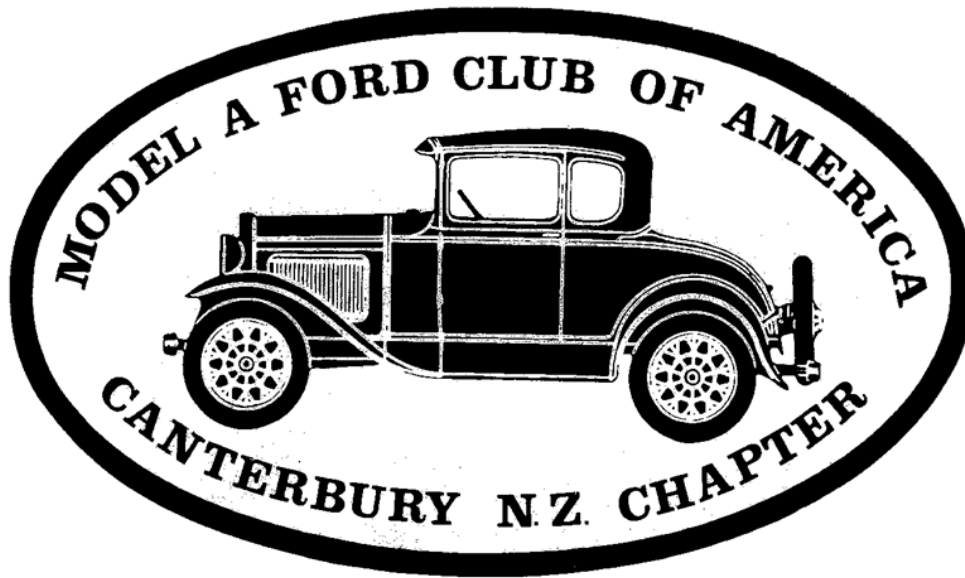


PO BOX 4212 CHRISTCHURCH
NEW ZEALAND



A Ford Script

AGM—Sunday 19 July—see
inside for further details.

JULY 2015

A Ford Script

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

COMMITTEE

Club Captain	Graham Evans	(03)351-5919
Vice Club Captain	Bruce Miles	027 2389692
Treasurer	Barrie Shipley	(03)383-4640
Secretary	Brent Miles	(03)349-8108

General Committee

Alan Hill		(03)313-6008
Peter Bayler		(03)313-7067
David Dacombe		(03)313-7341
Russell Genet		(03)329-9065
Lindsay Painter		(03)342-5247
Graeme Scott		(03)323-8106

Webmaster	Kevin Straw	(03)338-3686
Script Editors	Russell & Wendy Genet	(03)329-9065
Club Car Custodian	Graham Evans	(03)351-5919

Website www.modelaford.co.nz
Script email afordscript@gmail.com

COVER PICTURE:- Irishmans Rally, June 2015—in the snow and frost

HENRY FORD QUOTE:-

Two classes of people lose money, those who are too weak to guard what they have, those who win money by trick. They both lose in the end.

CLUB CAPTAINS REPORT

Model A Club - Events for 2014/15

2014

- September 12/13/14th** Annual International Model A Ford Blenheim
This event was attended by a few Canterbury members who enjoyed the events
- October 29th** Gearbox repairs to Club Car held at Brent's. This was well supported by club members with bearings and new shaft fitted.
- October 19th** Afternoon Run ending at Joe's Garage A great event run by Lindsay and Annette with an excellent attendance.
- November 30th** Little Akaroa Run with tea at Duvauchelles - organised by Russell and Wendy. An enjoyable day with evening meal at Duvauchelles.
- December 3rd** Children's Christmas Party at the Groynes
- December 3rd** Xmas Parade supported by Bruce, Graham and John & Sandra Olliver.
- December 7th** Christmas Breakfast – Rosebank, Time to catch up before the Christmas rush.
- 2015
- January 25th** Picnic held at the Halswell Quarry this event lacked good numbers and may not have been caught up on following the activities from the Christmas break.
- February 8th** Visit to Isaac's Wildlife Reserve. Organised by Barrie – Extremely well attended event with up to 50 people. Interesting to see the work going into restoring the Endangered Species and the efforts they are putting in for this cause.
- March 1st** High Country Run and/or alternative Jet Boat trip postponed due to the closeness to National meet and insufficient interest.
- March 30th – April 6th** National Model A Meet - Wanaka – A very highly regarded event. Regarded as perhaps the best so-far. Congratulations to Rolly Bell and his team.
- April 26th** Gymkhana & Rex Chenery Trophy Run – Organised by Graeme & Marlene Scott Very well supported with a Memorial theme.
- May 17th** Night Trail run by Brent and Lyn with a well-planned and testing run with new ideas on motoring in today's world, followed by a Pot Luck Dinner at Brent and Lyn's
- June 14th** Faulty Towers Dinner (Mid-Winter Christmas) hosted by Annette, Barbara, Lyn and Anne. A most enjoyable evening with lots of laughs.

COMING EVENTS

Sunday July 19th AGM. 11am start for 11.30am meeting. Lunch to follow.

Venue: The Elmwood , 1 Normans Road

Menu:	Open Chicken Sandwich	\$17
	Open Steak Sandwich	\$17
	Ribs and Fries	\$17
	Fish N Chips	\$16
	Chicken Carbonara	\$16
	Elmwood chicken Salad	\$16
	Big Breakfast	\$19
	Eggs Benedict	\$17

Sunday 9 August Breakfast 9.30am. Meet at the Flat White Café, Pegasus.

11-13 September **50th Anniversary Celebrations.**

Annual International Model A weekend.

The Club's big birthday celebrations will be centred in Hornby, with social Functions at the Hornby Working Mens Club Friday & Saturday evenings, ad a full day of motoring leaving from there Saturday morning. There will be a Gymkhana, lunch,,and prizegiving at Cutler Park on Sunday. The Club is Subsidizing the cost of the weekend. **HAVE YOU REGISTERED ?**

CLUB CAR The Club Car is underutilised and needs members to use it.

The car has travelled 120 miles this year.

It was used for two weddings and the Christmas Parade.

It has undergone a gearbox rebuild at Brent Miles garage due to noisy 2nd gear. With help from Dave Bell cleaning, checking, sourcing and assembly, we now have a very smooth gearbox.

The car was restored as a club project led by the late Peter Keir. It was completed in 1987 and has travelled 21800 miles over the last 28 years.

It has given me pleasure, being able to drive a Model A while my car is under restoration.

The club has an event most months, so please consider using the club car.



A Ford Script

Thanks to everyone who has made an effort to contribute articles for this publication. It is much appreciated. Keep up the good work.

WANTED 3.54 diff. Phone Ken James 9800547.

Wanaka National Model A Main Rally Saturday April 4th
Raspberry Creek, Matukituki Valley, Mt Aspiring National Park

Angela and I spent Thursday and Friday nights in Arrowtown, and heavy rain overnight on Friday made us doubt Saturday's run would be on. However, on consulting the Met service with our i pad when we woke Saturday morning we were amazed to see fine weather forecast for Wanaka. We hurriedly packed up, loaded the pick up and set off up the zig zag onto the Crown Terrace then over the range and down through Cardrona, and out to Glendu Bay where we had arranged to meet friends driving a Model B (?!). Clue—this car was built by one of Edsel Ford's transatlantic contemporaries whose famous initials are usually used to identify his cars (?).

Both cars were soon on the way up the valley through Cattle Flat (plenty of contented cattle dozing close to and on the road). Then on through Matukituki Station and finally onto Mt Aspiring Station which has been farmed by the Aspinals for four generations. We passed the Otago Boys High School lodge across the river via a swing bridge, and the old Mt Aspiring homestead also over the river necessitating many previous difficult crossings and much enforced isolation.

The road took us around some bluffs and past waterfalls into a typical U shaped glacial valley. Rain threatened and the Model "B" had no hood, so it was suggested by our friends, who are Wanaka regulars, that we stop, brew up and wait for the rain to retreat. By the time we arrived at Raspberry Creek there were even rays of sunlight, and we heard that Sue Aspinall who also had inside local knowledge of the weather, had delayed her talk until the sun appeared properly. Sue then spoke about the family genealogy and the milestones in their time up there. Floods, snowfalls, earthquakes were common it seemed and various statistics on the station and its stock were mentioned. One figure which I think we heard was that there are about 85,000 visitors of all types per year ! I remember thinking that it was way more than the stock farmed. Thankfully the impact of this many people certainly was not evident in a place which still looks pristine. Travelling back to Wanaka later, it was very noticeable the number of cars still coming up the valley, which certainly supported that figure.

Picnic lunch was very pleasant as the day warmed up and by pure coincidence a 1930 Tudor sedan backed into the line and parked alongside my pick up. Many years (46) ago I owned a very original, very straight and rust free Tudor which had the rego# AQ2. Here parked next to us was that very car, now registered and owned by Tony and Pam Mannington from Taupo. I said to Tony "is this AQ2" and he answered "yes". (I had had previous correspondence with Tony who has the original ownership papers showing my name, but we had never met), The car was restored in the 90's in the South Island and Tony bought it from Auckland. My only claim to fame whilst the car was in my ownership, was to be convicted for careless driving one night in Colombo St overtaking a line of cars. This resulted in the loss of my licence so I sold it. I think the sale price was \$500 !

Back at Wanaka later in the day we loaded the pick up onto a trailer and headed back towards Christchurch. I would like to take this opportunity to thank the organisers of this meet for a superb well run rally. The destinations were unforgettable and it was very Obvious how much effort was made to ensure all went well. An absolute triumph.

Martin Vincent

Wednesday morning 1 April the Model As were invited to visit the Southern Hemisphere vehicle and tyre testing grounds sitting high above the Cardrona Valley. 101 participants, including an AA truck, took the challenge. The route up the Cardrona Valley took us dangerously close to the Cardrona Tavern before we turned left and completed the longest gravel hill climb made famous by Possum Bourne. Over 14.5 km we climbed 1050 metres in elevation traversing 135 bends as we climbed. Second gear was in major use but the temperature outside prevented many cars from boiling! We did note an oil trail at one point but no one was owning up. Once at the top we were given a briefing about the enterprise which only makes its money over 60 days of the year when snow and ice conditions allow. In two groups we then did a "follow-me" tour of the fourteen different track set-ups they can have running simultaneously for different manufacturers – each with its own workshops and offices. The smart ones amongst us made an early – if slow – start back down the hill and gained fireside seats at the Cardrona Pub which is famous for its Model A pickup in the shed out the back. An interesting and testing start to the day!"

Mark Smith

Faulty Towers Dinner. VCC Barn June 14th 2015

The evening started with a roaring fire, started by Lindsay with wood from his recent tree felling. I was a bit apprehensive at first when Annette presented her idea to the committee, but with help from Lindsay, Barbara Shipley, Lyn and Anne. They planned the evening and Annette started the proceedings by handing out two sheets starting with:

"Dinner is Served"

I love a mystery
On what a mistake
That was before
I ate potatoes with cake
Pie with my fingers
And soup with a knife
I haven't had such
A time in my life
But don't let it scare you
Let's see how you do
I've had a good time
I hope you do too !!

The evening started with a blank menu with 18 sayings, which were to be matched to any of the following four titles.

Appetiser, Entrée, Main and Desert. With a note that the waitresses' decisions were final and the arguments were forbidden.

My numbers might have well been a lucky dip as my meal consisted of

Appetiser steak, bread roll, cheese cake

Entrée cheese, vege soup, spoon

Main fork x 2, knife, spoon, toothpick, water biscuit, potato

Desert fruit salad, peas, carrots, pavlova, chicken.

A great evening was had by all, thanks every one for entering into the spirit of the evening. A big thanks to Annette for organising a terrifically fun evening.



“Irish Virgins!!”- VCC Irishman Creek Rally 2015 (Friday 29th May to Monday 1 June).

There has to be a “first” for everything and this was ours. Having tried unsuccessfully to buy a suitable Model A Ford for last year’s 60th anniversary rally we got next best by buying Andy Fox’s 1930 Tudor shortly after it had completed Irishman 2014 driven by Tony Haycock (VCC speed steward & editor of Classic Driver. Refer Classic Driver issue 55, June/July 2014 for Tony’s report).

An uneventful run to Fairlie Friday afternoon was followed by me climbing on the roof of our accommodation to help a neighbour fix the result of a minus 9 degree frost the night before (burst hwc overflow pipe). Sunny, calm conditions on the roof gave spectacular views of country to be explored next day and with job completed and water flowing it was off to the Gladstone Hotel in Fairlie to receive rally packs and meet other participants.

7.30am Saturday morning saw drivers and crew of 124 pre 1932 cars, trucks and 2 motor-bikes assemble outside the Gladstone in fine, “crisp” (minus 5!) conditions. (Thank goodness we had the warmth of a car heater!) Brief instructions from rally organisers and we’re off! In order to include more challenging challenges and allow time to play in mud and water the day was split into two halves of a figure of 8, coming together for lunch back in Fairlie. Both groups headed south on highway 8 with the “B” group peeling off left towards Opawa Fords, while the “A” group continued on turning right into Prohibition Rd just before Cave. After traversing a series of minor backroads we entered Shenley Station to follow farm tracks before exiting the station and winding our way back to the main road at Burkes Pass. Right turn back towards Fairlie and then left after the Mt Dobson turnoff to play in a couple of fords before a sumptuous lunch in Fairlie provided by the Fairlie Resource Centre. Over lunch we heard of morning exploits, including those who had managed to get lost?, stuck and/or drowned in various fords!!

Lunch over and having admired cars we’d not seen in the early morning dark, we headed south again for Opawa Fords. Having been warned to expect to be towed through the deepest of these which had a very loose bottom churned up by morning high-jinks we picked an alternate line and got through without problem. Parking safely out of harms way we returned to watch those who also got through without assistance and those that didn’t. Suffice to say that most Model A’s had no problem! Back on the road and the “check brakes after fords” instruction was well advised as there were several steep descents over farmland during the afternoon that would have been character building had the grass been wet. As it was a couple of vehicles with marginal brakes/tyre tread found it challenging and there were some entertaining exploits recounted back at the pub Saturday evening!!

Next morning we were away to another “crisp” start heading for the spiritual home of the rally: Irishman Creek Station. Here we were welcomed at the shearers quarters by the farm manager and provided with a very generous morning tea before being invited to inspect the museum and pump house. It was here during Bill and Peggy Hamilton’s ownership that the world famous Hamilton jet boat along with many other mechanical and hydraulic componentry was developed. The very first Irishman Rally was also based here in 1955, and those who attended last year’s 60th anniversary were most fortunate to hear first hand from George Davison who was employed by Bill Hamilton to work with him to produce more efficient waterjet propulsion systems. (For those interested in learning more refer “Wild Irishman : Bill Hamilton” by Peggy Hamilton). While this visit (as last year) was invitation only, we were advised that next summer it’s planned to open the museum and pump shed to the public, which will provide opportunity for many more to experience the mechanical ingenuity developed here.

The sun was shining as we drove in convoy over Irishman Creek Station and along Pukaki Canal with Mt Cook shimmering in the distance. Up Mt Mary gravel track behind the salmon farm and views were spectacular in all directions! Turning right just before the top we picked our way between boulders down a matagouri lined "wild Irishman track" to soggy flats and more opportunity to play "Fords in fords" and bogholes!! Back on the road to Tekapo we headed for Dog Kennel Corner and on to Mackenzie Pass. Over the pass, through another "compulsory" ford and on to Grantham Farm. Amazing views of limestone cliffs greeted us as we navigated farm tracks through and on to Meldreth Station. A compulsory drink to the "new gate" and a steep descent to Strathconan Station (the other ancestral home of Irishman Rally and scene of stone age rugby and around the house racing when owned by Rob Shand senior). Here we handed in our quiz sheets and were treated to roast mutton and beef cooked to perfection on a trailer mounted spit barbeque.

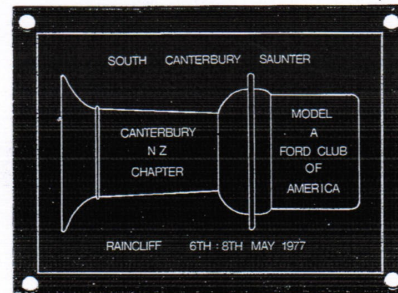
After lunch "Shands Patch" tested car and driver skills with two exercises "round the cones as fast as you can go on a slippery paddock" to the delight of drivers and onlookers alike! (Some drivers had to go back several times to prove to themselves and the crowd how much fun it is!). Model A's featured well but were hard pressed to match the enthusiasm and nimbleness of an Austin 7 Special. More socialising around an enormous bonfire and then it was back to Fairlie for prize giving at the town hall. Here a small group were named for real or perceived misdemeanors during the weekend as a precursor to selecting both rally winner and runner-up as organisers of next years Irishman. (I was named amongst this group for carrying and not using a new yellow handled shovel strapped to our luggage rack! All in good spirit, but some who made fun of it may have been pleased to have been dug out had conditions required; however fine clear days for this years Irishman ensured no major challenges – unlike snow and serious mud plugging of previous years. Fortunately, as first timers at this event we avoided being winners, and even more fortunate that nobody spotted the "just in case" axe and bow-saw we also carried!).

Highlights of our first Irishman include following Andy in his 1922 Rolls Royce Silver Ghost as it swept gracefully along the gravel road towards Mackenzie Pass - but guiding it expertly through narrow tight corners, up and over farm tracks must be like captaining the Queen Mary! Again, following Joe in his immaculately restored 1914 Model T over farm tracks and down the highway, and then seeing him pull out to pass vehicles as if they were standing still is a sight to behold on a cold and frosty morning! Most of all though the opportunity to meet, mix and drive with such an enthusiastic group of veteran and vintage car and motorbike owners is an experience not to be missed. A special thanks to the organisers of this years rally, those who provided support and back-up assistance and those who contributed \$871 to the "whip-round" for St Johns. This was a generous weekend and like many others, (some who've been coming for 40+ years!) we've already booked accommodation in Fairlie for next year and can't wait for Irishman 2016!!

Rod Corbett.

LOOKING BACK SOUTH CANTERBURY SAUNTER

Through the 1970's and 1980's the club held an annual weekend tour. Model A owners from Nelson and Marlborough often joined in, especially on tours to Kaikoura, Hanmer, Blenheim and Reefton.



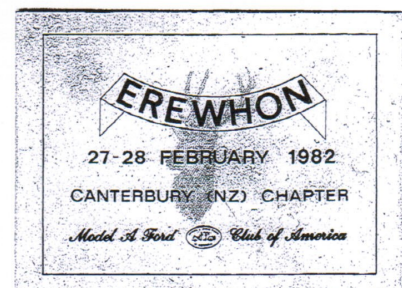
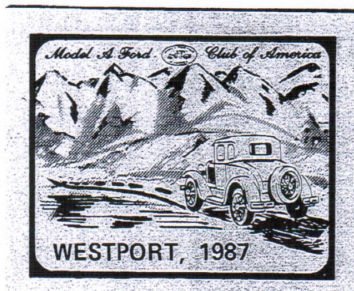
The South Canterbury Saunter was a very well attended weekend in 1977. The venue was the Raincliff Youth Camp near Geraldine. Two convoys travelled south from Christchurch on the Friday, one in the afternoon and one in the evening. All met in Geraldine for a meal then headed to the camp, a total of eleven A's and eight moderns, many containing young families. Accommodation was in bunkrooms, with six bunks to a room. The camp had a spacious hall and dining room and a commercial kitchen.

All meals, from Friday supper to Sunday lunch, was catered by two female Polytech students. They had planned the menus for the weekend and gave the club a shopping list. The groceries were trailed behind one of the moderns. Members paid an entry fee to cover the groceries and the girls worked without pay.

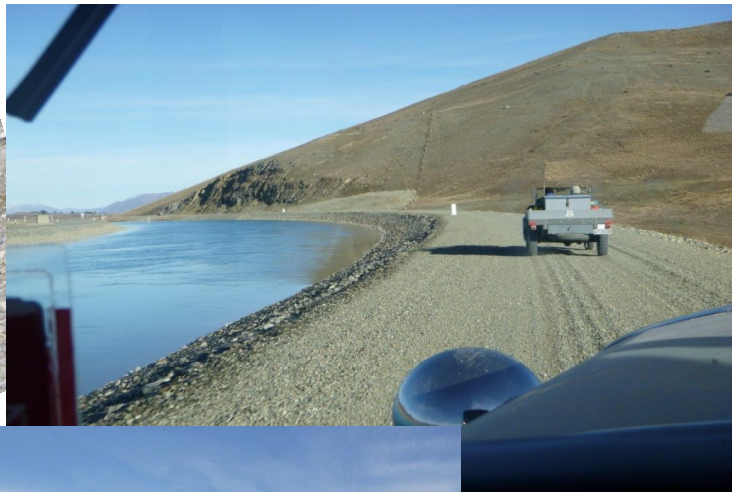
On a frosty Saturday morning we set off to Barkers Winery for sampling and purchases, then to Te Moana Gorge for a lunch prepared by the girls. In the afternoon we took in the newly opened Geraldine Motor Museum and then returned to the camp via Hanging Rock. The evening was filled with dining and dancing for young and old. Each driver was required to tell a story about travels in their Model A and was then presented with a plaque

After a big cooked breakfast, the Sunday run took us towards Fairlie to a Clydesdale farm. The children enjoyed rides on a horsedrawn wagon and watching the huge horses at work pulling a plough.

We returned to camp for lunch and then a big cleanup. The Youth Camp was available on the condition that it was left clean, so every room was mopped out. As there was a "strictly no alcohol" policy, all empties were collected and taken away. We left for home in the late afternoon.



Recent Photos



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 July 2015. Please send to the Editor, Lyn or Brent Miles 03 3498108 or 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.

ANTIQUÉ FORD PARTS

**THE MODEL 'A' SPECIALISTS
DEREK & JUDY THOMASON**

**492 MAIN ROAD HOPE, R.D.1,
RICHMOND, NELSON
PH / FAX: (03) 544 7826**

Email: antiqueford@xtra.co.nz

OPEN 7 DAYS if HOME

**Large range of new and original parts at
REALISTIC PRICES**

No Hidden Costs



(prices subject to change without notice)

Lucas Blackwall Tyres 19"

475x500x19

\$178 each

or **\$168** x4 tyres

Lucas Blackwall Tyres 21"

440x450x21

\$178 each

or **\$168** x4 tyres

Lucas Blackwall Tyres 30x3^{1/2}

\$228 each

or **\$218** x4 tyres

Prices exclusive of GST ex store Napier

MODEL A, T & V8 PARTS

Phone (06) 844 3324 or 021 448183

www.model-a-autoparts.co.nz