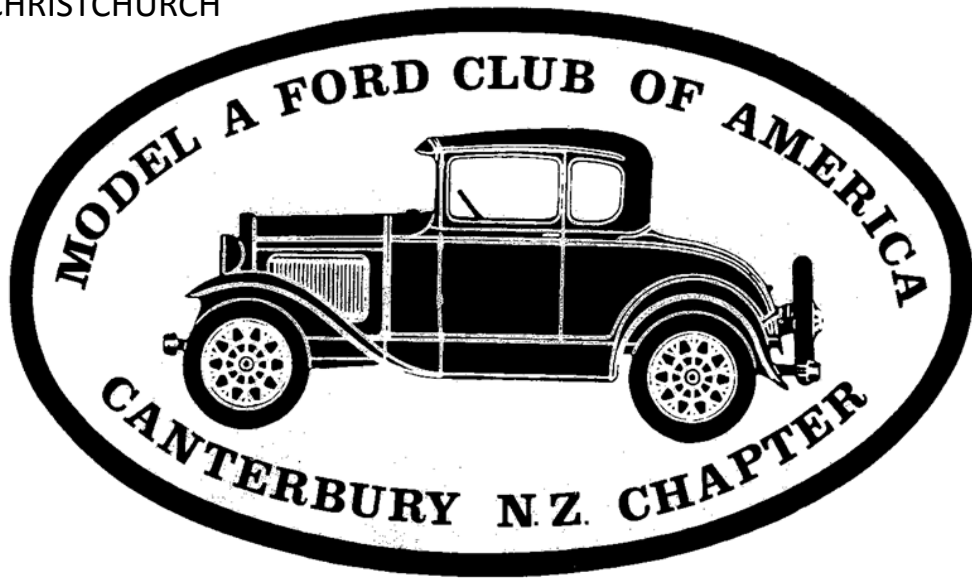


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A Ford Script



MARCH 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

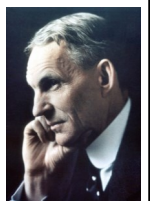
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COVER PICTURE:- Taken during the visit to Isaac's Conservation and Wildlife Trust .

HENRY FORD QUOTE:- "I invented nothing new. I simply assembled the discoveries of other men behind whom were centuries of work. Had I worked fifty or ten or even five years before, I would have failed. So it is with every new thing. Progress happens when all the factors that make for it are ready, and then it is inevitable. To teach that a comparatively few men are responsible for the greatest forward steps of mankind is the worst sort of nonsense."



VICE CLUB CAPTAIN'S REPORT

As Graham and Anne are away enjoying the delights of Stewart Island, and with no Model A to report on, now is the time to tell you about a recent vintage Jeep rally. Being light and four wheel drive, ex world war two vehicles jeeps are an ideal way to get into rugged back country areas without the struggle of hauling heavy packs over rough terrain.

Recently our Jeep group, along with some Series 1 Landrovers met at Waikaia for a trip along the tops of the Umbrella Range. Access to these tops is via steep and narrow mustering tracks, better suited to the needs of sheep and mountain goats. Often passengers are required to "stack out", similar to the action of dinghy sailors, if a topple over is to be avoided.

Once on the Tops the views are well worth the low-gear grind forever upwards. Looking towards the Old woman Range to the northwest we have a grand view of the (other) side of the Remarkables. Lake Gem is below us to the east, while far off to the south is Bluff Hill.

Lunchtime was spent in competitive banter between the Jeepees and the Landees. Sadly I have to admit that on this trip the Landees won as most of the Jeepees lost traction on a steep section of tussock grass. Only one lone Landee skidded and jerked its way to the top.

By mid afternoon the expected heavy rain arrived. This made the steep clay track down to piano Flat very greasy indeed. Chains were fitted which greatly assisted steering and braking, but still almost all vehicles came to grief, one way or another, again requiring much combined use of picks, shovels and grunting brute force.

Once back on gravel we motored back to Waikaia for a hot shower, then off to the pub for a big country meal. An interesting fact with vintage motoring in mind was that women, children and grand-children outnumbered us blokes !!?!?! Many of the women also drove.

See you in Wanaka

Bruce

P.S. Looking forward to meeting many of the entrants at the National in Wanaka.

154 entries as at end of February.

Happy motoring to those travelling down. A good chance to renew old acquaintances and make new ones.

Regards Graham

COMING EVENTS

NEXT COMMITTEE MEETING: Tuesday 17th March 2015 7.30pm, at Barrie Shipley's home, 38 Lakewood Drive. 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
May 17th	Night Trial
June 14th	Breakfast run
July 19th	AGM



The Canterbury Model A Club turns fifty in 2015

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

The weekend will be based at Hornby. We have combined our 50th Anniversary celebrations with the Model A Day event and hope that all our Model A friends will join us on this great occasion.

Friday evening – Meet and Greet at the Hornby WM Club

Saturday – Rally and Trial with lunch stop south of the city

Saturday night – Anniversary Dinner at the Hornby WM Club

Sunday – Field Events at VCC Cutler Park

Prizegiving

Catered Lunch

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

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

Pre Motoring Check List

With the Wanaka meet just a few weeks away, this checklist from North Island Model A Ford Car Club Newsletter might be useful.

This checklist is courtesy of the Model A Ford Club of Long Island. Generally, you should have enough tools to install the spare parts you take along. Pack the tools, points, condensers & water where they are quickly accessible. For very long trips, pack a national club roster in case you help from another Model A'er en-route. 6-volt electrical parts cannot be bought in modern stores, so be sure to have spares.

What To Do When The Engine Quits

Stay calm and think. Most cases are fixable at roadside. Pull over to the side of the road as far from far from traffic as possible. Think methodically and follow this plan in the order given. Avoid randomly replacing things! Check the gas gauge. Is there gasoline? Check for fuel flow at the carburetor by disconnecting the fuel line. Use the gas shutoff for On & OFF control. If no or inadequate flow, work towards the tank. Clean-out the sediment bowl. If you have added a filter to the bowl, remove it and recheck the flow. If there's debris in the tank or clogging the line, blow hard through the line.

Check for spark at 1st the plugs, 2nd the points and 3rd the coil. A weak or non-existent spark is likely the result of a faulty condenser, bad coil hi-voltage wire connection or defective coil. Backfiring and noticeable loss of pulling power just before the engine quit are symptoms of a decaying condenser. Check primary (low voltage) electrical supply to the ignition coil. The wire under the movable distributor plate, poor battery connections, defective ammeter or defective pop-out switch are likely bad actors.

Check for compression by hand cranking the engine - feel it.

Maintenance Recommendations

1. At Least One Month Before The Trip:

- a) participate in a club safety inspection then fix all discrepancies found;
- b) remove the wheels & drums. Clean and visually inspect all brakes and wheel bearings for wear and damage. If the service brake linings are worn replace them. Make sure all of the brake rollers rotate freely. Tighten the backing plate attachment nuts & bolts. Check to see that all cotter pins are in place. Repack the wheel bearings with a good quality grease and adjust them. Adjust the service and emergency brakes. Skid test the brakes. **Importantly** check the rear axle nuts, they should be torqued to 100ft lbs.

2. Within One Week Of The Trip:

A. Engine Compartment: check distributor plate wire, check condition of ignition points (if pitted replace the points & condenser), adjust point gap, lightly lubricate the distributor cam (use a slight amount of high temperature grease), install a new condenser if existing one is more than a year old, oil distributor cup; clean distributor & coil Bakelite parts, clean & gap spark plugs, adjust ignition timing, adjust fan belt tension, check water pump packing and adjust packing nut if necessary;

- b) grease every grease fitting on the vehicle including clutch throughout bearing and U-joint;

CONTINUED ON PAGE 7...

Isaac Conservation and Wildlife Trust – By Leanne Bayler

Sunday the 30th January dawned clear and beautiful and the Met Service promised a 32 degree day for the Model A run. My daughter Harriet and I were guests of my parents Peter and Rosalie Bayler. Dad had offered me a Model A to drive and reminded me that the last time I drove (twenty years ago) I could not understand why the indicator arm revved the engine. I opted to take my Mazda.

This trip was planned by Barrie and Barbara Shipley and the Model A Club were privileged to have a tour of the Isaac Conservation and Wildlife Trust which is not open to the public, thanks to Barrie's work with Isaacs.

In 1957 Sir Neil and Lady Isaac's plans for their McLean's Island property were visionary as they began a quarry reclamation project. The land is now under the guardianship of The Isaac Conservation and Wildlife Trust for a study in conservation. This includes the conservation and restoration of early Canterbury homes and buildings. The conservation of at risk flora and fauna of New Zealand and includes some of the often overlooked animals such as native fish and reptiles like the tuatara, grand skink, Otago skink and Canterbury mudfish. The Trust also breeds black stilt, NZ shore plover, orange-fronted parakeet, blue duck, brown teal and South Island kaka.

Twenty Model A's gathered at Yaldhurst and Harriet and I could not believe the range of Model A's including a race car and a steampunk style which sported a dead possum (also great for conservation).

We headed down Pound Road and on arrival Barrie introduced us to Catherine Ott and Rachael Brewer who are dedicated to the restoration work of the Trust and we began to look inside the amazing collection of houses and buildings. These ranged from dubious looking medical equipment at the doctor's house, a Catholic church and lovely cottages. Work is also in progress to grow heritage plants around the homes by the gardening team.

In the heat of the day lunch in the shade was just the ticket and was finished off by fresh plums for dessert compliments of Graeme and Marlene Scott. Mum and I headed for the modern thankful for the air conditioning and Harriet went in the vintage with Gramps with a big smile on her face...mirrored only by the other grandchildren on this trip also in vintage cars.

Barrie was brilliant at highlighting points of interest on the journey through the wildlife sanctuary. We were able to view the quarry and get a feel for the scale of metal going into the Canterbury rebuild.





The salmon farm was a treat – though I am not sure what was more impressive the majestic salmon or the friendly eels. (who would take your hand off if you were not looking as evidenced by the demise of a salmon carcass) At this fishy resort the girl salmon got more food than the boys (sounds great to me) however there was no fishy loving and the males and females were kept strictly apart.

At the quarry, there was the final opportunity for a photo session and line-up of the Model A's, and a big thanks to Barrie and Barbara for sharing with us this amazing experience. Our thanks also goes out to the team at the Isaac Conservation Wildlife Trust for their time and shared knowledge. As we headed for home following a row of Model A's Mum and I smiled and waved and clicked that air conditioner up just one more notch!

P.S. The Ed.s have heard that the racing car got a speeding ticket!!! (not on the run)

Pre motoring check list continued from page 5

- c) top-off or change the motor oil as necessary;
- d) check transmission oil, steering oil, rear axle oil and top them off as necessary;
- e) drain the gasoline sediment bowl and carburetor lower body. Clean all gasoline filters;
- f) check the battery fluid, and clean the battery terminals and lugs;
- g) sparingly oil the generator bearings;
- h) check all lights and the horn;
- i) check all wheel lug nuts are tight (45-50 ft lb. torque) & all tyres are properly inflated 35psi;
- j) check WOF and registration are up to date;
- k) check the spare parts and tools you will be taking along. **Pack them where they are accessible!** Include a water pump, fan belt, ignition points, a **FEW CONDENSERS**, ignition coil (**tested**), water pump packing, one of each type of wheel bearing, electrical fuses (if applicable), light bulbs, plenty of cotter pins, inner tube, tube patch kit, generator cutout (**tested**), stop light switch, bailing wire, 14 gage stranded copper wire and wire repair materials. The tools you take should be sufficient for maintenance and to install your spare parts. Bring at least one gallon (4 litres) of water, one quart (1 litre) of oil, a quart (1 litre) of gear lubricant, some rags, hand cleaner, first aid kit, fire extinguisher, a chamois to wipe the car down and maps of the route.

Finally, talk with other club members to see who may be travelling same days, so that you are now travelling in a group, also with some larger ticket spares, it may be worthwhile to talk with other club members, so that we do not all take the same spares, unless you are travelling alone. Enjoy, safe driving and here's to motoring free issues.

LOOKING BACK- THE RAINBOW RAMBLE

Sid and Eileen Thew, a retired couple living in Kaiapoi were active members of the Club for many years in their early phaeton. Sid knew the owner of the Rainbow Station, adjacent to Molesworth and used his influence to arrange for a club run from Hanmer to Lake Rotoiti via the Rainbow Station. This covered 68 miles of private roads, mainly there to access power pylons, a route which had never been open to the public. We were privileged to be the first group to be allowed through. Within a few years of our successful journey, a number of organisations (including VCC) were able to organise runs through both the Rainbow and the Molesworth. In 1975 there was only one bridge but today the roads are much improved and are open to the public for a limited summer season.

Here is the article which appeared in the A Ford Script in April 1975 –

Hanmer township was awakened from its quiet life as Model A's started arriving during the afternoon of Friday March 8th. By 10pm there were Model A Club members booked in at motels and cabins throughout the town. The run from Christchurch was not without its problems. Garth Moore fitted new points at Waikari and got a puncture at the same time. Needless to say there was an impromptu gathering at the local hotel where the hospitality was excellent. This finished at 11-30pm with about twenty people in the bar as guests of the three club members booked in at the hotel. There was plenty of talk about the condition of the road, the condition of various vehicles and the precautions some drivers had taken. It soon became obvious that most had plenty of spares aboard – these ranging from expected items such as spark plugs, tubes etc, to the more likely ones, axles, crownwheels, wheelbearings etc. If all the tow ropes were laid end to end they would have stretched halfway back to Christchurch.

The reliability of some Model A's was doubted when both Ian Smith and Peter Keir had to be push started leaving the hotel. Most went back to their accommodation for a good night's sleep, but there were reports of one car blowing its horn outside the nurses' home at 2am.

Saturday dawned calm and clear. There was a delay while the local garage proprietor opened up, but soon all cars were fuelled up and lined along the trees in the main street. Many photos were taken, there was a good deal of bonnet lifting and tyre kicking. The lineup consisted of 18 A's, a 1930 Studebaker, a Landrover, a Landcruiser, 2 trail bikes and two modern cars. There were some surprises among the cars, among them Norm Duxfield's early Phaeton, restored but for paint and upholstery, Ian Smith's 1930 Pickup and Graeme Williams 1928 Fordor, (restoration just completed). Several Nelson cars were present also.

Tour organiser Sid Thew greeted the drivers and briefed them on the rules for shutting gates, avoiding litter, and soon the Rainbow Ramble was underway. The convoy went through Hanmer, with Sid's Phaeton leading, and the Landcruiser at the rear. The seal was left at the turnoff near the camping ground and immediately we started climbing Jack's Pass, a fairly steep climb through the Hanmer forest. The road was quite rough with areas of exposed rock in places. Over the pass and into a level stretch where we followed the Clarence River for some miles.

Each car had been supplied with a map and a sheet describing the drive and history and this made it easy to spot the points of interest along the way. Within a few miles we crossed three dry fords, and the daredevils began to wonder if the advance publicity had been overdone. However further along the winding shingle road we were to cross a total of twenty three fords and no more dry ones. A morning tea stop was made at Lake Tennyson, where half a dozen fishermen had their tranquillity shattered by the arrival of the convoy. It is interesting to consider that this area had probably never seen so many cars in one week, let alone one day.

The road continued on, following the line of power pylons to Island Pass, a long steep climb. Here Ken Ivory (Nelson) had trouble with a camper trailer he was towing behind his 1930 phaeton and it was brought to the top behind the Landcruiser. A stop was made at the top of the pass, which is reputed to be the highest through road in the country. The road here is 4340 feet above sea level. All admired the view and many photos were taken. The sun was strong and the air was clear, and some of the fair skinned types in open cars began to burn.

After descending the other side of Island Pass we continued for a few miles and were met by Dave and Ruth McConnell, who had come from Picton in their phaeton, accompanied by a contingent of Nelson cars, mostly non-Ford. A place was found for a lunch stop on a large river bed where we stayed for an hour or more. Getting to the picnic stop presented a problem for the two moderns, whose drivers were not too confident about crossing a rather deep ford. They soon decided to take the plunge, much to the delight of the onlookers, and both crossed successfully.

After lunch the road took on a new look. The wide open spaces of tussock country with a few cattle were gone and we were surrounded by hills and manuka scrub. One really deep ford now got the better of the two moderns – although all the vintage cars got through without trouble. The water was just above hub-cap level on the A's but after ten minutes of throwing boulders in, we had a shallower crossing for the Cortina and Chev stationwagon.

We stopped at the Rainbow homestead, a wood and cob building now used as a musterers' hut. On through native bush, following the Wairau River, past an air force camp, to the homestead of Mr Harry Mould, owner of Rainbow Station. A stop was made for more photographs and suddenly with a loud bang one of Nick Harrison's tyres gave up the ghost. A short distance from the homestead we came out onto the main road to Lake Rotoiti, after travelling 68 miles on private roads, and going through no less than 16 gates.

After a meal at Lake Rotoiti, the crowd gathered in the hall at the Red Deer Lodge where plaques were presented to the drivers. A social get-together was followed by a supper put on by two Fathers of new-born babes, Eric Mattsen and Bruce Burney.

Sunday began with morning tea, which was the Nelson contingent's farewell to us. Most were keen to make a start for home, in view of the distance to be travelled, and by 11am everybody was on their way. The journey home through Murchison, and then over the Maruia Saddle, and old road now replaced by the Shenandoah. This proved to be an exciting drive, a steep twisting road through native bush. Lunch was had at Springs Junction, Maruia Springs or points of interest between, and by early afternoon the cars were well on their way home after a most successful tour.

Sid and Eileen Thew are to be congratulated for the imagination and hard work they put into the Ramble. It must surely be the most successful tour yet held by the club and has certainly proved that there is enough enthusiasm for more "back block" journeys in the future.

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 2015. Please send to the Editor, Wendy Genet, 108 Main Road, Governors Bay, Lyttelton RD1, 8971 or email afordscript@gmail.com or telephone 03 3299065 at home.

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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