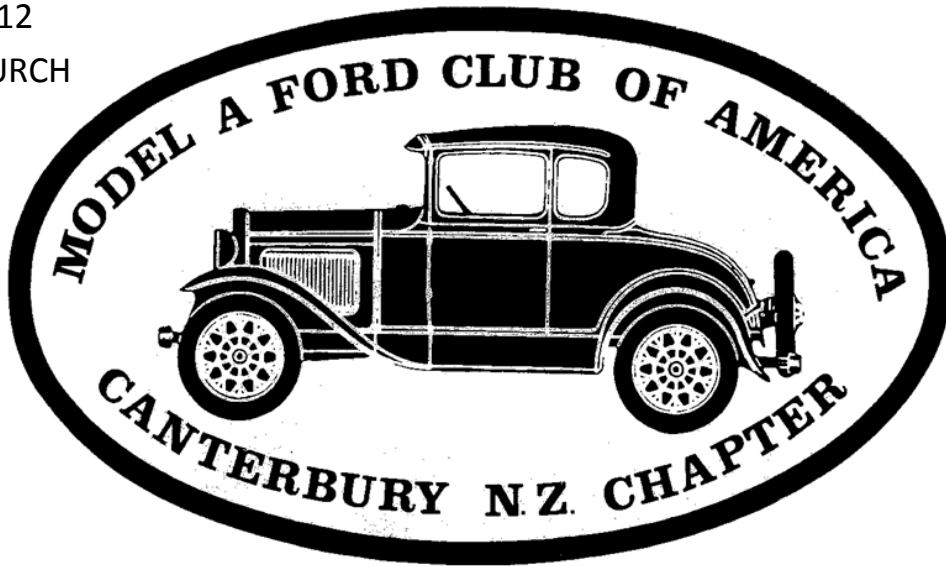


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A Ford Script



MAY 2016

A Ford Script

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

Canterbury New Zealand Chapter. PO Bo 4212 Christchurch

COMMITTEE

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Vice Club Captain	Bruce Miles	027 2389692
Treasurer	Barrie Shipley	(03)383-4640
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COVER PICTURE Bliss on the Peninsular Run.

HENRY FORD QUOTE:-

Don't find fault, find a remedy.



CLUB CAPTAIN'S REPORT



As I write this report on the day after the Banks Peninsular run listening to the rain on the roof, I am reflecting on the good weather we had for the run on Sunday the 3rd April.

Thank you to Rod & Ann Corbett for an excellent organised event with 10 Model A's and a modern with backup from Rod & Anne.

It is pleasing to see the events well supported as there has been an increase of members attending the runs and social activities.

Anne and I have had a busy month travelling to Nelson and walking / kayaking the Able Tasman Track, returning via Westport. Then having a week in Wanaka over Easter, hosted by our lovely friends, watching War Birds over Wanaka.

CLUB CAR REPORT

The front windscreen on the Club Phaeton has been replaced, due to delamination around edges, as picked up on last warrant.

No running activity on the Club car this month.

NEXT COMMITTEE MEETING:

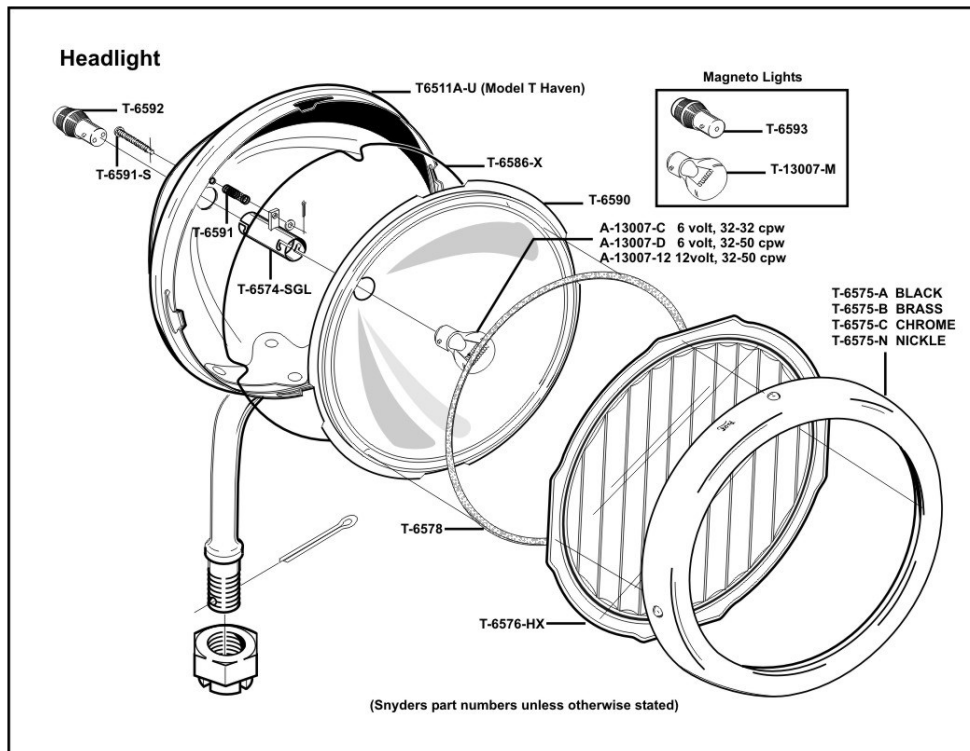
Next Committee meeting is at Brent Miles home, 6 Devine Drive, Rolleston Wednesday 18th May. If you have any matters you would like raised, please contact a committee member before this date.

COMING EVENTS

May 21st **Saturday** Night Trial.

Meet at the Bishopdale New World supermarket carpark at 5.00 pm.

After a shortish run we are going to a mystery restaurant, \$25.00 to \$35.00 for a Main Course. For numbers, please ring either Lindsay Painter 027 6447892 or Bruce Miles 027 2389692 before 8.00 pm on Thursday 19th May. The night trails are always fun, see you there.



June 25th **Saturday** Mid Winter Dinner

Pot Luck at the VCC Barn. Era clothing encouraged. More Details in the next Script.

September 10th International Model A Day.

This year's event is being organised by the people from Nelson. The location has not yet been decided but will be somewhere central for Canterbury, West Coast and Nelson.

October 2nd

A High Country Ru n

Banks Peninsula Run 3rd April

We gathered at Tai Tapu on Sunday morning, the first day of the return from daylight savings.

10 Model A's and 2 moderns joined the start with another joining us at Teddington.

After the debrief from Rod & Anne, we all headed off through the back roads of Tai Tapu and Motukarara joining up with the Main Road for a short duration before turning off and connecting up with the road over Gebbies Pass.



Then around the bays to Purau with lovely scenery; at full tide. Over the hill towards Port Levy veering off on the Port Levy/Pigeon Bay Road then down again, ending up in the picnic area of the Pigeon Bay Yacht Club for lunch, where the Scotts joined us for lunch. We had covered a total of 41.5 miles.

After lunch and chats we headed off from Pigeon Bay back up to the Summit Road until reaching Cameron's Track a narrow winding gravel road with great views down to Okains Bay which we passed through on the route to Little Akaloa where we stopped for a top up of grapes and peaches at the Genet's bach. The afternoon run added a further 38 miles.

We climbed out up to the Summit Road and finished at the Hilltop Tavern for an afternoon drink and chat, ending a fantastic day's Model A-ing.

We are so lucky to have such scenery at our doorstep, and for some this was the first time on many of these roads.



Thanks to Rod & Anne Corbett for organising this run.



See April 2016 Script for info on engine over heating

A SEMINAR ON VEHICLE TOWING

We all know that touring around in 85 year old cars is fun and we also know that sometimes these cars can have mechanical problems. When that happens it is sometimes necessary to complete the journey under tow. But do we know the correct procedures for towing? The club recently held a "Towing Seminar" to ensure that our members are well briefed in the various technical aspects of roadside towing.

The first seminar session was held near Flock Hill Station in the Canterbury High Country and it was well attended. After a lengthy discussion of the various attachment techniques and hitching points, a 1930 Tudor was mated to a Toyota Hilux. The theory was put to the test by the Hilux towing the Tudor to the next seminar location.



VEHICLE TOWING SEMINAR AT FLOCK HILL

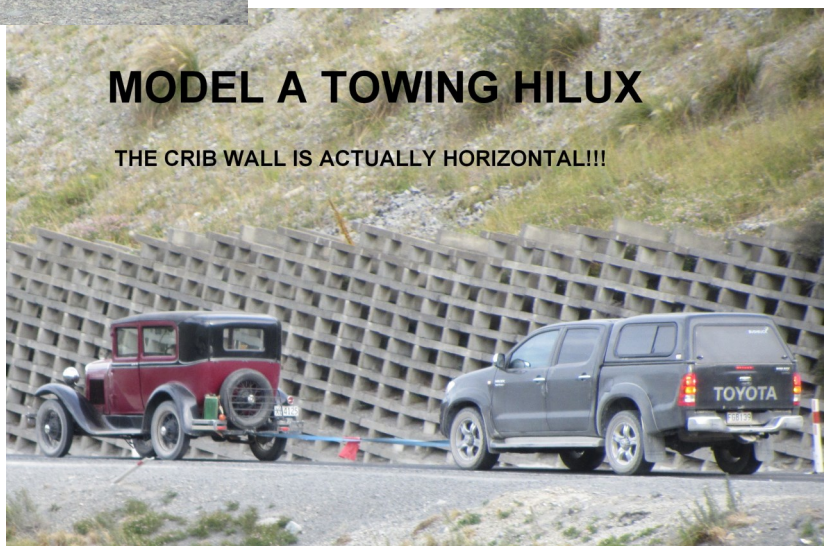


ATTACHING TO REAR OF MODEL A

The second seminar session was held at the top of Porters Pass. The correct method of attaching a strop to the rear of a Model A was thoroughly explained, although this was missed by some of the students who had gone to the Springfield pub.

The attachment technique was then demonstrated with the little Tudor towing the great big Hilux all the way to the Canterbury Plains. The Hilux driver even used his brakes to prove the strength of the strop.

Seriously, though, a big thanks to Craig and Ian Dixon in the Hilux for towing David Oakley in the Tudor.



The English Model A Ford

What was the major different between American and English built Model A's? The answer given was R.H.D. (Right Hand Drive). Although correct, large numbers of R.H.D. vehicles were produced in the U.S. to supply the markets in South America, the Middle East, and Asia. It is interesting to note that in Argentina alone during the Model A years 36,310 R.H.D. vehicles were produced all sourced from Detroit.

The Ford Motor Company (England) was incorporated on March 6th, 1911, and a five and half acre site was purchased at Trafford Park, Manchester where Model T assembly began in October 1911. Trafford Park established Ford as the most successful car manufacturer in Britain and in 1914 output reached 6,000 vehicles, twice as many as the next biggest British manufacturer, Wolseley. It was only the outbreak of the Great War in 1914 that prevented Trafford Park from breaking the 10,000 barrier that year.

In 1924 Ford announced plans to erect a huge manufacturing centre at Dagenham, London to replace the old plant at Manchester. Work began on the new plant in May 1929 but construction difficulties (sic) the first Model A and AA truck rolled off the assembly line on October 1st, 1931. Because of the depression and other factors demand for Model A cars was poor and in the last quarter of 1931 only five cars were built, the rest of production consisting of trucks and vans.

Model A, and AA production continued at the Dagenham plant until 1936, when 121 AA's and 60 A's were produced. Many of these vehicles featured Model A bodies and chassis but were powered by B4 motors stamped with Model A numbers. Some of these were imported to New Zealand and only one survives.

The major difference between the English built Model A's and their North American counterparts is their motors. In January 1921, the British Government introduced the 1920 Motor Car Act which increased the road tax on motor vehicle to 1 pound per horsepower. This was designed not only to add to Government's income but also discourage the importing of large horsepower American vehicles.

Ford's answer to this was the AF Model, which was nothing more than a small bore version producing 14.9 hp. Externally they looked almost identical to their 24 hp brother but internally their bore was only 3.05in. Performance was also helped by a 4.56:1 rear end ratio, though the gearbox remained unchanged. These Motors were cast at Ford's plant in Cork Ireland, and then machined and assembled at both Manchester and Dagenham and were numbered with AF prefix.

All English built Model A's were fitted with wing lamps (fender lamps), these were miniature versions of the headlamps and were requirement of English law.

Other differences included:

Red Radiator badges

Ford 1 ton truck radiator badge

Ford Script Tail lamp glass

Red/maroon Bakelite terminal box

Red/maroon distributor body/cap

Direction indicators

Sliding sunroof on sedans

Lucas electrics

Thanks to Rob Corbett for sending us this article
which was taken from "Rolling Wheels" Feb
2016 WAIMATE BRANCH OF THE VINTAGE CAR
CLUB OF NEW ZEALAND (INC)

From The Western Australia Model A News April 2016.

Sent in by Sylvia and Barry Bristow-Stagg. Their son Marc has been touring Tasmania and sent to them a photo he collected whilst travelling. Two Model As with teardrop vans. Second photo is the reverse with explanatory text to note the photo was taken in 1936. Tear Drop vans have been around for a long time!



Caravans Devonport 1936

Photographer Robinson

Tear drop caravans first became popular in the 1930's when magazines such as Mechanics Illustrated published plans that were designed around standard sheets of plywood. Teardrop trailers remained popular until the mid 1960s after which they disappeared from mainstream camping. However, in the late 1990s, plans became available on the internet and in recent years teardrop trailers have made a resurgence and are again growing in popularity. There is room inside a teardrop trailer for two people to sleep as well as storage for clothes and other items. Outside, in the rear under a hatch, there is usually an area for cooking referred to as the galley.



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FOR SALE



The 1928 Model A is an Australian built car, with all steel body built at Ford in Geelong. I purchased the car 3 years ago when I was living in Queensland, where it had been all its life.

The car is in original condition with a rebuilt motor, clutch and gearbox, has new hood, side curtains and upholstery.

It was passed by VINTZ when I brought it back to NZ and is registered and warranted. Genuine reason for selling.

Contact Geoff on 021 08159059

This man owned and drove the same car for 82 years



Allen Swift ; born 1908—died 2010

Can you imagine even having the same car for 82 years? Mr Allen Swift (Springfield, Massachusetts) received this 1928 Rolls Royce Piccadilly-P1 roadster from his father, brand new—as a graduation gift in 1928. He drove it up until his death at the age of 102!! He was the oldest living owner of a

car that was purchased new. It was donated to a Springfield museum after his death. It has 1,070,000 miles on it, runs like a Swiss watch, is dead silent at any speed and is in perfect cosmetic condition. 82 years , that's approximately 13,048 miles per year, (1087 per month) and that's miles, not kilometres.

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 May 2016. 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 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.

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