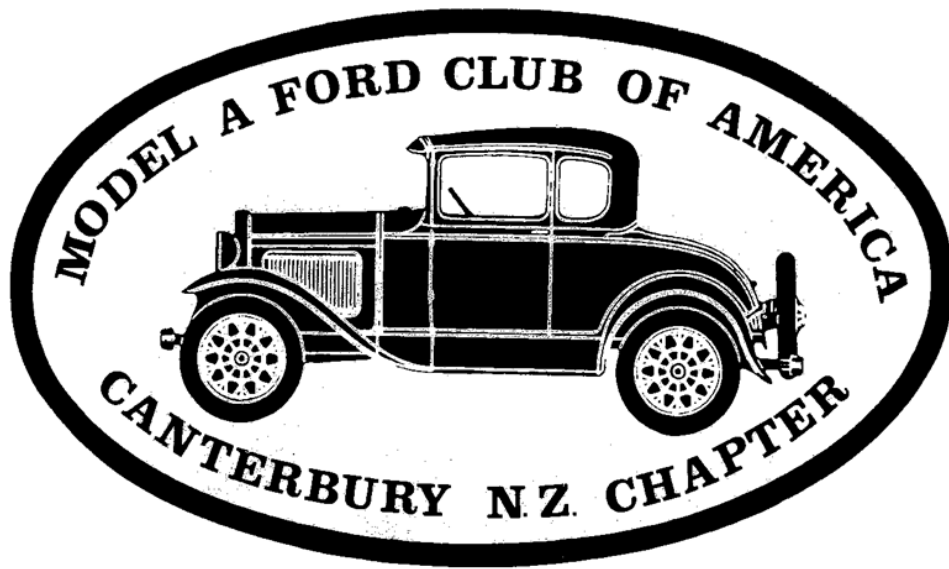




A Ford Script



Kevin Mercer and Garth Moore stuck in mu at
the Rosewill Trials 2026 (See story on page 16)

September 2026

Office Bearers and Committee

Role	Name	Contact
Club Captain	Peter Bayler	027 685 5780
Vice Club Captain	Gerry Lake	0204 112 3717
Secretary	Wendy Genet	027 606 8550
Treasurer	Graeme Tucker	0274 725 027
General Committee	Sandra Olliver	027 303 230
	Russell Dowdle	0274 360 544
	Gill Lake	0273346031
Editor	Gill Lake	afordscript@gmail.com
Facebook Co-ordinator	Sandra Olliver	027 303 230
Webmaster	Kevin Straw	kandjstraw@gmail.com
Clu Car Custodian	Ken James	0212225086

Next Committee Meeting:

Thursday 25 September at THE GENET's

Script closing date: 25th August 2026

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 contribution to the next Script is **25th June 2026**. Please send to the Editor: 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.

CAPTAIN'S REPORT August 2026

Hi to all,

Nice to see some spring weather! It's time to sort out the summer clothes and polish the Model A.

Daffodil Day was very enjoyable with a great turnout of Model A s and other makes traveling by various routes to Cutler Park where we had a Picnic with some of our fellow members and in doing so helped raise some money for the Cancer Society.

International Model A Day is being held in Greymouth this month 18-20th September. Registration numbers are high for this event which is becoming more popular every year.

I hope to see you there to enjoy the West Coast scenery and enjoy the legendary West Coast hospitality.

A special thanks to the wonderful team of people who are organising this weekend for our enjoyment.

Peter

CLUB CAR REPORT August 2026

Hi Everyone,

Not much has happened in the last month so we have left the new update to the use agreement in for this month.

The Club Car hasn't been used since George took his Grandson to the school formal in it a few weeks ago but a concern was raised at the AGM as to what happens and who foots the bill if the car breaks down or is involved in an accident out of Christchurch.

It was decided at the AGM that a clause should be added to the terms of use agreement which each member has to sign before using the car to make it clear that the person using the car is responsible for it's return.

Therefore I have added the following clause;

Anyone using the car is responsible for ensuring the return of the car to Christchurch in the event of a breakdown or accident.

Our members are good hearted and helpful people and I'm sure will help out if at all possible in such an event but it may be an idea to contact your insurance company to arrange cover before taking the car out of town.

Happy motoring, Ken

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.

Ken James (ph. 0212225086) is the custodian of the car and looks forward to your call requesting the use of the car.

FACEBOOK PAGE

Are you aware that we have a Facebook page, diligently managed by Sandra Olliver?

Model A Ford Club Canterbury Chapter

If you have facebook please go and have a look.

Follow this link: [Model A Ford Club Canterbury Chapter | Facebook](#)

Sandra tries to keep it up to date with photos and stories from recent events. Any contributions would be greatly appreciated.

NOTICES

It's Subscription Time Again!

There are 2 forms, one that can be downloaded filled in and emailed back. These will be emailed to members soon. (*Instructions are at the top of the emailed form*). And one that can be printed, scanned and emailed back.

I have also included a form in the script that can be printed and filled in as an alternative. This can be emailed back as per instructions on the form. (*Instructions are at the top of this form*). Thanks, Gill.

Please get these back in as soon as you can.

This is due by the 30th of September 2026 or a \$5 late fee applies as per the instructions.

Thanks, your Committee.

The Carbon Offset Scheme



This scheme allows club members to help offset the carbon produced by driving their Model As. The scheme is voluntary.

All donations are sent to Trees for Canterbury, which produce and plant native trees in the Canterbury area.

At present this is the most effective way for us to help offset vehicle emissions. Apart from offsetting emissions, trees provide many other benefits.

Trees for Canterbury is a recognized non-profit Charity.

We would like you to consider the future of the planet and your descendants living on it by entering an amount in the box on the accompanying subscription form.

Jen James has organized a new printed windscreen sticker to recognize that you have contributed.

Any questions, please contact:

Russell Genet 02102761588 or Ken James 0212225086

New Look AFord Script

This month the script will start to change as I try and navigate a new platform.

In February the club renewed it's annual subscription to Microsoft 365 (Office). In April I got an email saying that there will no longer be the option of using Publisher from October and that I will not be able to access any previous Publisher files.

I am hoping to make the script as easy as possible for the next Editor.

Membership List:

A new membership list is now available on the club website.

www.modelaford.co.nz

File of Previous Club Runs

We are trying to collate a list of runs to help with ideas for the future. If you have any past run sheets that you are able to share could you please let anyone on the committee know and we will make a folder up.

Club Windscreen Transfer:

These have resurfaced if anyone is needing a replacement or never received one.



Please let Gerry know 02041123717



“Artie - Fact”

by “A”nonymous

I never cease to be amazed at the advances of technology. Have you ever noticed if you stop at a traffic light and it turns green, that the horn of the car behind you is immediately activated.



- Minuteman A's



When you are dissatisfied and would like to go back to your youth, think of Algebra!!

(Jokes thanks to “Script A News”, Michigan)



CANTERBURY (N.Z.) CHAPTER

Model A Ford



Club of America

P.O. BOX 4212,

CHRISTCHURCH,

NEW ZEALAND.

NOTICE OF ANNUAL SUBSCRIPTIONS FOR 2026—2027

28th August 2026

Hello again everybody, following on from the AGM, please find attached this year's subscription notice. It was agreed that this year's subscription will be **be reduced to \$25pa** as the base subscription, \$2.00 additional for joint membership, and an extra \$1.00 for family.

It is important that this notice is filled out and returned to the Gmail address indicated on the form noting your sub payment, together with other payments you may wish to make.

Include any changes to your address, contacts, or vehicle status so that our records and membership list can be updated where necessary.

Please use internet banking **or** deposit at an ANZ bank using your **Christian** and **surname** as reference.

We do not have Eftpos or credit card facilities.

Points to note:

Replacement Name Badges. The cost of badges is \$15.00 to cover cost of manufacture and postage.

Carbon Emissions Contribution. It has been agreed by members at the AGM that this **voluntary** contribution should be continued as a means of showing the club's recognition to the offsetting of carbon emissions. The funds will be forwarded to Trees of Canterbury to enable purchase and planting of trees on our behalf. Your committee will endeavour to arrange an opportunity for our members to join with **Trees of Canterbury** to plant the trees provided by our funding

Script- printed copies. This is no longer an option unless you do not have email.

The script is also available on our website to be downloaded.

Thank you,
Graeme Tucker
Treasurer
0274 725 027

CANTERBURY (N.Z.) CHAPTER

Model A Ford



Club of America

P.O. BOX 4212,

CHRISTCHURCH,

NEW ZEALAND.

Please print this form, fill it in, and email this form, filled out, to canterbury.nz.mafca@gmail.com

Then pay money into bank account below

Name of Member: _____

Chapter Subscription: (if paid before 30th September 2026) \$ 25.00 \$ _____

Chapter Subscription: (if paid after 30th September 2026) \$ 30.00 \$ _____

Joint Membership: Spouse / Partner (Optional) \$ 2.00 \$ _____

Name: _____

Family Membership: (Optional) \$ 1.00 \$ _____

Name/s _____

Subscription Total: \$

Additional Optional Payments:

Name Badge/s Number required _____ @ \$15.00 per badge = \$ _____

Name/s for name badge/s _____

Voluntary Contribution to Carbon Emissions: \$ _____

Total Amount Paid \$

Payment can be made by:

Online Deposit: Bank Account **06-0805-0018320-00 (Canterbury NZ Chapter MAFCA)**

Or by deposit at any ANZ bank (Please ask the teller to record your name)

Contact Details

Address: _____

Email: _____

Phone: Home: _____ Cell/s: _____

MAFCA member? Yes/No Membership number _____ VCC member? Yes /

No

Model A's owned:

Year	Model:	Restored or Project	Year	Model	Restored or Project
		7			

Coming Events

Summary of Coming Events for the next 3 Months

More details on this and following pages.

Month	Date/s	Event	Location	Time
September 2026	Sept 18 th - 20th	International Model A Ford Day	Greymouth	Reg: 5.30—7pm on Friday 18th
	Sept 24th	Ladies Morning Tea	Terra Viva Café 242 Roydvale Ave	10.30am
October 2026	Oct 9 th - 11th	VCC Swap Meet	Cutler Park, McLeans Island	
		Era Clothing Sale	Cutler Park, McLeans Island	
	Oct 18th	Waipara Run	Meet at The Peg Hotel, Belfast	10.00am
November	Nov 19 th - 22nd	Southern Adventure	Meet in Mayfield	
	Nov 28th	Christmas Dinner	TBC	TBC

2026

September 24th (Thurs)

Location:

Time:



Organiser:

Ladies Morning Tea @ Urban Revival, Silverstream

42 Siverstream Boulevard, Silverstream, Kaiapoi

10.30am

A table has been booked at **Urban Revival** for 10 people. I will need to confirm numbers so please send me a text or phone me if you are keen to join us. All welcome!!

Gill Lake

0273346031



September 18th—20th

Friday 18th:

Registration packs can be picked up at the Union Hotel, 50 Herbert St, Greymouth between **5.30pm—7pm**

Meal available at the Union Hotel at own cost

Saturday 19th:

Cars will assemble at the All Saints Gym and GDC Carparks from 8.30am ready to leave at 9am

Rally Dinner at the Union Hotel \$45pp (time to be advised)

Registration Form on page 12

October 9th—11th

VCC Swap Meet

This year the club will have a site at the Swapmeet, thank you Ollivers and Evans, where we will have Era Clothing for sale.

Recently the Committee has been gifted Era Clothing from 4 members. They would all like them to find a good home and for any proceeds to go to the Club. It has been decided by the committee that any proceeds will then go to St John's Ambulance

We have decided to postpone the sale, due to a low confirmed attendance, until the VCC Swap Meet in October as this will meet a wider group of potential customers.

Donations of Era clothing and accessories you would like us to sell on your behalf or for the Club and subsequently to St Johns must be delivered, or the pick up arranged, prior to the Swap Meet.

Please contact Gill Lake (0273346031) or Peter Bayler (0276855780)

October 18th

9.45 for a 10am start

Waipara Run with Optional Weka Pass Railway Trip

Meet at The Peg Hotel, Belfast.

This will be followed by a run to Waipara. A picnic lunch will be had at the Domain, where there is shelter from the weather (if needed) and toilets.

Then to the Waipara Station where there is Parking. The Train departs at 2pm for Waikari. Those who do not wish to ride the train can drive through Weka Pass To explore the Waikari Hawarden area.

Train costs: \$40 return adults
 \$20 return child
 \$105 return for a family.

This could be an outing that some may wish to include grandchildren on. Numbers to **Peter Bayler (027 685 5780) by Thursday 15 October**

Organiser:

November 19th-22nd:

Southern Adventure

Thursday 19th Nov

11.45 am.

1.15 p.m.

3.00 p.m.

Arrive at **Mayfield**

Leave for a short run to a very interesting local water project

Travel to **Geraldine** for the night

Dinner venue **Village Inn Restaurant**

Friday 20th Nov

9.00 am.

11.30 a.m.

Approx 60m Run finishing at Temuka Domain

Leave for Waimate for Lunch (more info next month)

Leave in your own time for Oamaru, rest of the day is free

Possible catered dinner at VCC with parts shed open TBC next month

Saturday 21st Nov

8.30a.m.

9.45a.m.

12.30 approx

Leave Oamaru heading West

Short Stop for sightseeing and toilet

Continue to Danseys Pass then Naseby.
(This is our lunch and toilet stop)

13.30	Continue per instructions going over The Pig Route and Trotters Gorge returning to Oamaru
6.30 TBC	Dinner at Northstar Restaurant
Sunday 22nd Nov	
	Meet for Breakfast before returning home, will confirm where during the weekend.
Accommodation:	This needs to be booked ASAP as is selling Fast
	Bellavista Oamaru (accommodation is tight in Oamaru this weekend) ▪ 7 Compact Queen Studios ▪ 6 Superior King Studios ▪ 3 Twin Share Studios (Queen + Single) ▪ 2 Family Studios (King bed in lounge + two single beds in separate bedroom, sleeps up to 4) (Feel free to shop around but Oamaru Motels aren't the flashest) Asure is cheaper but overdue for a refurb.
Organiser:	Kevin Mercer 027 200 9474
<u>November 28th</u>	<u>Christmas Dinner</u>
	More details to come
<u>December 2nd</u>	<u>Children's Christmas Party</u>
	More details to come
<u>2027</u>	
<u>January 31st</u>	<u>Era Picnic</u>
-	
<u>February 28th</u>	<u>Gymkhana</u>
-	
<u>March 13th-20th</u>	<u>18th National Model A Ford Rally</u>
Organisers	Top of the South Model A Club (with assistance from West Coast As)
Location	Blenheim 13th – 16th March Nelson 17th – 20th March
Programme	Blenheim 13th – 16th March · Saturday 13th Meet and Greet in Blenheim · Sunday 14th Judging/Gymkhana /Display Day, Blenheim · Monday 15th Local Marlborough Tours · Tuesday 16th Local Marlborough Tours Nelson 17th – 20th March · Wednesday 17th Pack your bags to change your accommodation and for Rally Run to Nelson · Thursday 18th Local Nelson Tours · Friday 19th Local Nelson Tours, Final Rally Dinner · Saturday 20th Breakfast and Farewells
Rally Directors:	Ann Holmes 021 032 4605 Chris Bird 027 247 1089

Registration Form for Greymouth September 2026

WEST COAST MODEL A RUN

INTERNATIONAL MODEL A DAY 2026 - GREYMOUTH
RALLY REGISTRATION FORM

EVENT DATES: Friday 18th - Sunday 20th September 2026

Friday 18th: Rally packs will be available to pick up from The Union Hotel between 5:30pm - 7pm

Saturday 19th: Cars will assemble at the All-Saints gym and GDC car parks from 8:30am ready to leave at 9am

DRIVER:		
Phone:	Email:	Mobile:
Address:		
Suburb:	City:	Post Code:
PASSENGER INFORMATION		
Navigator's name:		
Passenger name(s):		
VEHICLE INFORMATION		
Vehicle Body Type:	Year:	
Registration Number:		
Membership of which Model A Club (if applicable):		

ENTRY FEES

Vehicle	Vehicle entry	1	\$20
Friday Night Dinner	Friday dinner at own cost - Union Hotel		
Saturday Night Dinner	Rally dinner at Union Hotel @ \$45 each		

Your total entry costs are \$ _____

Special Dietary Requirements: _____

(e.g. GF, Vegetarian, Vegan)

Please note that no meal refunds will be available if cancelled after 11th September 2026

METHOD OF PAYMENT

Internet banking details: Canterbury NZ Chapter MAFCA 06-0805-0018320-00

Reference is WCMA and your Name

Closing date 4th September - No refunds after 11th September 2026

Completed entry forms to be emailed to: ri.devlin@xtra.co.nz

CONTACTS

Organiser: Roger Devlin Phone: 021 331 402 ri.devlin@xtra.co.nz

Organiser: John Fowler Phone: 021 668 295 johncecilfowler@gmail.com

All Drivers and vehicles must comply with all regulations pertaining to operating on New Zealand roads including but not limited to Warrant of Fitness, Drivers Licence and Road Rules. Any damage by any entrant to third party property, to their vehicle or to any other entrant's vehicle is that entrant's responsibility entirely. The Canterbury (N.Z.) Chapter MAFCA Inc will not be held liable for any damage, loss or liability suffered or caused by any entrant or third party.

Past Events

August 23rd

VCC Daffodil Day Run

A lovely sunny day with a very cold lazy wind.

There were so many different cars lined up to start and there was a choice of a 30km or 60km run. We travelled through our beautiful farming countryside, Springston, Tai Tapu and back over the motorway to the VCC grounds.

Luckily the first arrivals chose a very sheltered picnic spot in the sun where the Model As rested and we ate our lunch.

Much chat, good company and food in the sun.

Annette Painter



August 21st

Ladies Morning tea @ Terra Viva

Our wee group had another very pleasant morning tea, this time at Terra Viva. Another excellent venue where we could hear each other talk! and enjoy good company, coffee /tea and food.



Owning an old car is like having a vintage record player — it's charming, nostalgic, and you're never quite sure if it'll start playing or just hum quietly in protest.

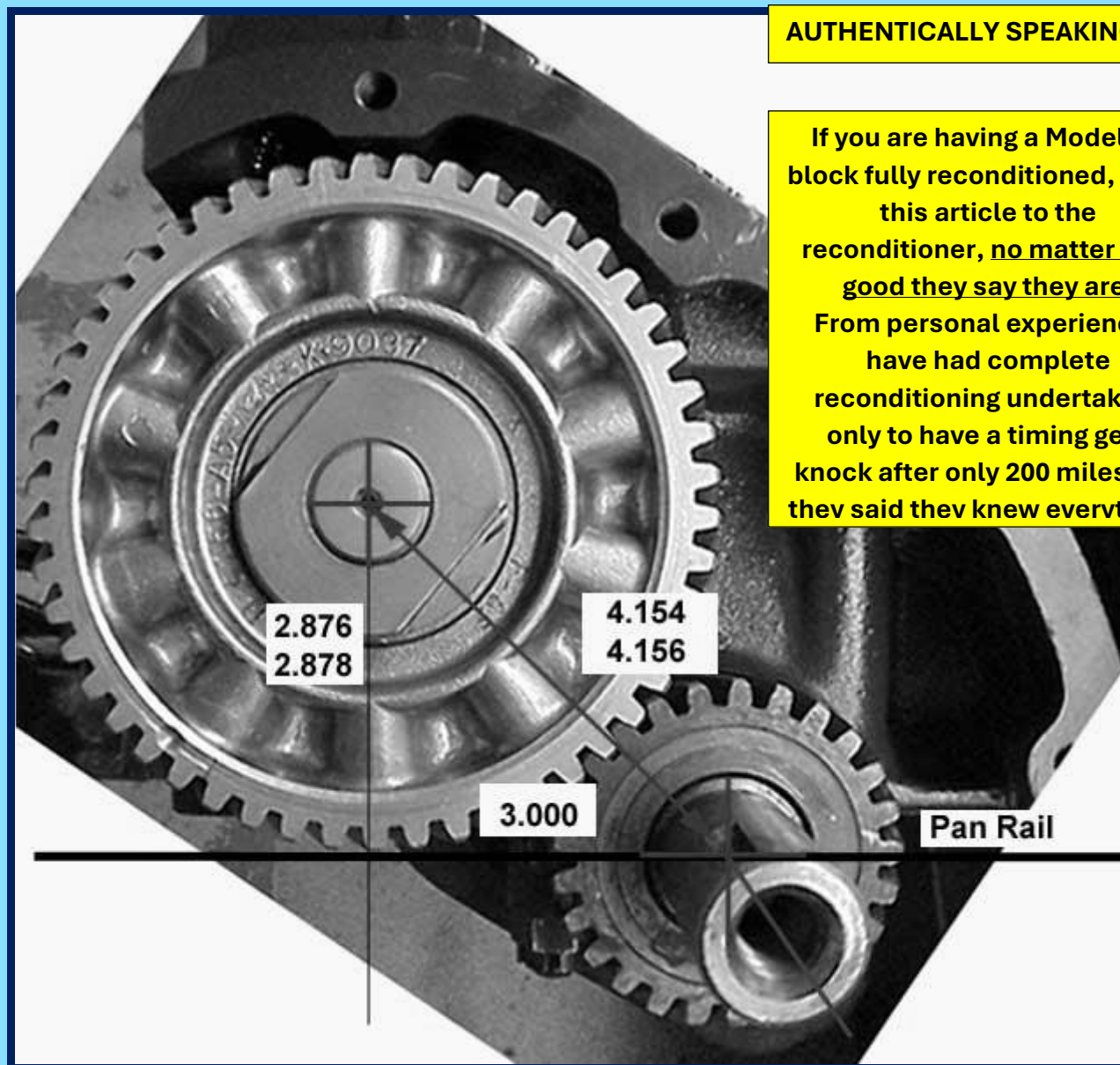
My old car doesn't leak oil... it's just marking its parking territory.

Why did the vintage car refuse to join the modern car club?
It didn't want to be part of any *current* affairs.



Model A & B. Camshaft to Crankshaft Positioning

The pic below shows the dimensions of the engine camshaft and crankshaft centerlines of the Model A and B engine block. The dimensions are copied exactly from the machined casting drawing A-6015 dated September 30, 1929 from the Ford archives.



AUTHENTICALLY SPEAKING

If you are having a Model 'A' block fully reconditioned, show this article to the reconditioner, no matter how good they say they are. From personal experience I have had complete reconditioning undertaken, only to have a timing gear knock after only 200 miles and they said they knew everything.

When Ford originally machined the engine block, the bottom pan rail was the reference datum, and the crankshaft centerline was exactly located in that plane. In addition, the rear and front crankshaft main bearing bolt holes on the left-hand side (away from camshaft) were the master datum holes originally used to set up and position the remainder of the engine block machining operations.

Those two datum holes were originally reamed to 0.505 inch gage pin size, [as specified on the original Ford drawing.](#)

The important point to note is that the centerline distance between the cam and crank must be held to 4.154 / 4.156 inches for the gears to mesh properly without interference or excess clearance. Additionally, the crankshaft, camshaft, and centerline of cylinders must be set up parallel (you might be surprised how many re-bored cylinders are off-position). The cylinder centerline is 0.125 inch offset to the left from the crankshaft centerline.

The second point to note is that the cross/car dimension between the cam and crank centerlines was 3.000 inches and was basic, without tolerance. The reason this is important is to maintain the correct camshaft position to the valve lifters, and more importantly, to the distributor drive gear bore in the block. If this 3.000 inch basic dimension is modified, it has a direct adverse effect on the relation and mesh between the distributor drive gear and the helical gear cut into the camshaft center journal. Again, the gears must mesh without interference or excess clearance.

Further Considerations. Based on the posted experience of some people with their rebuilt engines, it is clear that some rebuilders really do not understand this centerline relationship or its importance. Increased position tolerance (variation) between the camshaft and crankshaft position can probably be accepted in an engine which uses a timing chain, but there is no room for sloppy machine work or flakey improvement theories in a direct gear drive design like on a Model 'A'.

In particular, one infamous "rebuilder" of ahooga.com fame used to claim that he 'improved' the engine by moving and crowding the camshaft closer to the distributor drive gear. Actually, this is physically impossible to do without destroying the design relationship of the camshaft to the crankshaft and/or the valve lifters.

It should be noted that moving the cam laterally closer to the drive gear (changing the 3.000 inch basic dimension) will increase the clearance and lash between the cam and crank gears beyond the design tolerance.

It should also be noted that **excessive wear of the camshaft bore in the block** can also affect the align boring of the main bearings if the rebuilder uses a false cam to set up the alignment.

Furthermore, the alignment of the crankshaft and camshaft must also be parallel and square relative to the alignments and squareness of the cylinder bore centerlines to each other.

Any excessive wear or slop in the boring or reaming set-up from a false cam or cam bearing bore can affect the running clearance between the camshaft and crankshaft, as well as the crankshaft to the cylinder bores. The original cam bearing bores in the block are 1.5615 / 1.5625 inches. The original camshaft journal size is 1.559 / 1.560 inch. Check your camshaft and cam bore dimensions!

Summary

When properly rebuilding an engine, it is critical that the camshaft and crankshaft centerline positions must be correctly spaced at 4.154 / 4.156 inches to each other.

The cylinder bores must also be square and aligned to each other, and the crankshaft must be parallel and square to the cylinders.

In addition, it must be verified that the pan rail datum surface has not been previously moved, milled, or modified by some clueless tinkerer, and that the crankshaft and bearing centerlines are properly centered in the block pan rail plane.

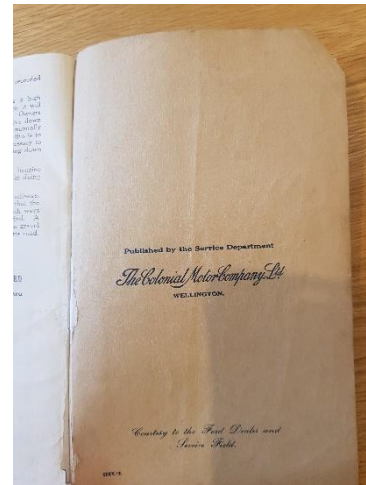
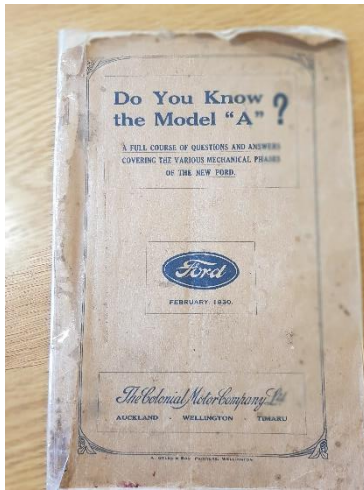
This positional relationship of crankshaft, camshaft, and cylinder bores is the basis for a soundly rebuilt and smooth-running engine. Errors are cumulative and compound.

Don't tinker with the design!

If it ain't broke, don't fix it.

LP

Member Contribution



ARTICLE 8.

Model "AAC" 30 Cwt. Truck.

Question 1. Can a Model A (passenger car) power-plant be installed in a Model AAC truck? If not, what changes would have to be made?

Answer 1. The present single-plate clutch of the Model AAC Truck is 94 $\frac{3}{4}$ -inch diameter, and may be called a "heavy duty" clutch, as compared with the 9-inch diameter single - plate clutch used in the Model A FORD. Consequently, the clutch assembly would have to be changed in order to substitute the one for the other. On the first half million or so of Model A FORD cars and trucks, the only difference was in the clutch spring.

Question 2. How was the Model A clutch spring (for multiple-disc clutches) distinguished from the Model AA clutch spring? What was the difference in strength?

Answer 2. On the first half million Model A FORDS (having the multiple-disc clutch) the clutch spring for the truck was painted red to distinguish it from the passenger car clutch spring, which was left unpainted. The Model A FORD multiple-disc clutch spring has a tension of 384 pounds (with a tolerance of 10 pounds either way) when compressed to the length it occupies when assembled in the clutch. The truck spring has a tension of 440 pounds (with the same 10 pounds allowable tolerance either way) under the same conditions.

Question 3. What is the load carrying capacity of the new truck?

Answer 3. The nominal rated load carrying capacity of the Model AAC truck is 1½ tons. However, the new truck will safely carry a much greater load than this, depending on the condition of the road, and the speed at which the truck is driven. Speed is a vitally important factor in the safe load that can be carried without damage to any truck.

Member Contribution

Rosewill Trials 2026

This year's event saw 5 Model A Club members attend the Rosewill Trials, Kevin Straw and Garth Moore co-driving in one of Donald White's A specials, Donald White and Graham Jarvis assisting on the Day and Kevin Mercer driving an Austin 7 special. Also, potential members Wayne and Karen Girvan from Fairlie also driving one of Donald's specials.

Despite bad weather predictions, the weather gods shined upon us all weekend, 29 entered but only 28 starters and 8 cars from the local area, we were set for a great weekend.

After the great response to the longer courses at Balcairn two weeks earlier, we adopted a similar plan to give drivers more time in the seat. Six courses were prepared the last being double the normal points at 40.

Course 1 was like last year's 3rd course, with the addition of a gnarly climb out of a gully that required good concentration and driving skills, 13 of the 28 starters conquered the summit.

Course 2 had similar issues to last years, where only 4 of the 28 made it past number 3, with 2 having a clear round. More development for this one next year.

Course 3, to be named Devils Hole, was run in reverse direction to last year, making the most difficult section right at the end with the best score being 17.

Course 4, left for next year as time was running short.

Course 5, a new area all together required everyone to do a loop crossing a muddy creek twice in the same place which became very slippery on the climb back out but 6 entrants still managing to have clear rounds and 2 more getting caught in the deep water crossing at the end.

Course 6, a first for us to run a 40-point course, this started off on a flat paddock with a couple of muddy low spots, some of us unfortunately got caught at marker 5, which was a bit controversial because we think the mud was moving enough to shake the marker without it being touched or satisfactorily showered with water to again make it move. From there it went through an old, felled plantation with many stumps, down a steep hill, through another gully then circled around to return over the same course in the opposite direction, this caused some to get lost on the way home.

Kevin Mercer



Kevin & Garth in action



2 minutes later...stuck in mud



Potential Members Karen and Wayne Girvan disappear into the gully.



Not one of ours but closely related David Whitfield 1935 Ford V8 trying to hug a tree, course 2.



Kevin Mercer with Karen Girvan assisting.

For Sale

Restoration of original Houdaille Model 'A' shocks.

All the tools necessary plus a shock restoration book to restore these shocks.
Includes a 1 ½" long reach socket and bar,
box of seals and materials and parts.
Please phone to discuss as there are
other parts included and one, and it is huge.

Les. Pearson 0272245045.



For Sale

Rushmore Motors NZ Ltd

is reluctantly for sale, due to a health issue.

Rushmore Motors Ltd is New Zealand's leading vehicle marketing company, marketing vehicles from 1907 to 2002. We do not buy and sell vehicles. A motor vehicle dealers license is not required,

The sale includes the company name, goodwill, large client database, associated email addresses, current vehicle marketing listings, Facebook account plus the associated records and systems, and lead in time required.

Currently there are 42 vehicles on our books. All information on these vehicles is supplied. The last vehicle, a Model 'A' Phaeton, sold within 3 hours of marketing.

A Mailchimp mass email and Facebook account is included showing all vehicles currently listed. Good computer knowledge is essential.

Contact Les. at 027 224 5045

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**

For Sale

To Give away to a good home.

Wooden Body Trolley

Designed to support any Model A body or similar. On castors so the body is easily moved around the garage. Good height for working on the panels or painting. Dismantles for transporting.

Garth Moore 0274 726 025

NEW AND REBUILT MODEL A FORD SHOCK ABSORBERS.

All arms, connecting links, chassis bolts, nuts, etc., as required.

New Tyres:- Disruption ahead in regard to supply. Many sizes available by Indent only.

Phone **Jack, 03 352 6672, or 0274 322 041** Christchurch.

Wanted

Wanted to Borrow

Original 1930 Murray Fordor RHD woodwork for patterns. I am needing the lintel above the doors (my samples have rotted and broken), and the roof rails which hold the roof ribs, these are finger jointed. Also need a side sub-chassis rail with good detail for pattern. One side left or right hand is all I am looking for to make the jigs.

If you can help, please phone 3797 370 or email me george.earlyfordparts@xtra.co.nz or call and see me

Earlier today I saw a bumper sticker that said, "I'm a veterinarian, therefore I can drive like an animal."

Suddenly I realized how many proctologists are on the roads...