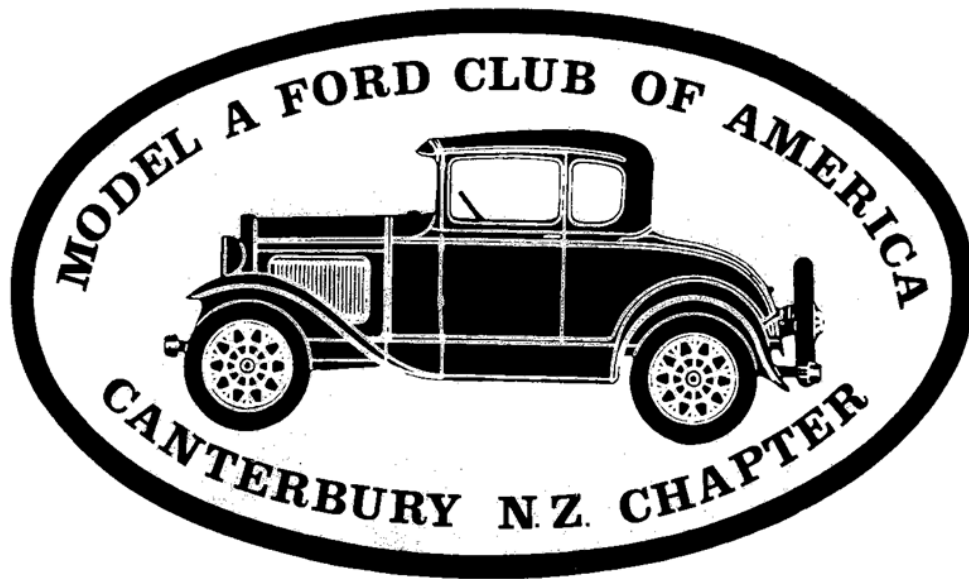


PO BOX 4212 CHRISTCHURCH
NEW ZEALAND



A Ford Script

JUNE 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:- National Meet 2015 Wanaka. Main Rally Friday 3 April, Crown Range.

HENRY FORD QUOTE:-

"Many People are busy trying to find better ways of doing things that should not have been done at all. There is no progress in merely finding a better way to do a useless thing."



CLUB CAPTAINS REPORT

Gymkhana & Rex Chenery Trophy run

Thanks to Graeme and Marlene Scott for arranging and hosting this event

It was pleasing to see a good turnout with a mix of regulars and some long-time members, enjoying an excellent day of motoring with some new challenges.

Night Trial

Thanks to Brent and Lyn Miles for arranging and hosting this event.

This evening run was well planned and tested some new ideas for motoring in today's world.

Results for both the above will be announced at the AGM in July.

50th Anniversary

Looking forward to more news on this September's 50th Anniversary Rally. I attended a sub-committee meeting to finalise the 11-13th September 2015, 50th Anniversary Rally. Entry forms will be issued early June. It is of interest that the Canterbury Branch was the first Chapter outside of USA & Canada to be formed. An interesting weekend is planned, so hope to see as many in attendance. This event doubles as International Model A day.

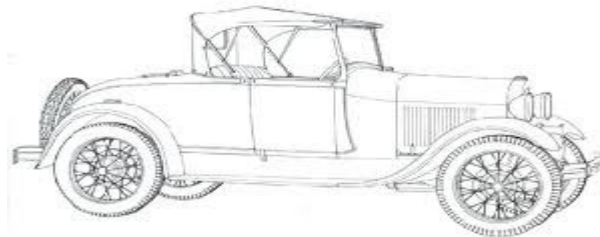
Hope you will support the Fawltz Towers Mid Winter Dinner in June.

CLUB CAR REPORT

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

A maintenance check to be carried out in the coming months

Regards Graham



“Wanted”: set of 16inch V8 wire rims. Please phone Graham 03 351 5919.

COMING EVENTS

NEXT COMMITTEE MEETING:

Tuesday 16 June 2015 7.30pm, at Bruce Miles' home,
17A Studholme St, Somerfield. If you have any matters you would like raised, please contact
a committee member before this date.

- Saturday June 13 Mid Winter Dinner Not to be missed.
Fawlty Towers Theme Thanks to the 30+ who have
registered for this fun evening (BYO Drinks). 6pm at the Vintage
Car Club barn (VCC).
The Era fashion judging will take place during the evening.
- Sunday July 19th AGM. 11am start for 11.30am meeting. Lunch to follow.
Venue: to be reviewed.
Further details by e-mail and in "The Script" — July.
- Sunday 9 August Breakfast. Venue—coming !! Diary the date now.

A Ford Script

While Wendy and Russell are away please , send all contributions to
afordscript@gmail.com. Emails sent to the genet addresses will probably be overlooked.

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

Wanaka National Model A Main Rally Friday April 3rd

With yet another glorious fine day to greet us we set off in our different groups for what was to be an interesting and very enjoyable day surrounded by some of the most spectacular scenery this country has to offer.

The route for this rally was split into a number of options, both to avoid having 160 plus cars all navigating the same stretches of road and also to provide more challenging and access to areas not normally available to the general public.

To keep us from being distracted by the magnificent scenery we were to travel through, a quiz needed to be collected from the checkpoint near the Wanaka Airport, and a couple of the initial questions were about the Airport just to see if we were fully awake.

We then travelled on the main highway to Cromwell via Luggate passing the 45th parallel (the halfway point between the equator and the South Pole), stopping to get some of the locally grown fresh fruit on the way before topping up with gas in Cromwell (where it was 10c/litre cheaper than Wanaka). We didn't stop long in Cromwell as we had explored there as well as the Highlands Motor sport Park (where we were not invited to give our 'A's a quick lap of the track) previously and were keen to make our way through the Kawarau Gorge towards Queenstown.

With light traffic we were able to take our time and soak up the ambience (rather than the product) of the Gibbston Valley after passing the Roaring Meg Powerhouse and the Nevis Bluffs. The autumn scenery coupled with exceptional weather made this a stunning part of our journey. A side deviation of 12 miles on the Chard Valley farm track was available for the more adventurous; however we elected not to opt for this and remained on the main sealed road towards Queenstown.

One of the very pleasing aspects of the Wanaka event was that the rally routes were often written as a baseline guide with several alternative options being provided as well so we could uplift those routes that appealed and include them (or not) within the general rally area and thereby be able to tailor the route travelled to suit our individual needs.

As the stomachs indicated lunchtime was approaching we decided to proceed to Arrowtown prior to Queenstown and had our refreshments in that stunning location prior to the main body of the rally cars arrived (and before the tourist buses disgorged their patrons in 'our little place of paradise'). From Arrowtown it was on to Queenstown past the Millbrook Resort and over the 'Edith Cavell Bridge' (Shotover Jets) using the 'back road'. We drove through Queenstown and parked beside the lake at the start of the Glenorchy road, where we caught up with some fellow Model 'A'ers watching the various water sport activities.

From Queenstown it was home via the Crown Range after a quick fuel top up at Frankton. This part of the journey proved to be less daunting than first envisaged. The cars all performed well (with some minor radiator exceptions) and the cameras were also put to good use. A brief stop was made at the Cardrona Pub for more photos but unfortunately as it was a public holiday liquid refreshment for the drivers was not available if one was not also dining. This rally of just under 120 miles (without the side trips) was, like all of the other Wanaka routes, extremely well organised and took us through some absolutely stunning scenery in perfect weather and was a timely reminder just how fortunate we are to live in such a great country and be able to share experiences such as these with a terrific group of likeminded individuals. *Graeme Scott*

Thomsons Gorge

Today we were given 2 route options so we decided to take the Thomsons Gorge to Omakau and Ophir. Originally the route from Tarras to Omakau was a walking track [1860s] used by early gold prospectors, then once larger quantities were found to be bedded in hard rock there was a need for a dray road to haul in heavy machinery. This road has obviously changed little in the meantime.

From Tarras the track climbs a further 2000 feet as it crosses the Dunstan mountains.

On the way up a stop was made to walk into the [Come in Time] stamper battery. Although many miles of water races were dug to link up with a 10 head stamper only a small quantity of gold was recovered.

The views from the summit were grand. Looking westward was Mt Aspiring, the lakes and the Southern Alps. East the Maniototo plains and the very rugged Rock and Pillar Range. In the near distance the vast area of sluicings around the Drybread and Tinkers area. At Tinkers the old school is still standing, a large building, which suggests

there must have been a large population of miners there once.

From Omakau it was on to the delightful village of Ophir, then over the 150 year old steel bridge. On to Alex and the Earnsclough to Clyde.

Back via Cromwell to Wanaka.

Another wonderful day on a wonderful rally. A big thanks to the Otago Team who organised such an exciting and enjoyable adventure for us all.

Bruce Miles

Dingleburn or Alternative We opted for alternative, weren't we very fortunate to be offered route choices on this fantastic rally. My goodness New Zealander's are so lucky to live in this beautiful country, and Central Otago with its dramatic scenery, and all the autumn colours of the trees surely takes some beating.

Six of us set out turning off at Luggate over the historic bridge & down the Eastern side of Lake Dunstan to Cromwell, roof down, wonderful weather & amazing views what more could you ask for. After a visit to The Highland Motor Sport Park (wonderful newish facility), we had a picnic lakeside at the Old Cromwell Town, then happily shopped in the speciality shops. A drive to Bannockburn & over the hill to the woolshed, then home on the western side of the lake stopping only for fresh nectarines & apricots at a roadside stall.

A delightful day enjoyed by all of us. *Annette Painter*

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**.

Concours at the 12th National Meet

Judging was located a short drive out of Wanaka in the hangar at the Transport Museum. The large group of judges gathered before the sun was up over the mountains, ready to start work at 8am.

Cars entered for judging were marshalled into two lanes, authentic and modified, as they arrived.

Pre-judging followed, where the car's eligibility was checked. One car "fell through the cracks", having too many modifications to be authentic and too few to be in the modified class. It was, however, judged for the owner's benefit. After pre-judging, the owner was required to demonstrate start and idle, lighting and horn. He then parked his car in the hangar and was required to leave while the judges did their job.

The judges worked in pairs, each on a specific area of the car. They used the USA method, marking various components according to correctness, condition, fit and finish. Where significant points are lost, the judges give a reason such as "incorrect part". After the event the judging sheets are forwarded to the owner who may wish to use the information to prepare for next time. A number of times we noted small defects which could be fixed in a few minutes or for a few dollars.

On the day, less than half the cars entered actually turned up for judging. Even so, the job took until lunchtime and later for some teams. It was a most enjoyable morning spent having a close look at a selection of well-preserved or well-restored A's, admiring them and comparing them.

A small percentage of owners are interested in entering their car in concours, but a larger number enjoy using their knowledge and increasing their knowledge by judging.

Garth Moore

Formal Evening held in Wanaka Community Centre Sunday 5th April 2015

Our Rally fun continued with an evening of delicious food, time with new and old friends, and awards much deserved.

The Canterbury Chapter was mentioned often during the award presentations

Martin and Lorraine Rooney's 1928 AA Lt Truck won— - People's choice

- First place in Authentic section and - " Best of Show "

Kevin and Judy Straw were placed first in the Touring section in their 1931 Town Sedan with Peter and Rosalie Bayler second in their 1928 Business Coupe

Roger and Irene Devlin in their 1930 Tudor were second place in Concours section

Best Dressed Couple were Annette and Lindsay Painter ; who really

did look so smart for the 1930's evening attire section . Annette's evening dress certainly deserves a up close look - the intricate bead work and dress design is a credit to Annette - oh yes Lindsay you were very dapper in your dark " ensemble " and Venetian bought shoes ! - , maybe that explains why there were 7 Andy's Painters in the Model A car assembly section ! Like father, like son !

The awards were presented through the dining section of the evening ,with a chance to swirl your 1930's clad partner to DJ entertainment, following on from our meal - a most enjoyable evening

Kathy Mackenzie



High Tea natter



Snow Farm Road, Cardrona Valley. Access to SHPG.
Note: Cardrona ski field road in the background

Southern
Hemisphere
Proving
Ground.
(Testing for
new cars)



Ice testing strips for
grip.

Explanatory article in
next Script.

Indoor testing
areas.
Note: NO
SNOW YET



Night trial 16 June

We had a bit of drizzle during the day, but by late afternoon the weather had cleared and we decided that we would use the Model A for the night trial. We packed our food for the pot luck tea and headed off. When we arrived at Lyn & Brent's there were a good crowd waiting to get started on the run, 5 Model A's, 1 Triumph and the rest moderns. They said that we could leave our food with them if it had to be heated and they would sort it out at the destination, but as our food did not require heating, we said we would take it to the destination ourselves.

Brent & Lyn had organised the rally and there were two different sets of instructions, both with questions to be answered, and we told that we had to travel the shortest distance between each clue. We were handed our first instructions with a Hi Viz jacket per vehicle and were sent off in alternate directions.

We set off with our first clue towards Prebbleton and then to find our next clue from a letter box in Halswell. This collected, we then headed to Blenheim Road, where our next clue was found. From here we drove to Harakeke Street in Riccarton, next clue to be collected from Main South Road. Sadly our Model A decided to stop on Racecourse Road, but luckily we were on slight decline, so we hopped out and managed to push start it, and we were on our way again to pick up new clue from Racecourse Road. Next stop was Buchanans Road. We got our next clue, it was for Globe Bay Drive, but as our map was a bit old, it was not shown. What do we do now? We phoned our son and asked him to check out the address on google. That done and we were on our way again. We found the next clue at Globe Bay Drive and it had the finish destination on it – Brent & Lyn's residence, not very far from where we were.

Our rally sheets were collected on arrival and our time and speedo reading were recorded and when everyone had arrived, we all enjoyed a beautiful meal.

After the main course, Lyn told us the answers to all the questions, which created a bit of banter and discussion on several of the answers, but as they were the organisers, I'm sure their answers were correct.

Desert followed.

Thanks to Lyn & Brent for organising a brilliant run and opening their home for us to share a meal.

A great end to a good evening.

Pam Dacombe

Yummy
food





Good
company

Where are
the cars ?



LOOKING BACK

CHRISTENING RUNS

In the early years of our club there was a large number of restorations completed. They were different times back then, with a good supply of sound original A's for energetic young men to purchase and restore. It was still relatively easy to find a cabriolet, sport coupe or phaeton. Christening Runs became the usual way to celebrate the completion of a restoration. Invitations were mailed out on a club postcard, postage 2.5 cents. The Christening Runs were restricted to restored cars only "to keep the standard up" and were by invitation only so early runs had quite a small attendance. Also, there was seldom any comments in the newsletter which makes it difficult to research the history fifty years later.

Usually the invited members met at a central point and drove in convoy to the home of the "guest of honour" where the car was on display. After a close examination, morning tea or a few beers, the new car lead a convoy on its first club run to a nearby park for photos.

When the club was formed in 1965, Peter Keir had already restored his 1930 Phaeton and Harry Barnes his 1928 Sport Coupe and there may have been others.

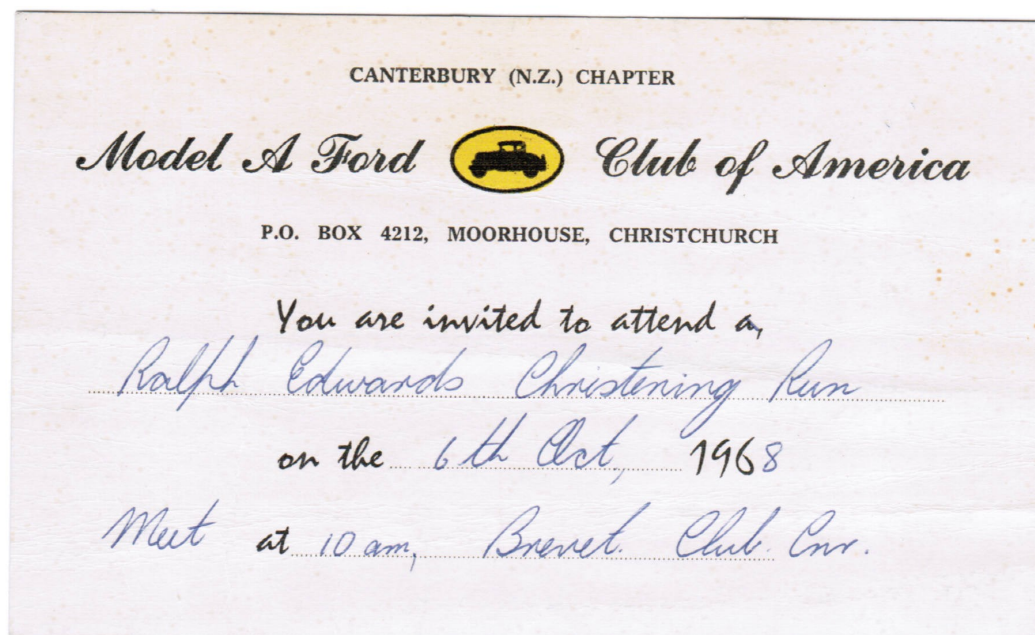
The following year the Christening Run tradition commenced. Richard Palmer produced a Bronson Yellow 1930 Cabriolet and Alan Wills a Copra Drab/Chicle Drab 1930 Tudor (although the date of Alan's Christening Run has not been confirmed).

In the early part of 1968 there were two runs to introduce Derek Kinley's 1930 Phaeton and Graeme Russell's green 1930 Phaeton.

Colin Cockburn completed his 1930 Town Sedan in 1968. A few months later Ralph Edwards unveiled his 1930 Phaeton.

I have found records of four new restorations in 1969. Harry Barnes held a Christening Run in April for his 1930 Cabriolet. In early November it was Owen Hills' turn with his 1929 Tudor. A few weeks later we had a joint Christening Run for Sid Thew, 1928 Phaeton and Gordon Dowdle, 1930 Phaeton. Sid and Gordon were neighbours in Kaiapoi who restored their cars together.

Over four years, 1966 to 1969, there were ten new restorations recorded in the club archives. Some of those cars are still seen on National Meets although others went to the USA courtesy of Operation Deep Freeze.



CHRISTENING RUNS 1967-68

Rex Chenery

1930 De Luxe Roadster

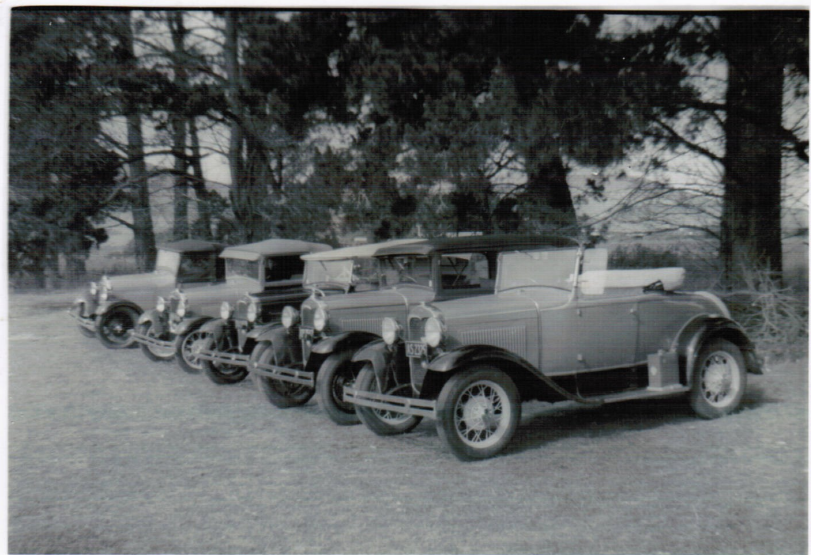
The Groynes



Alan Wills

1930 Tudor

Tai Tapu Domain



Derek Kinley

1930 Roadster

29 January 1967



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 June 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.

ANTIQUE 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 $\frac{1}{2}$ "

\$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

Early Ford Parts

Mufflers



Mufflers as per original design and shape.

Lock formed cone as original.

Original length and also long tail pipe version available

\$270.00 inc GST

- Over 1400 new Model A parts in stock
- Competitive prices on all Model A parts
- We also import larger items on indent. Air or sea

**GET A QUOTE BEFORE SELECTING YOUR
SUPPLIER!!!**

Early Henry Ford Parts

11 Henry Street

Ph 03 379 7370

After Hours 021 637 656

www.earlyfordparts.co.nz

earlyfordparts@xtra.co.nz

All prices include GST