

# October 2004

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## COMMITTEE

<b>PRESIDENT</b>	Malcolm Stewart 36 Mountain View Road TIMARU	686 1282
<b>VICE PRESIDENT</b>	Peter Hunter	688 1463
<b>I. PAST PRESIDENT</b>	Garey Hanifin	688 6663
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<b>SOCIAL CONVENOR</b>	Laurie Spillane	615 8885
	Reg Stokes	615 7001
<b>COMMITTEE</b>	Bob Duke	686 2670
	Jim McDonald	6847733
<b>EDITOR</b>	Jacqui Yarrall jgyarrall@xtra.co.nz	684 3428

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Correspondence for the Club to PO Box 1015 Timaru  
Fax 03 688-8597 email gaz.sue@xtra.co.nz  
Web Site <http://geocities.com/fordzephyr>

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Club meetings are held on the first Monday of each month at  
the SC RSA Clubrooms, Wai-iti Road, Timaru at 7.45pm

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## Buy Sell Exchange & Notice Board

### Bathurst Weekend

Hinds Tavern are having a Bathurst weekend and invite any **FORD** owners and maybe Holden owners to display their cars outside the hotel. For more information contact Brian Rooney (03) 3037159.

### **PLEASE NOTE:**

Information for the February 2006 Mag will have to be in the Editors hands by the 1st week in January. The mag will be put together early because I will not be able to do it later in January.

Thanks

Jacqui

# Upcoming Events

**October 4 Monday** Meeting RSA 7.30 p.m.

**October 16/17 Saturday & Sunday** Ashburton Run

**BE THERE OR MISS OUT.** Meet MSA club Saturday night for meal and social night. Sunday morning meet at Mobil Garage Hinds at 10am.

Travel to private car museum. Three cars may be only ones in NZ. 1 car maybe only be one of 2 in the world. Also see how to display, restore and have fun all in one building.

Travel to Methven for lunch either bring your own or buy, followed by a look around historic Mt Somers area.

**November 1 Monday** Meeting RSA 7.30 p.m.

**November** Oamaru run

**December 6 Monday** Meeting RSA 7.30 p.m.



**December 18 Saturday** Christmas Dinner & Dance

This year the Club is going to the Timaru Golf Club, (Levels Golf Course) meeting there at 6 pm dinner at 7 pm. Entertainment will be provided by a dance band for the rest of the evening.

The cost is \$30.00 per head and definite numbers and payment required by the 6th December (our regular meeting night).

Out of town club members more than welcome to come.

# Prices for ferry

To convention Taupo, Easter 2005

Please find listed below the costings for your groups proposed travel to the International Convention in Taupo:

<b>PRICES</b>	<b>PEAK</b>	<b>OFF PEAK</b>
Adult	\$50.00	\$35.00
Child/Student	\$30.00	\$20.00
Car/Campervan/Trailer	\$140.00	\$100.00
Car/Trailer Additional half metre	\$20.00	\$15.00

### **PEAK FARE PERIOD:**

1. 16 December 2004 to 20 January 2005
2. Easter 2005 (24-28 March 05)
3. 21-24 October 2005

### **OFF PEAK PERIOD:**

1. 26 October - 15 December 2004
2. 21 January - 23 March 2005
3. 29 March - 20 October 2005
4. 25 October - 15 December 2005

When making booking with The Call Centre please quote **FA3038**.

Their phone number is 0800 878 898.

If you have any queries please contact me direct on 04 498 3246

Yours sincerely

**Faye Allison**

Sales Support Co-ordinator



Give me classic British any day!

# Why men are happier than Women?

Why men are happier than women

Your last name stays put  
The garage is all yours  
Wedding plans take care of themselves  
Chocolate is just another snack  
You can be president  
You can wear a white t-shirt to a water park  
You can wear NO t-shirt to a water park  
Car mechanics tell you the truth  
The world is your urinal  
You never have to drive to another gas station because this one's just too icky  
You don't have to stop and think of which way to turn a nut on a bolt  
Same work, more pay  
Wrinkles add character  
Wedding dress - \$5000; tux rental \$100  
People never stare at your chest when you're talking to them  
The occasional well-rendered belch is practically expected  
New shoes don't cut, blister or mangle your feet  
One mood, ALL the time  
Phone conversations are over in 30 seconds flat  
You know stuff about tanks  
A five-day vacation requires only one suitcase  
You can open all your own jars  
You get extra credit for the slightest act of thoughtfulness  
If someone forgets to invite you, he or she can still be your friend  
Your underwear is \$8.95 for a three-pack  
Three pairs of shoes are more than enough  
You almost never have strap problems in public  
You are unable to see wrinkles in your clothes  
Everything on your face stays its original colour  
The same hairstyle lasts for years, maybe decades  
You only have to shave your face and neck  
You can play with toys all your life  
Your belly usually hides your big hips  
One wallet and one pair of shoes, one colour, all seasons  
You can wear shorts no matter how your legs look  
You can "do" your nails with a pocket knife  
You have freedom of choice concerning growing a mustache  
You can do Christmas shopping for 25 relatives on December 24 in 45 minutes

No wonder men are happier

# Presidents Report

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Hi

With Christmas around the corner, there seems to be members going away from Zephyr's. One member - Jim Bower - buying a XJ6 Daimler and Garey Hanifin & Graham Jarvis buying Valiants!!!

Rumour has it that Eric Scott has sold a triple carb and manifold to Bob Duke, who bought it for a MK 3??? (This type of gear is very rare nowadays).

Malcolm Stewart

PRESIDENT

## Messerschmitt



The physics that designers need to deal with when engineering vehicle steering and suspension systems haven't changed since motor industry pioneers began putting the world on wheels over a century ago.

On the other hand, the available materials and the tools they have to work with certainly have changed. Computers have replaced the drawing board, the slide rule and, to a certain extent, the test track. Although new materials are constantly being developed which are lighter, stronger, cheaper to produce and better performing, engineers still have to make compromises between the ride quality, handling and cost.

#### Industry 'revolutionised'

Henry Ford didn't invent mass production and interchangeable parts, or develop any major advances in vehicle technology, but by the time his Model T gave way to the Model A in 1928 he had revolutionised the motor manufacturing industry.

Prior to launching the Model T in 1909, Ford had been a conventional early 20th century car manufacturer, struggling to compete by selling what were essentially expensive, one-off vehicles hand-built by craftsmen.

However, he had a strategy which turned what was previously a rich man's toy into a consumer commodity mass-marketed throughout the industrialised world. Ford's

genius was to design a simple car, initially with no options, one that could be assembled by semi-skilled workers and sold at a price that ordinary people could afford. It incorporated no new engineering initiatives but used existing technology in innovative and cost-effective ways.

#### Approach to suspension 'typical'

Ford's approach to the Model T's suspension was typical of the whole car. Anyone who drives a Model T soon realises that ride and handling, although adequate for the time, were not Henry's primary design criteria. The suspension was, however, cheap to manufacture, easy to assemble and surprisingly robust.

Ford used only two springs on the Model T instead of the usual four - and he turned them upside down and sideways. These transverse springs, at the front and rear, used the centre of a chassis cross-member as a hanger and the downward arching eyes of the main leaf were attached to the axles with shackles. With this arrangement, the wheels were effectively located laterally by what was, in effect, a separate quarter elliptic spring for each side of each axle.

Two 'V'-shaped struts, one for each axle, known as wishbones, ran from near the outer extremities to a point on the centre line of the chassis to provide longitudinal location. This arrangement had several advantages. It eliminated two springs, eight spring hangers and four U-bolts, and the chassis rails could be shorter or at least lighter at the extremities for a given wheel-base. The wishbones were an addition, of course, but on balance there was considerable saving in parts required, material cost and assembly time. Because



Article courtesy  
Motor Trader magazine Australia

the wishbones transmitted most of the longitudinal stress, the design reduced the chances of broken springs and centre bolts.

The rear wishbone, combined with the torque tube type driveshaft, eliminated rear axle 'wind-up' (*admittedly not a big problem with the Model T*) and meant a simple driveline with a single universal joint could be used.

Ford used this arrangement, with the addition of shock absorbers but no other major changes, for over 40 years on US models until 1948 and on UK-built Anglias, Prefects and Pilots into the early 1950s.

By the time Ford abandoned transverse leaf springs, the company was losing market share to competitors who were offering suspension systems with superior ride and better handling. However, its design and marketing philosophies had transformed the company into one of the industry's leaders, and its production methods had been copied by most other manufacturers.

That Ford had got the message that its traditional design was well past its use-by date was evident when it was the first volume manufacturer to use struts when they were introduced on the Zephyr and Consul in the 1950s. It wasn't that the handling, ride and other aspects of the Model T's performance were not capable of being improved. In fact, because no options were offered and the car was immensely popular, aftermarket manufacturers had a field day! Shock absorbers, for instance, were a widely promoted accessory.



Both Henry Ford and Louis Chevrolet made their early reputations in motor racing, and motor sport has had a major influence on the automotive market. Being relatively cheap, Ford cars were always a popular candidate for modification from the Model T on, and particularly after the introduction of the V8 in 1932.

The flathead V8 was another superb example of design genius. Again, no radical innovation but ingenious use of existing practice to combine what was, for the time, an engine that was streets ahead of its competition in performance, yet cheap to manufacture. In its various incarnations and three block sizes it was capable of being tweaked to produce power outputs well beyond the factory rating. This made the early Ford V8s favourites with the hot-rodders of the 1940s and '50s, even after OHV V8s became available. The increase in power soon led to the need for steering and suspension capable of handling it, and demand spawned manufacturers happy to supply the market.

Today almost every manufacturer of suspension parts caters for the needs of motorists from hot-rodders to off-roaders, as well as marketing standard replacement parts. There is also a growing number of retailers servicing the undercar sector who realise the profit potential in catering for the wider suspension and steering market.

There is not nearly as large a requirement for alternative steering products, but many suspension modifications also affect the vehicle's steering - and this must be taken into account.

A vehicle's steering is a primary safety system and replacing worn or damaged parts are an obvious priority. ▲

