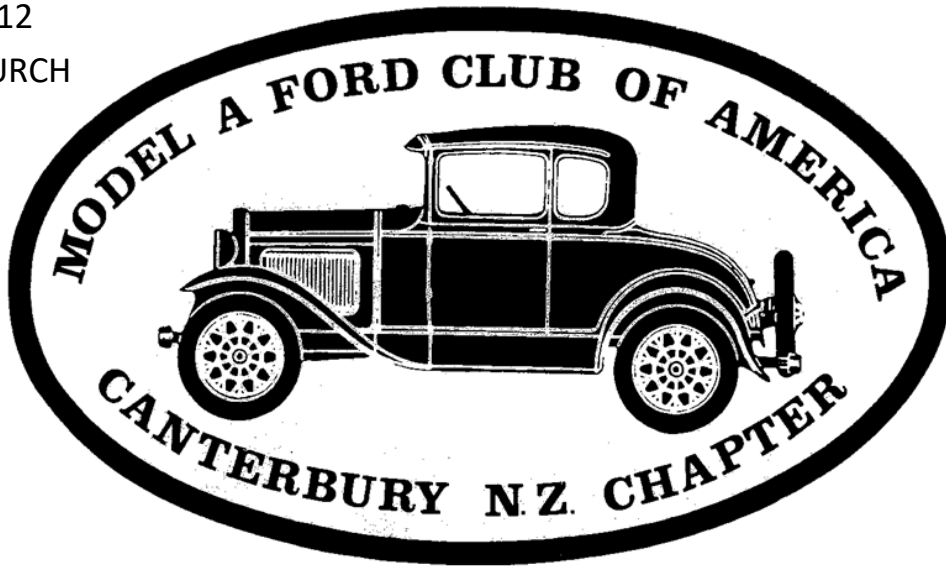


PO BOX 4212
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A Ford Script



FEBRUARY 2017

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

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COVER PICTURE :- By Rod Thrower.

HENRY FORD QUOTE:- Any man who thinks he can be happy and prosperous by letting the government take care of him better take a closer look at the American Indian.



CLUB CAPTAIN'S REPORT

Children's Christmas Picnic

Thank you to Barbara Hill and Pam Dacombe for organising the children's Christmas presents.

The event at the Groynes was well attended with Santa arriving in the club car.



After the presents were handed out my grandson (4) had noticed I was missing and rushed over to tell me that I had been unlucky that I had missed seeing Santa.



Santa Parade



The Model A Club was represented by the club car and Sandra and John Olliver for the 70th Santa Parade, both in 1928 Phaetons.

Christmas Dinner at The Bridge

This event was well attended with the annual catch-up on the various happenings and holidays that the members had been on or were to come. An enjoyable evening



CLUB CAR REPORT

Minor maintenance plus oil and grease carried out, since last used.

COMING EVENTS

February : Sorry, there will be no event this February.

19th March: Gymkhana

Meet in the carpark behind Speights Ale house at Tower Junction at 10.00 am for a short run to the Gymkhana. Bring your lunch etc and be ready to show off your driving skills.

9th April High Country Run

(Weather dependant) Meet at Yaldhurst Pub carpark at 9.00 am to head for the hills for the day.

April 13th National Model A Rally (Easter weekend)

If you have registered to attend this event then please contact Graham by phone, 3515919 or email gaevans@xtra.co.nz to advise travel arrangements. We have had a request to co ordinate travel , to allow / provide support for Canterbury people travelling north.

Non Club Coming Event

Caroline Bay Rock and Hop. Friday 17th March 2017

We would like to extend an invitation to you and your club members to attend our 2017 inaugural Caroline Bay Rock and Hop. Featuring classic, custom, vintage, muscle cars bikes and caravans from across New Zealand congregating in Timaru from the Friday through to the Sunday for a weekend of nostalgia and festivities.

For further details or online registration please go to [www.carolinebayrockandhop..co.nz](http://www.carolinebayrockandhop.co.nz)

SUBS REMINDER:- There are still a few outstanding subs. Could you please make sure yours are up to date. If you are unsure if you have paid or not, give the Treasurer, Barrie Shipley a call, 3834640 Many Thanks

NEXT COMMITTEE MEETING:

Next committee meeting is 7.30pm, 1st March 2017 at Russell Genet's home. 108 Main Road Governors Bay. If you have any matters you would like raised, please contact a committee member before this date.



Picnic at the Groynes.

Reporter: Santa, Thank you for returning to the Model A picnic at The Groynes on Wednesday 7th December. Would you mind answering a few questions please?

Santa: Ho Ho Ho, not at all, ask away.

Reporter: How was the turnout this year?

Santa: Splendid, Splendid, 45 people enjoyed a lovely evening.

Reporter. What did you think of the weather?

Santa: Compared with the temperatures at the north pole it was a lovely balmy evening but I did notice a few people had jackets on.

Reporter: We notice you chose a Model A in preference to reindeer. Why is this?

Santa: I have found over many years that world population is increasing. Just 6 reindeer power is not enough to complete global delivery in 24 hours, a 40 horsepower Model A is much more efficient.

Reporter: We noticed you had a little trouble with the belt on your suit.

Santa: Oh yes, how embarrassing, I seem to have increased a little in girth since last year.

Reporter: Where were you helper elves?

Santa: As always I have superb behind the scenes elves, Barbara and Pam, arranging for presents and sweets for the children. And on the day, Ashley stepped up to be my right hand elf.

Reporter: Do you like fish and chips?

Santa: I love fish and chips, and the smell was delicious. But for this special occasion, Mrs Claus made me a nutritious salad. (Refer to comment on girth)

Reporter: Is there anything else you would like to add?

Santa: No, I think that's about all, but a big thanks to everyone who made the evening a success and I look forward to seeing you all again in December 2017.



How To Restore A Fuel Gauge.

Restoring Fuel Level Indicator.

After spending over 80 years inside the fuel tank of my 1930 standard coupe, the fuel indicator was looking pretty sad. Paint was missing from the numbers and the overall appearance was dingy and tarnished. I decided to see if I could bring it back to life.

Since the numbers are actually stamped into the indicator, lower than the surrounding surface, I figured I might be able to flow some new paint into the recesses, wait until it had dried, and try to rub the paint off the top surface, leaving just the numbers painted. It worked like a champ.

Here's what I did. I gathered up a small artist's brush, a tiny cup, and some fuel proof paint. This is the same model airplane paint recommended to repaint your carburettor. After shaking the paint up for at least a full minute, I squirted some into the small cup.

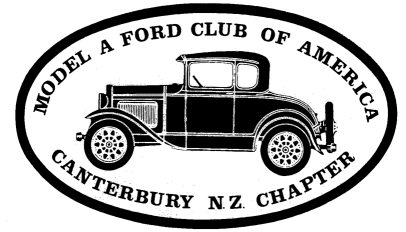
Getting just a bit of paint on the tip of the brush, I let the paint flow into the recesses of the numbers where they had been chipped or eaten away over the years.

Once the paint had thoroughly dried, I looked around for something to rub the surface with. I decided against a cloth as being too floppy and might actually pull the paint back out of the recesses. I needed something smooth but stiff. A scrap piece of pine from another project laying on the bench caught my eye. A sort of burnishing tool, perfect. I rubbed it over the now dry paint and it not only took off the unwanted paint around the numbers but it had a sort of polishing affect on the metal as well. Whatever the surface of the indicator is plated with, it came right back, shiny as new and the numbers looked terrific. This is going to look great, even behind the old, original bezel. After cleaning and polishing the inner and outer rings as best I could my gas gauge is ready to be installed in the fuel tank and give another 80 plus years of service,



Club Member Profile: Rod Thrower

Club Member since 2016.



Well I suppose it all started when I got my Drivers license at 15 years old.

I wanted to buy a neighbour's 1920/30's Dodge for 80 pounds but my parents were against it, so I went out and bought a brand new Victa 50cc scooter which I then managed to crash and break my leg.

I later owned a 50cc Step through Honda and Triumph Tiger Cub.

My first car in 1962, of many growing up, was a 1946 Worsley 10 which was black, so I thought a nice white strip down the side with pom poms around the back window would add to the boy racer image.

This was followed by an array of vehicles, Ford Consul Mk1, FE Holden, Ford V8 Clubman, 1936 Morris 8 sports, 1936 Austin 7, Worsley 1300, Early Austin A35, Morris Oxford, 1938 Chev Sedan, 1939 Chev Sedan Deluxe, Mitsubishi Sigma, Honda Accord, Honda Civic, Honda 5 cylinder Inspire, 2006 Kia Magentis, and last but not least 1928 Model A Tudor.

This last car was bought in 2007 from a person who had the intention of converting it into a Hot Rod.

The idea of buying a Model A came when I was invited to attend an Irishman's Rally with my son in his Model A back in 2007.

On the way home I said "Boy I've got to get one of these", I had so much fun.

I believe the car was originally a 1929 Model but was restored by Jeff Clare back in the 60's as a 1928 AR, it still has the 29 body I believe.

I have done very little to the body work other than taking some rust out from under one door and tidying up the bottom of the pillars.

Mechanically I have rebuilt the car right though over the last 9 years.



There have been a couple of minor refinements to improve the experience of the Irishman's Rally which can always be put back to original if required. Modern shocks, and webbing in the front seats instead of the springs, blinkers and oversized handmade wheel nuts.

After the first Rally of 400 miles and using 11 litres of engine oil it was decided to have a look at the internals of the engine.

As the motor ran quite quietly it was decided by Coombes to re-bore and do up the top end with the crank being undisturbed. We also reconditioned the 5 plate clutch.

This lasted approximately 13,000 miles until I ran the main center bearing playing boy racers at Pete's Patch on the Irishman's 2 years ago. On inspection sadly I had to replace the original block with a new second hand 3 cam bearing block owing to many cracks around the center bores.

The rest of the mechanical parts have been overhauled right through although a new second gear would not go astray.

I have attended nine Irishman's Rallies and eight in my own car and look forward to many more.

My neighbour who advises and helps me to maintain the car is my co driver on this rally and we always try and take another passenger every year to give people the experience of this amazing event.

My first Model A Club Rally was the Wanaka event and it was through this wonderful weekend away and the friendliness of the people we met that my wife and I decided to join the Canterbury Chapter.

We look forward to joining in many more of these events over the next few years.

Rod and Lynda Thrower



ADVERTISEMENT: FOR SALE

1. Two sets of spring spreaders, front and rear and shackle bush removers as in December Script. \$125.00 a set.

2. Standard Roadster hood bows. Good metal and new wood. \$850.00

3. Model A Restoration guideline and judging standards. \$45.00

Contact, Martin Rooney 03 3124090.



This picture is a method of quilting called "Thread Painting" and was lovingly done my wife Lynda for my 70th birthday.

We estimate approximately close to 100 hours of sewing has gone into it plus many miles of thread. It is all done on a standard sewing machine by moving the material back and forth. Any mistakes in colour or lines cannot be unpicked but are just added to by over sewing. (A bit like a painter would over paint).

Rod Thrower.

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 February 2017 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 sites 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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