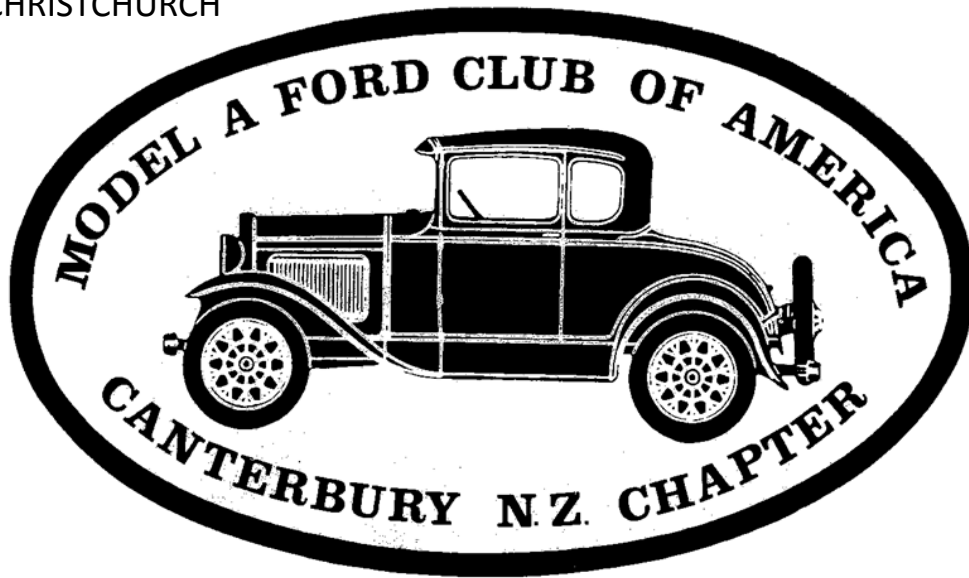


PO BOX 4212 CHRISTCHURCH

NEW ZEALAND



# *A Ford Script*

13th June

Fawlty Towers  
Dining Experience  
Mid Winter Dinner



APRIL 2015

# *A Ford Script*

Official Newsletter of THE MODEL "A" FORD CLUB OF AMERICA  
Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

## COMMITTEE

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Vice Club Captain	Bruce Miles	027 2389692
Treasurer	Barrie Shipley	(03)383-4640
Secretary	Brent Miles	(03)349-8108
<b>General Committee</b>		
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Peter Bayler		(03)313-7067
David Dacombe		(03)313-7341
Russell Genet		(03)329-9065
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Website [www.modelaford.co.nz](http://www.modelaford.co.nz)

Script email [afordscript@gmail.com](mailto:afordscript@gmail.com)

Very best wishes to all going to Wanaka . We wish all a very happy, memory filled and safe weekend with lots of great motoring.

**HENRY FORD QUOTE:-** "It is regrettable that people think about our monetary system, and of our economic structure , only in times of depression."



## CLUB CAPTAIN'S REPORT

High Country Run was postponed due to the closeness to the National in Wanaka and a small amount of interest shown in the Jet Boat activity. The Jet boat event can be rescheduled for a later date.

### 12<sup>th</sup> National Model a Meet WANAKA

I am looking forward to the

**National Model A meet in Wanaka 30<sup>th</sup> March thru 6<sup>th</sup> April**

Our club is involved in helping with the Gymkhana and the Model A team assembly events to be held on Easter Sunday at the Pembroke Park.

Everyone should have received Newsletters 1 through 6, if not please ring me on 3515919.

Refer to website [www.modelaford.co.nz](http://www.modelaford.co.nz)

Or email [modela2015meet@xtra.co.nz](mailto:modela2015meet@xtra.co.nz)

### **CLUB CAR REPORT**

The Cub car has had no use since my last report.

A maintenance check to be carried out in the coming months

Happy and safe motoring.

Graham

## COMING EVENTS

**NEXT COMMITTEE MEETING:** Tuesday 21st April 2015 7.30pm, at Graeme Scott's home, 556 Main North Road. If you have any matters you would like raised, please contact a committee member before this date.

March 30th -April 6th	National Model A Meet Wanaka
April 26th	Gymkhana and Rex Chenery run. Meet <b>10.00 am</b> at <b>The Peg</b> car park Belfast. Organiser Graeme Scott.
May 17th	Night Trial
June 13th	Mid Winter Dinner Not to be missed. <b>Fawlty Towers Theme A surprise with every course!!</b> To be held at 6.00pm at the Vintage Car Club Barn. The cost of \$20.00 per person is to be paid by 25th May to PO Box 4212 Christchurch. (BYO Drinks) The Era fashion judging will take place during the evening More details coming but mark your calendars now.
July 19th	AGM

### **The Canterbury Model A Club turns fifty in 2015**

The Club invites all Model A'ers to celebrate our 50<sup>th</sup> birthday during the  
**2015 International Model A Day**  
weekend in Christchurch, 11<sup>th</sup> to 13<sup>th</sup> September 2015.

Full details and entry forms will be sent out in May 2015. In the meantime, register your interest at [pgmoore@xtra.co.nz](mailto:pgmoore@xtra.co.nz)

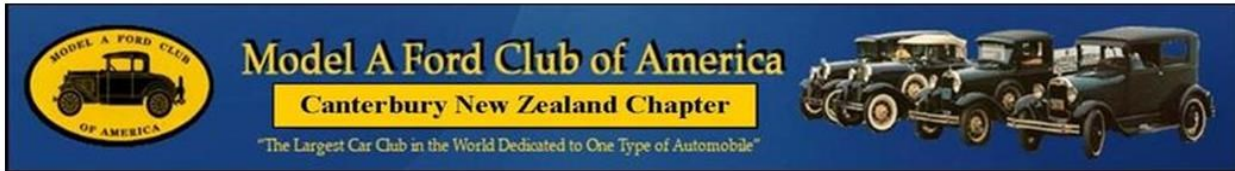
50<sup>th</sup> Anniversary Organising Committee –  
Ralph Biggs, Jill Keir, Pauline and Garth Moore, Shirley and Alan Wills  
in conjunction with the Club Committee

*A Ford Script*

Russell and Wendy will be not be able to do The Script for the next few months.

**Lyn and Brent Miles** have very kindly stepped up and will be the Editors .

Please , send all contributions to [afordscript@gmail.com](mailto:afordscript@gmail.com). Emails sent to the genet addresses may be overlooked.



Our web site [www.modelaford.co.nz](http://www.modelaford.co.nz) is getting great activity from all over the world. In 2014 it had 86,618 hits from 4,176 unique visitors. A total of 6,811 visitors looked over the site looking at a total of 25,870 pages.

I have received photos of a few members' cars but still have an awful lot of empty spaces waiting for photos. If your cars space is empty could please help me with a photo.

Don't forget to use the "Market Place" if you want to buy or sell anything. Just phone 03-338-3686 or email me ([kjstraw@xtra.co.nz](mailto:kjstraw@xtra.co.nz)) preferably with a photo and I will put it on the site for you.

Countries	Pages	Hits
New Zealand	13415	55522
United States	3280	8051
Unknown	2345	7053
China	2128	2471
Australia	740	2739
Japan	615	823
Germany	535	878
Great Britain	449	921
Canada	420	1607
Hong Kong	326	357
France	291	367
Brazil	208	2189
Ukraine	197	207
Switzerland	146	170
Israel	86	103
Russia Fed	70	107
Malaysia	62	102
Sweden	46	140
Netherlands	40	107
India	31	153
Others	440	2551

Visitors and Hits per Month				
Month	Unique Visitors	Number of Visits	Pages	Hits
Jan 2014	142	302	1008	3535
Feb 2014	134	285	879	3338
Mar 2014	205	359	1568	5599
April 2014	307	435	3253	11052
May 2014	263	379	2767	7232
June 2014	337	482	1864	7074
July 2014	467	741	2575	8872
Aug 2014	448	740	3073	8632
Sept 2014	404	774	2210	7000
Oct 2014	494	889	2894	9509
Nov 2014	404	604	1640	7145
Dec 2014	571	821	2139	7630
Totals	4176	6811	25,870	86,618

Quite a surprise to see such little activity from our Australian fellow Model A'ers.



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Back issues are available from the web site plus the club keep all previous Scripts in the library. We recently became eligible for a substantially reduced hosting fee, we were paying \$46.00 per month and now it is only \$20.00 per month..

# HERSHEY SWAP MEET

## Garth Moore

Hershey Pennsylvania is the town that chocolate built. It is not a large town, with a population of just 14,250, but it is home to several factories making various brands of chocolate, all owned by Hershey. Production of Hershey Kisses, a small bell-shaped chocolate wrapped in foil, started there in 1907 and they now produce 60 million Kisses every day.

The main street is Chocolate Avenue and the streetlights are shaped like Hershey Kisses. There is a typical American theme park with 12 rollercoasters, 65 rides 33 food outlets etc, but it also has HersheyWorld where you can make your own chocolate, ride through a chocolate factory with singing cows, enjoy a meal with or without chocolate or blow the budget in the massive gift shop. It is incredible how many products can be produced with the Hershey logo. And there is also a sports stadium on site and a Hershey hotel and a Hershey camping resort and so on. In short, it is a chocolate-flavoured, chocolate-coated Disneyland.

What has this to do with a swap meet? Well, being in a northern state, Hershey Park only operates in the warmer months. It closes in September for the winter and each year since 1955 the Antique Automobile Club of America (AACA) has taken over the car parks for its "Eastern Division National Fall Meet", better known to old car guys worldwide as simply Hershey. Last year Pauline and I made the pilgrimage to the world's largest swap meet.

The car parks are huge. I couldn't find out how big, but 100 acres is an understatement. There is the Red Field, Chocolate Fields North and South, Orange Field, and Green Field. Altogether they contain over 9,000 vendor sites and there is nothing but old car stuff. Officially Hershey runs from Wednesday till Saturday, but there is also serious trading on Tuesday, the "Vendor Set-up Day". The souvenir booklet provides a detailed map of each Field, eight pages in all. Each Field is marked out in straight streets, large enough for vehicles to pass, with sites along both sides. The sites are generous, large enough for a large American pickup and trailer. Every site has its identity marked on the ground. I had worked out that to cover 9,000 sites in four days I would need to see five every minute, so we needed a system. One Field at a time, start at one end, look at both sides of the street and when you get to the end of the block, mark it off on the map. That way I really did walk past every site and stopped at every one that looked interesting.

The quality of goods on offer was impressive. Two vendors had stocks of 1930 and 1932 roadster bodies, complete with doors, newly manufactured and looking like the spotwelds and rivets were in the right places. Several offered ranges of new panels including front and rear guards and bonnets. There were plenty specialising in reconditioning Model A engines, gearboxes, carburettors, distributors, horns or whatever. As for used parts, there were numerous sites loaded with Model A stuff and many more with a few A parts amongst their stock. I saw literally hundreds of 1930/31 headlights, being stainless steel they are a nice shiny bit to draw attention to a site. All sites were tidy, usually with tables and shelter. Most items seemed to be priced but haggling was encouraged. As an example of the way items were displayed, there were many number plate vendors, and each would have several rows of trestle tables with boxes of plates sorted by State and Year, singles in one section and pairs in another. Thousands of plates but if you were looking for a pair of 1930 California plates you knew exactly where they would be.

There was a good mix of vendors. Car clubs, brands like Meguiars and Coker Tyres, parts suppliers like Macs and Snyders, restoration shops, engine reconditioners, auction companies were well represented but there was also a huge number of ordinary guys with a truck or trailer load of parts. The souvenir booklet lists over two hundred Model A vendors however there were many more with a few A bits amongst other stuff. There were stalls with period clothing or car advertisements but everything was relevant to old cars. There was no "garage sale" or household junk anywhere. Consequently there was no sightseeing public so the streets were not crowded and it was easy to move around.

In earlier years Hershey had a reputation for wet weather and mud. The weather was kind to us, temperatures 15 to 20 degrees with a little drizzle one day. Mud is a thing of the past with all the Fields now sealed, however I did hear stories of flooding during heavy rain the previous year. The asphalt surface made walking easy but after nine hours my legs were fairly painful. Pauline was sensible and at times found a seat while I went up one row and down the next. I heard an estimate that the total distance walking past every site was 35 miles and I won't dispute that. We stayed at a nearby hotel, just a ten minute walk in the morning but it took much longer to return in the afternoon.

A road around three sides of the Orange and Green Fields is closed to traffic for four days and becomes the Car Corral where pre-1989 cars can be displayed for sale. Cars were angle parked along both sides, over 600 cars in all. It was a show worth seeing, with a great range of American cars, original, restored or rodded as well as a few Jaguars, a Morris Minor and a Ford Anglia. I did not count the Model A's but there were several Coupes, Roadsters, Tudors and Fordors and one AA flatdeck. In most cases prices seemed realistic. By Friday afternoon there were many gaps in the line and I saw a number of vehicle transporters loading vehicles for delivery to new owners.

The main attraction on Saturday is what we would call Concours. The Show Car Field is a grass area adjacent to the Hershey complex. I got there early and found a spot near the gate to watch the cars drive in. By 10am there were 1,200 cars lined up in their classes for judging. There are over 100 classes, some general such as "Production Vehicles 1930-31 excluding Fords" (9 entries) and others more specific, "Ford A open vehicles 1930-31" (8 entries). Classic vehicle classes covered the luxury and coachbuilt makes including Duesenberg, Stutz, Pierce-Arrow, Franklin, Packard, Bentley and Rolls Royce. There were fifteen entries in "Classic Vehicles 1925-31". There are classes for electric vehicles, gas vehicles, three wheelers, military vehicles and even a class for Cushmans (only one entry, a 1950 model). Every vehicle, regardless of class, was fully restored to show quality. This was an opportunity for the public to view a massive range of cars in pristine condition and talk to the owners. Meanwhile the judges quietly went about their work.

The AACA has its national museum a few blocks away from Hershey. It has a good range of cars on display including a couple of A's. I was interested to see the Ford Alphabet Collection which claims to be the only complete set of Fords from the 1903 Model A to the Model T, nine models altogether. They are Models A, B, C, F, N, R, K, S and T. Henry's alphabet was abbreviated and the K was in the wrong place.

Overall, my impression was that Hershey is a massive annual event, highly organised, full of surprises and well worth going to. No, I didn't buy much, just enough to get Pauline's case up to Air NZ's 23kg maximum. The event is a spectacle to see and enjoy, just as much as it is a place to search for parts.

### **Restorer Magazine and MAFCA Membership**

**Free membership** is offered to **all new** members of the Model A Club.

This includes the Restorer Magazine. The usual cost is US\$56 (nz\$73.14 or thereabouts depending on exchange rate at the time) reduced to US\$25 to cover postage of the magazine. Anyone who has previously been a member of MAFCA and received the magazine is not eligible.

If any new member is interested please contact **Brent Miles 3439482** anytime for a registration form

**WANTED by new member.** Model A Ford, all styles considered. Must be a good running car.  
Ph Roger Mills 332-2285



In December 1977 our club held a weekend of celebrations to mark the 50<sup>th</sup> anniversary of the launch of the Model A. We publicised the occasion by taking over a showroom at Hutchinson Motors to display a restored chassis, several Model A's and appropriate signage.

Here is the first part of the write-up which appeared in A Ford Script in January 1978.

## 50th ANNIVERSARY WEEKEND

### BEHIND THE SCENES:

By all accounts the 50th Anniversary Celebrations were a great success, but it wasn't successful by accident. For two months beforehand, and right through the weekend, a number of members and their wives gave up their time to make sure of the success.

The special committee formed to organise the weekend included Ian Smith, Brian Dixon, Eric Mattsen, Peter Keir, Sid & Eileen Thew and Garth Moore. We held about eight meetings, not very business like and sometimes lasting till after midnight. We soon decided on the programme for the celebrations, and set about getting the work done.

The celebrations meant a lot of work for a lot of people - arranging for car displays, lending cars for display, signwriting, framing posters, mailing invitations, typing letters and circulars, making plaques, marking Coes Ford for the line-up, filming the run, organising socials, ordering drinks and band, preparing supper and morning tea, decorating the hall, and cleaning up the mess afterwards.

My sincere thanks go out to the members of the special committee, and to the many others who so willingly lent a hand and a special thank you to the motorbike boys, who did a great job marshalling the 87 entries.

### LONG ROUTE:

After getting the A going on Friday night we decided to tempt fate and take the long route, which we are now going to attempt to tell you about. We understand that Reg Horner and Martin Hadfield also both worked very hard against the clock in order to make the start in a Model A. Nothing like a target to work towards to get these cars going.

Upon arrival at Hutchinson Motors we were directed to a space and it wasn't long before our despatch time. We proceeded out on to Tuam Street and commenced following instructions. The route led out along Lincoln Road where the Butcher's Van appeared to be having timing problems, but we understand that after one or two tune ups (which doubled its speed!) no further trouble was encountered.

After a short time driving around town the route started climbing up Hackthorne Road to the Sign of the Kiwi via Victoria Park. From there the route led us around the Summit to Gebbies Pass where enroute spectacular views of the Bays could be had. (Our apologies for our slow progress to those following, but we had a little problem with brakes). After the crawl down from the Pass it was full speed ahead, only to be interrupted by a check point outside the Withell's homestead. The checkpoint was ably manned by members of the V.C.C. Motor Cycle Section. By the look of them it would have been easy to bribe them with some kind of liquid refreshment.



refreshment.

We set off from the checkpoint and then we found it. It wasn't a road and it wasn't a riverbed, but it was called a Saddle Road. This stretch saw many mishaps and it taxed the Model A's, loosened mufflers, graunched mudguards and generally put the wind up a few navigators. (We know of one who got out and walked - how many others wouldn't own up to it). During one enforced stop, involving the Thews and the Harrisons, Ian Smith was seen to attempt to propel his Phaeton along at an acute angle beside the road. This ceased when the petrol tank started to empty from the top. We all know Model A's can do most things but the carburettor is the wrong way up for this type of gymnastics.

Later along this dusty stretch, Dot Brown manoeuvred the Datsun without mishap. Hats off to you Dot for what we hear was a very good piece of driving.

Following this the drive (via a circular route) was straight forward to Coes Ford, or it should have been. We would recommend petrol problems as a way to meet people. Thank you to Ed and Mrs Woods from Omarama and Graham and Fay Williams for stopping and shepherding us into Coes Ford. A wee bit late but nevertheless there in time for the mass photograph and a belated lunch.

I am sure we all agreed that it was a good run.



#### SHORT RUN:

Cars taking part in both the short and the long trials assembled at Hutchison Motors on Saturday 3rd December, the day dawned overcast with a hint of drizzle, however the cloud cleared by 9.30a.m. and we were fortunate with a beautifully hot day.

Included amongst the Model A's on the short route was Lynton Withell first time out in his just completed and very attractive 1930 Coupe, Robin Fear in his 1928 Roadster (minus a hood) and Barry Keen in his Tudor sporting a very new paint and body job. Other cars not often seen on runs were Harry Barnes's 1930 Cabriolet and Mrs White's 1929 Fordor, also Tony Hansen from Blenheim with his very nice 1928 Phaeton and of course Ken Ivory and friends from Nelson with a 1928 and 1930 Phaeton as well as a 1930 Town Sedan.

After leaving Hutchison Motors we headed up Colombo Street and then along the Heathcote River, past Princess Margaret Hospital (Mrs Jones Place?) to Hoon Hay Valley - while we were stopped puzzling over an instruction at an intersection here a friendly Post Office van driver told us "They went down there" (probably a friend of Martin Rooneys). We then headed out to Tai Tapu and on to Motukarra and a check point near Lynton Withell's house before cutting across country to Lincoln and then along the Springston Road some distance before heading directly for Coes Ford and the final check point. The total distance covered according to our speedo was 44 miles - not everybody agreed.

After unloading our wind-blown passengers we had an opportunity to inspect the other cars as they arrived, especially those of the out of town entrants, lunch followed and then the cars were marshalled into line for photographing. After shifting the fire engine numerous times

To be continued next month

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 of the month . Please send to the Editor, Lyn or Brent Miles 03 3498108 or [afordscript@gmail.com](mailto: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.

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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