNZAF then subsequently with the National Carrier, initially flying domestic sectors followed by (for the majority of my time with them), international long-haul routes.

I have been married to my wife, Marlene, for over thirty years (also from Christchurch) and we have two adult sons.

Before retiring I started looking at various activities that I thought I could get involved in after my aviation career. One of these was vintage cars. Although I had previously owned Ford vehicles (Mk1 Escort, Mk 1 Capri and Mk4 Cortina) the Model A was not where I was initially focusing my sights, and while I was trying to decide which vehicle type to get involved with I had the very good fortune to be introduced to Peter Croft, a Christchurch VCC member.

Peter is not only a neighbour of a former colleague, but also has both a number of vintage vehicles and considerable knowledge on the various strengths of vehicles that might suit my particular interest era. Peter generously accompanied me to view vehicles that were available and then gave me the best piece of advice for my situation. He told me 'you could get involved with an 'exotic' machine but if it subsequently needs repairs or maintenance requiring parts then these might take some time (and expense) to source with the result the car (and possibly the interest) would be put on a lengthy hold. Vehicles like the Model A, however, were both plentiful and spares were easily and quickly available', an excellent place to start, (and as it turned out remain with).

I took Peter's advice and after looking around locally, without success, I bought my first '30 Canadian Fordor' in Auckland and had it transported down (not without issues) in 2010. I then joined the Club shortly after.

I soon got comfortable with the 'A' and also enjoyed a number of Club rallies (on which Marlene dutifully accompanied me) in the closed cab, so I decided that perhaps an 'open top' stable mate for the Fordor might be an option (and one I should get sorted whilst I was still working and generating my own 'spending money')

By chance in 2011 I saw a 31 Phaeton (originally assembled in Argentina) advertised in Tauranga and decided to return home via there from an Auckland duty, where, due to a sudden 'rush of blood' I bought it on the spot.

I then had somewhat of a dilemma as I'd not had the purchase 'pre-approved' and there was still the matter of getting it transported down (using a different company from the Fordor experience) and garaged in its 'new home', all while I worked out the best way to 'Fess Up' to Marlene. In the end she found it in the garage (some four weeks later) before I had worked up enough courage to tell her myself.

Still not done (and after retiring) I found a '30 Canadian Town Sedan in Queenstown in 2015 and purchased it with the view that it would replace the Fordor – something I am still working on but have 'promised' to have actioned within the coming year.



All my vehicles have number plates reflecting the year of manufacture with the Phaeton and Town Sedan also having the original style black plates AI 1931/IA 1930. All three have also had complete engine overhauls since I have owned them (before the money runs out!!).

I have been a committee member for the last four years and Vice- Captain for Peter last year prior to taking up this new position.

I believe we have a strong and friendly club, which is the envy of other single model and vintage car clubs, and is something I am keen to continue and promote in the time ahead.

Graeme Scott

COMING EVENTS

Wednesday Night the 17th October

Special meeting for the debate and voting on whether we retain the Club car or not will be held on **Wednesday Night the 17th October, 7 – 9 pm, upstairs in the sports bar of the Hornby Workingmen's Club.**

Weekend 22/23rd International Model A Ford Day Blenheim

WANTED Members Cars for Swap Meet

Swap Meet 2018 Club Displays

This year the Model A Club has a site for Friday, Saturday & Sunday to display our one make cars.

We need members Model A's to join us at McLeans Island, we have room for 6 cars per day.

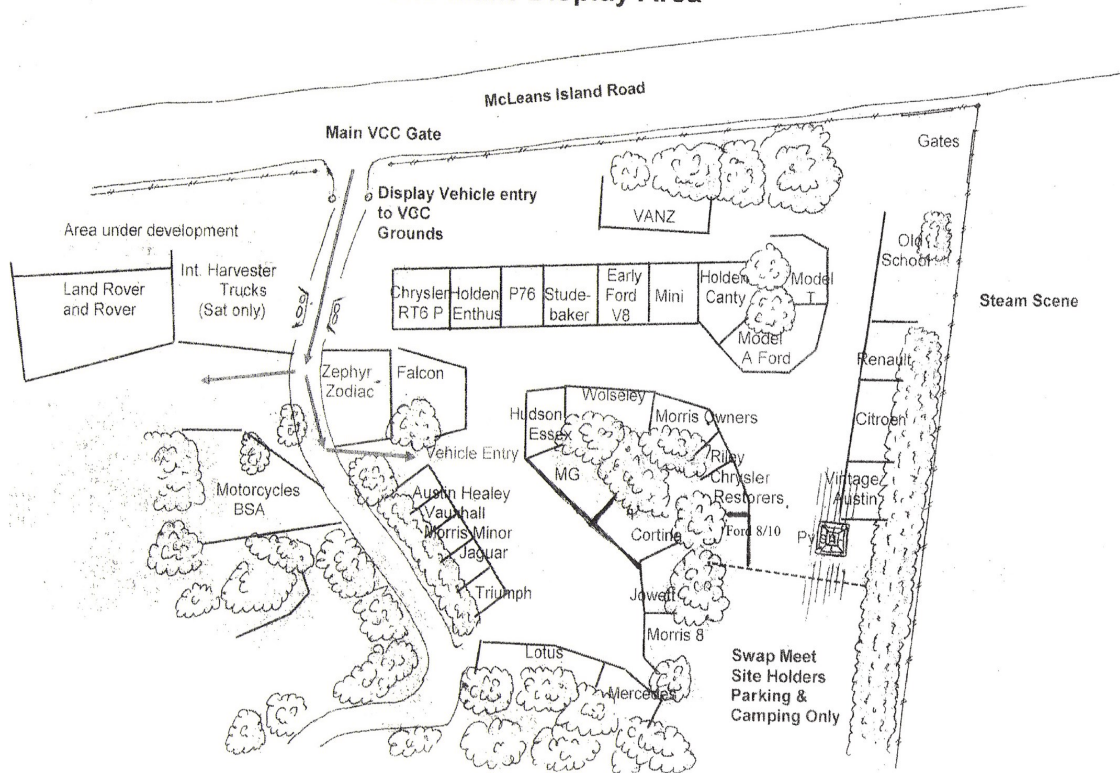
This year All Persons entering the grounds must pay the Admission Fee of \$5 to enter the Swap Meet, vehicle drivers need to register on arrival at the main gate. A full weekend pass can be purchased for \$10, which is valid for three days. Wrist bands will be issued.

Saturday & Sunday vehicles are required to arrive by 10.00am and must remain on display until at least 4.00pm on Saturday and 2pm on Sunday.

If you are able to place your car on display please contact:

David Dacombe Ph 03 3137341 prior to 7th October.

2018 Vintage Car Club Swap Meet One-Make Display Area





Fashion Tips

YOUTHFULLY
STYLED
For Misses and
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31K4505
Fancy
All Wool
French Crepe
\$9⁹⁵

Sizes
14 - 16 - 18 - 20 - 22
Years
To Fit Bust Measures
32 - 34 - 36 - 38 - 40
Inches

31K4515
All Wool
Plaid Velour
\$6⁹⁵

31K4510
All Silk
Flat Crepe
\$8⁹⁸



31K4500
Good
Quality
All Silk
Flat Crepe
\$10⁹⁸

These Frocks
Are Fully
Described on
Opposite
Page

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Silk Striped
Wool
CHERILAINE
\$17⁹⁸

31K4530
All Silk
Georgette
Crepe
\$15⁰⁰

31K4535
All Silk
Crepe
Satin
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31K4520
All Wool
Ombre
Striped
Jersey with
All Wool
Flannel
\$7⁹⁸

FOR SALE

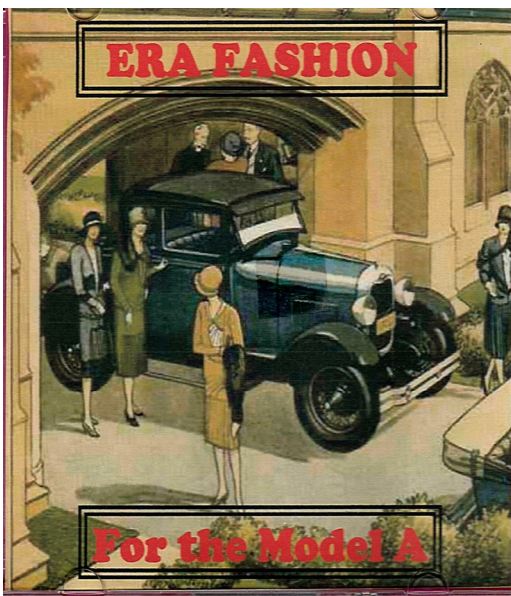
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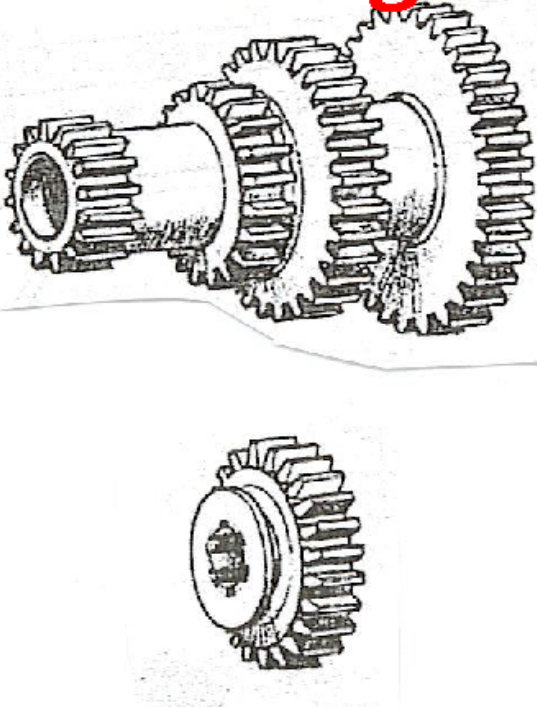
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FORDSCRIPT If we have it wrong and are posting you hardcopy when you would prefer it emailed or vice versa or you know someone who should be getting a Script and isn't, please let us know. Either give us a call, 3515919 or email afordscript@gmail.com

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 20 October 2018. Please send to the Editor, Graham Evans 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.

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MOBILE (0274) 543 983
EMAIL: vet.vin@xtra.co.nz
Web; www.veteranvintagecars.co.nz

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.

Glen Birnie (ph. 03 347 4849) is the custodian of the car and looks forward to your call requesting the use of the car.

CANCELLATIONS : In the event of unsuitable or doubtful weather, cancellations or postponements will be emailed to you. We will be printing the run organiser in the coming events, please feel free to contact them or any of the Club committee members.

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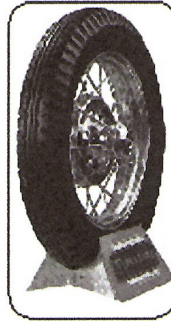
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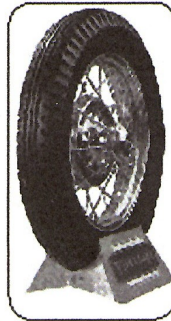
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\$220 each
or \$214 (x4 tyres each)



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TYRES 21"**
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or \$328 (x4 tyres each)



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