

A Ford Script



May 2025

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

COMMITTEE

| | | |
|-----------------------------------|-----------------|--|
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| Script Editor | Gill Lake | afordscript@gmail.com |
| Club Car Custodian | Ken James | 0212225086 |
| Webmaster | Kevin Straw | kandjstraw@gmail.com |

Next Committee Meeting:

19th May 2025

Russell and Wendy Genet's

77 Leistrella Road

Script closing date: 20th May 2025

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 2025**. 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.

CAPTAINS LOG April 2025

I am writing this just prior to the High-Country run taking place, as Gill and I will be at the airport on Sunday the 27th on our way to the States for a holiday. We are sorry to miss the run and general discussions that take place, but given the choice of the two options, I'm sure you'll understand.

John Olliver is going to step in and hold the fort while I'm away regarding Club matters and **Wendy Genet** has volunteered to take over the Script on behalf of Gill in her absence. Thank you

Look forward to seeing you at the mid-winter dinner on June 28th at "Hoofbeats" at the Racecourse Hotel in Sockburn.

Cheers Gerry

CLUB CAR REPORT April 2025

The Club car has not had any use in the last month but some progress on the list of small jobs that needed doing has been made.

After an extensive search on line for suitable mirrors proved fruitless I made a visit to the VCC parts shed and found two round mirrors to adapt for the job. Since then I have made up one bracket for the right hand side and fitted it (photos attached) and will soon construct another for the left.

I feel it is essential to have good mirrors on both sides in modern traffic particularly as some people driving this car may not be used to driving a Phaeton with side screens.

I also procured for the club a new fastening dome for the left side screen from Early Ford and fitted it.

So just the crack in the front guard and a small rust spot in the right rear guard to fix to bring the car back to good condition again.

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.



WEBSITE

Model A Ford Club Canterbury - <https://www.modelaford.co.nz>

Did you know our club has its own Website? Type 'Model A Ford club Canterbury' into Google. There are a number of pages of interest including all the Scripts from 2014 (able to be downloaded and/or printed), notes on future events as well as market place where free adds for members can be posted.

NOTICES

Welcome New members:

Russell and Michelle Dowdle
1930 Phaeton (restored) This is one
of the cars mentioned in "Syd's story"
in the April A Ford Script.



Election of Officers for the 2025 / 2026 year:

That time is coming yet again to think about who would like to
represent the club in one or more of the various roles on your
committee.

All positions are available.

Some members are willing to stand again.

Nomination forms are on **page 8** and must be received by the
secretary (Russell Genet) before the **AGM on July 13th**. They
will be opened at the AGM.

Return of Trophies and Cups:

Could last year's recipients of trophies and cups please re
turn them so that they can be engraved with this years
recipients? Could they please be dropped off to the
Ollivers by **15th June**.

Phone John or Sandra to arrange drop off time:

0273032300

Event Cancellations:

In the event of unsuitable or doubtful weather, cancellations
or postponements will be emailed to you.

Note from the Editor:

Each month I receive newsletters from other Model A Clubs
around the world including:

- Script A News Michigan
- Model A Torque North island
- Model A Flyer NSW
- Western Model A News Western Australia
- Ford Torque Victoria

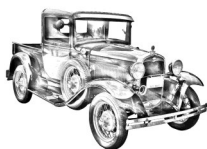
If anyone is interested in receiving these newsletters, and any
others I receive, please email me (afordscript@gmail.com)
and I will set up a dedicated list of recipients.

Advertisements in the Script:

Members advertisements for a *maximum 3 months*, after
which time they will be removed. If the member wishes for
the ad to continue they need just contact the editor.

This, of course, **does not apply to paid advertisements**.

COMING EVENTS



Just a wee reminder, when traveling in groups, to leave a good gap between each other, allowing modern cars to pass. Thank you.

2025

May 17th & 18th: FOMC 30th Anniversary / AGM

- The AGM is scheduled for Sunday May 18 in Christchurch
- This year's AGM also marks the **30th anniversary of the Federation's founding** in 1995.
- The AGM itself will be preceded with special 30th anniversary celebration activities on Saturday May 17.

[30th Anniversary May 2025 AGM Registration of Interest – NZ Federation of Motoring Clubs](#)

May 25th: Afternoon / Evening Run Bright Trial

| | |
|-------|---|
| Time | Meet at 3.30pm at the Yaldhurst Hotel Carpark , parking along the west side wire fence line, ready to leave at 3.45pm. |
| Bring | Bring, a pen, a clipboard and your glasses (no torches needed) |
| Venue | The run will conclude at a restaurant where you are welcome to purchase a meal and enjoy the company of others. |

The restaurant would like numbers attending so please advise Heather and Glenn by email birniebunch@xtra.co.nz or phone 03 3474849 to book your seat for dinner by th 21st May

June 28th Mid Winter Christmas

| | |
|--------|--|
| Venue: | "Hoofbeats" at the Racecourse Hotel 118 Racecourse Rd, Sockburn |
| Time: | 5.30pm for a 6.00pm start |
| Cost: | \$30.00 per person |
| Menu: | Set, 2 course menu (See page 8) |

COMING EVENTS

July 13th

AGM

Venue:

The Hornby Club

Carmen Rd entrance to The Hornby Mall

Meal afterwards will be at the “Legends” Restaurant.

The meal will need to be ordered before the AGM

Time:

10.45: to order your meal

1100: AGM

1230: Meal

Nominations:

A nomination form is on the next page, p8.

September 26th –28th: International Model A Ford Day

Location:

Picton (Details to come)

Mid-Winter Christmas Menu

Hoofbeats Restaurant & Café, Racecourse Hotel

Main

Glazed Ham served with new minted potatoes & seasonal vegetables

or

ROAST BEEF served with seasonal vegetables

or

CHICKEN SCHNITZEL served with salad & fries OR coleslaw & fries

or

CRUMBED DORY FILLETS served with salad & fries OR coleslaw & fries

Dessert

PAVLOVA served with fruit salad

Or

CHRISTMAS PUDDING with custard

Or

APPLE & BERRY CRUMBLE

CANTERBURY (N.Z.) CHAPTER

Model A Ford



Club of America

P.O. BOX 4212,

CHRISTCHURCH,

NEW ZEALAND.

Nomination Form 2025 / 2026 for AGM Sunday 13th July 2025

A chance to assist our members by becoming involved with the running of your club's activities and social events.

All committee positions are open for nomination each year.

Meetings are held monthly for approximately 1 hour.

Please consider forwarding your name by completing this form and either emailing this form to Canterbury.nz.mafca@gmail.com or post to PO Box 4212 Christchurch by **4th July** in time for the AGM.

I, _____

Agree to be nominated for the position of _____

On the 2024 / 2025 committee of the Canterbury Chapter of the Model A Ford Club of America.

Signed

Proposer - signed

Name

Seconders - signed

Name

Nominee, proposer and seconders must be financial members of the Canterbury Chapter.

PAST EVENTS

April 2025 High Country run to Lake Taylor

Sunday 27th April

On a clear autumn morning fourteen Model As and one modern and their passengers assembled on South Belt Road, Rangiora to commence our high country run to Lake Taylor.

There was a welcome to our new members Russell and Michelle Dowdle and their son Shaun.

We headed out via Rangiora, Sefton and Balcairn, crossing the Waipara river towards Hawarden for our first stop. The vibrant colours of the trees and vines along the way were beautiful. It was lovely warm sunny day. There was a stop for regrouping and fuel at Hawarden and then we were off again through rolling, lush farmland. Then came the gravel road, empty fords and bridges and high country views along the Hurunui river.

During the lunch break those gathered at Lake Taylor learnt of the very sad situation. As you know, an accident had occurred on the road and all agreed it best the run be ended. The assembled group left in convoy to head home.

Our thoughts are with Jens Christensen's family and friends at this time.

We wish his passenger a speedy and full recovery.

And again we thank all those who helped at the time and have since offered help and support.



NOTICES

Location of Shield:



Paul McNabb, from Model A circles is trying to locate a shield trophy which used to be presented at Model A National Meets. The present location of this shield is unknown, but hopefully it will be tucked away somewhere.

If anyone can help with this search, please contact Paul on paulkayemcnabb@hotmail.com

Wanted:

1930 steering wheel in good condition

Four 1930 bonnet clips

Garth Moore 027 4726 025

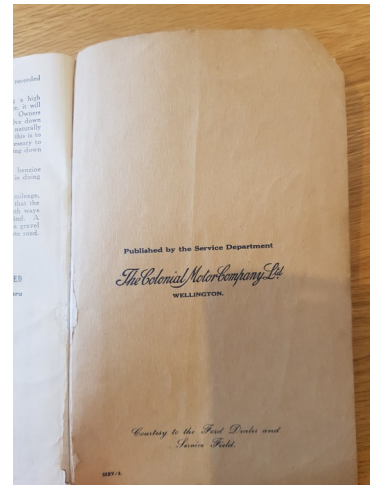
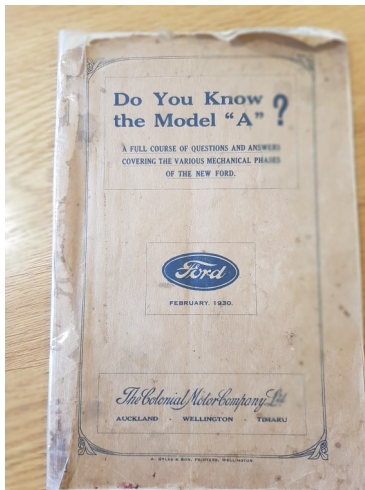
A comparison of European and American cars, 1930s.

Taken from **"The Driving Machine, A design history of the car "** by Witold Rybczynski , Published W.W.Norton & Company. This book is available at Christchurch library.

"It is the scale of production that set American cars apart from their European counterparts. For example, the five year production run of the successful "small Mercedes" that Hans Nibel designed in 1931 amounted to fewer than 14,000. The Mercedes Benz 170 sedan and the Ford Model A Tudor were comparable; both were front engine, rear drive, two box designs with identical one-hundred inch wheelbase. The four cylinder Ford engine was more powerful than the six-cylinder Mercedes (forty horsepower versus thirty two)c, and the Ford's top speed was sixty-five miles per hour, versus fifty-six for the German car. Both had four-wheel drum brakes, and both came in two- and four-door versions, although the largely hand-built Mercedes-Benz had a higher-quality finish. But it was mass production and the assembly line that made the real difference: the Ford cost \$500 compared to the equivalent of \$950 for the Mercedes."

Member Contribution

André Kraenzlin has been diligently copying out pages from the following book for members enjoyment. There will be a few Q & As each month. Thank you for this André.



DO YOU KNOW THE MODEL "A"?

A Course of Questions with Detailed Answers Covering
Various Mechanical Phases of the NEW FORD.

ARTICLE 2

REAR AXLE ASSEMBLY.

ADDITIONAL ON REAR AXLE.

Question 2. Give relative advantages of semi-floating, $\frac{3}{4}$ -floating, and full-floating axle designs.

Answer 2. The chief advantage of the semi-floating type of rear axle is that it is easy and inexpensive to build. Both $\frac{3}{4}$ -floating and full-floating axles differ radically from the semi-floating type in that the entire dead weight of the car is carried directly on the large, strong axle housings, while in the semi-floating type, the weight of the car is carried on the axle shafts, subjecting them to a back-and-forth bending in every revolution of the wheel. It is an engineering fact that a shaft will break three times as quickly when the strain is applied alternately, first in one direction and then in the other, as when the strain is applied in only one direction. The only additional advantage of the full-floating type of axle, as compared with a FORD axle, is that the axle shaft can be removed without removing the wheels. This is of little practical value.

Question 3. What materials are used in the new FORD rear axle? Is any malleable iron used in the Model A rear axle?

Answer 3. The new FORD rear axle is of all-steel construction, consisting entirely of steel forgings, and rolled steel parts. No malleable iron is used in the Model A rear axle.

Question 4. How does the Model A axle housing compare in strength with the Model T axle housing? As to weight? Explain the difference.

Answer 4. While lighter in weight, the Model A rear axle is 100 per cent. stronger than the rear axle system which gave such excellent service on Model T FORDS. The use of steel forgings and the more advanced design explains most of the difference. FORD engineers are always improving the quality of the materials used.

Question 5. How is the new FORD driving pinion and driving gear selected? Can they be bought separately?

Answer 5. The FORD driving pinion and driving gear is selected at the factory and matched for extreme silence. It is not desirable that they should be sold separately, as the FORD accuracy cannot be maintained by fitting a new driving pinion to a worn driving gear, or vice versa.

Water Pump and Fan Blade.

AUTHENTICALLY SPEAKING

Water pump components, wear points, and lubrication.

Body castings. No hole in recess, small hole and large elongated hole. (Most common)

Shaft. Shaft nut and pin.

Pump shaft & impeller assy. Impeller washer (Tear drop)

Pump bushing.

Water pump packing.

Gland nut.

Lubricator fittings x 2.

Roller bearing assembly.

Roller bearing sleeve.

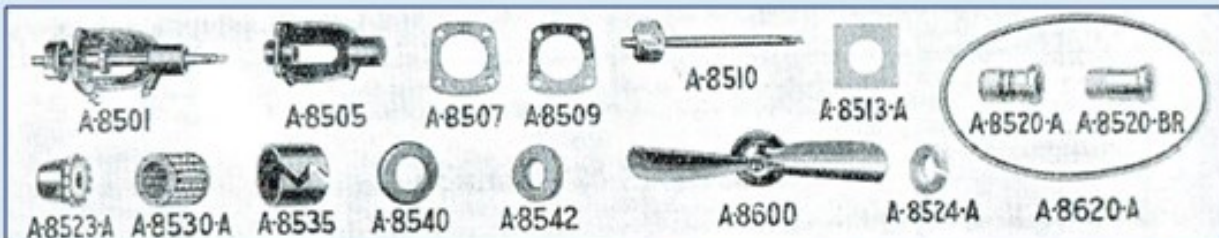
Body gasket.

Body shim.

Bearing felt and bearing retainer.

Fan blade.

Fan belt.



General Maintenance.

Lubrication.

Front nipple. Light pump every 500 miles of multipurpose grease.

Rear nipple. Cap full every 500 miles. (As below)



Bearing shell A-8535 and roller bearing A-8530-A which sits inside the casting at front.



This special rear nipple requires a very special grease. Penrite produce a water pump grease suitable for your pump lubrication. Use sparingly and apply only a cap full every 500 miles at most. Pack the cap and screw back on. **DO NOT USE MULTI PURPOSE GREASE** which will clog up your radiator.



Shows cap removed from nipple.

Pump gland and gland packing.



A-8520-A
Pump bushing



A-8523-A
Gland nut.



A-8524-A
Gland Packing



Compressed gland
packing in place.



Gland nut wound onto the
brass pump bushing.

Gland nuts were mostly brass, but later aluminium composite gland nuts were used later in production.

Gland packing **will** compact, and you may have to add more. **ALWAYS** add grease to the packing on installation. Gland packing can be a graphited twine (one strand) or a modern square section material. Don't be too heavy handed with your screwdriver when adjusting the nut. Both types are

Member Contribution by Les Pearson

easily damaged and the gland nut does not need to be over tightened. Just enough and a little more to top any leakage.

Water pump shaft. Either steel or stainless steel. Wear points at the gland packing bearing surface, and the taper for the fan blade. Wear on both of these points can be drastically reduced with then following points.

Fan blade taper. If the fan blade nut is secured to the point where the cotter pin passes through the castellated nut, then the blade will be secure. If not, you have problems which must be remedied. The impeller must be secure (locked) to the shaft. Usually they were a tight push on fit to the shaft and also pinned as pictured.



The cylinder head has a 'stop' for the water pump shaft to stop end float and to keep the fan belt in line with the 3 pulleys. This stop can wear and the shaft end can wear also. One simple trick is to drill the end of the shaft and screw in a really tight fitting self tapping large head screw to control the end float. About 0.006" required.



The Fan Blade.

A word of advice. After nearly 100 years of use, original fan blades have come to the end of their life and will be showing cracking. Don't use any original 2 blade fan. Your original blade will most



certainly show stress cracks, and you most certainly run the risk of a blade breaking off and going through your bonnet or radiator. New repro aluminium blades are excellent, and your worries are over. Always make sure the blade is really secured and pinned (pictured) to the dry shaft. When you are able to insert the cotter pin through the castellated nut secured to the shaft, you will have sufficient tightness of the fan blade nut. (See your friendly supplier.)

The Fan Belt.

Fan belts can crack and break. Always keep a spare under the seat. Size is critical. Too large and your generator will touch the water outlet pipe, and too small it will be really difficult to fit, and put too much stress on the pump front bearing and pump casting. The correct belt size is a B40, 43" and approx. 5/8" wide. 1/2" free play at widest point.



If you have an early vehicle always use a fan shroud if possible, as pictured, as it directs the air flow in the right direction at aid cooling.



This picture shows a really early radiator shell fitted to a 1928 Roadster, where the lacing is woven throughout slots in the shell. All later radiator lacings were riveted in place. Next month will be an article on really early parts not normally seen on vehicles, and some I have never seen in my 60 years of Model 'A' ownership.

LP

The Illustrious Vagabonds

by Dr. David L. Lewis

For several years before and after 1920, **Henry Ford, Thomas Edison, Harvey Firestone, and John Burroughs** participated in a series of motor camping caravans, which have been described as the first notable linking of the automobile with out-door recreation.

The idea for the camping trips seems to have germinated in a trip by the Fords and the Edisons to the Florida Everglades in 1914. It took firm root in California in 1915, when Ford, Firestone, and Edison motored from near Los Angeles to San Diego.

The group so much enjoyed the freedom and fun of motoring that Edison proposed similar "gypsy" trips in future summers. All agreed.

Ford, as it turned out, was too busy to join the 1916 expedition, which included the naturalist John Burroughs. But the auto king joined the 1918 outing to the Great Smokies, and at once became the dominant spirit of this and later excursions.

The 1918 "Vagabonds" (as the campers styled themselves) were Edison, Firestone and his son, Harvey, Jr., Ford, Burroughs, Professor R. J. DeLoach, an expert in plant pathology, and for a time Edward N. Hurley of the United States Shipping Board. They moved along in six cars—two Packards for riding, two Model Ts, and two Ford trucks—plus seven drivers and helpers.

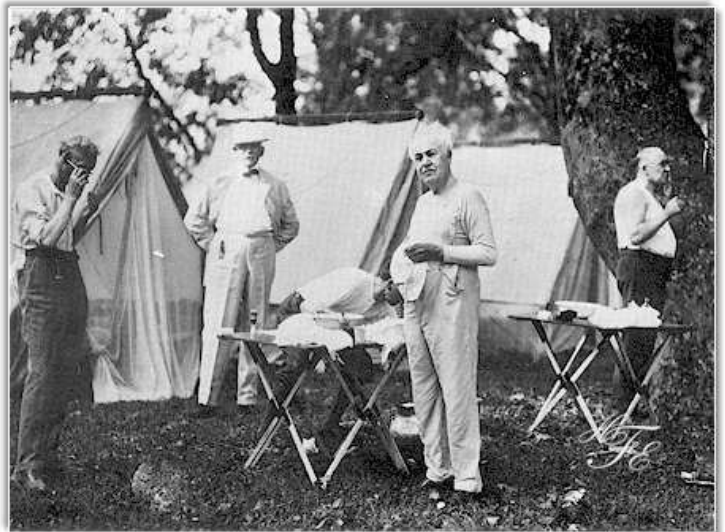
The 1918 trip covered a lot of ground, for the vagabonds drove from Pennsylvania down through West Virginia to Tennessee, and then swung over to North Carolina, Virginia, and Maryland. This trip set a pattern for those to follow. In 1919 the party swung through northern New York, Vermont, and New Hampshire. Along the way the group visited a power site Ford had purchased at Green Island on the Hudson River. A camping trip was omitted in 1920, although the group had a fall outing at Yama Farms, New York. Then the wives demanded a share in the adventure, and in 1921 a journey through Maryland and Pennsylvania saw Mrs. Edison, Mrs.

Ford, Mrs. Firestone, Mrs. Harvey Firestone, Jr., and Mrs. W. F. Anderson (wife of Methodist Bishop William F. Anderson) with the party, as well as President Harding. Mrs. Harding had been invited but could not go.



On an ancient waterwheel in West Virginia in 1918, the Four Vagabonds pose for a cameraman.

Left to right are Harvey Firestone, Henry Ford, John Burroughs and Thomas A. Edison.



Shaving time on a summer morning in 1921 in the Great Smokies. Left to right: Henry Ford, Bishop William F. Anderson, Harvey Firestone (stooping). Thomas A. Edison and President Warren G. Harding. Ford seems to be managing without a mirror, perhaps in deference to the President who is making use of one. Bishop Anderson, fully dressed, apparently was an early riser. Firestone, Edison and the President display a variegated assortment of undershirts.

The Illustrious Vagabonds (Cont)

by Dr. David L. Lewis

In 1923 the party visited President Coolidge in Massachusetts, and in late April, 1924, on a journey across the upper peninsula of Michigan, Ford acted as engineer and Firestone as fireman for a train which carried the Fords, Edisons, Fire stones, and Edsel Fords to various Ford properties - Iron Mountain, Sidnaw, and L ' Anse among them. Later in the year all assembled as Ford's guests at the Wayside Inn, in Massachusetts, and the men called upon Coolidge in Plymouth, Vermont, who made Ford a gift of a four gallon maple sap bucket, fashioned about 1780 by one of his ancestors.



The picture is dulled by age, but the action is lively as Henry Ford swings from the left on a tree destined to provide fuel for the vagabonds' campfire.

The group, as Burroughs noted in his diary, craved direct contact with nature, and "cheerfully endure wet, cold, smoke, mosquitoes, black flies, and sleepless nights, just to touch naked reality once more." But the party did not exactly rough it. No one slept on a bed of boughs or subsisted on fish caught in the stream. Separate sleeping tents, each with the occupant's name on it, were provided, Of the army type, about ten feet square, the tents had mosquito netting flaps sewn in the front and were suspended from what is now called by the camping industry "the modern outside frame system." A dining tent about twenty feet square, set up convenient to the sleeping tents, was the fore-runner of the "additional room" tent found today.



Henry Ford in cowboy hat and neckerchief, poses outside his tent.

One of the most useful pieces of equipment -- and one which would be welcomed by many camping families today -- was a large, circular dining table, nine feet in diameter, and surmounted by a large Lazy Susan which the diners could rotate to reach any of the many dishes served at each camp meal. Large as it was, this table folded into a tiny package that could be slid into a crevice of the baggage truck.

The Lazy Susan can be seen today at the Henry Ford Museum. The signatures of President Harding and other members of the party have been preserved under clear plaques, and the table is over-looked by a huge wall photo mural of the party scene. To be continued.....

[The Illustrious Vagabonds - Henry Ford Heritage Association](#)

For Sale

- Camshaft reground stock A \$340.
- 1 front bumper 1929
- 2 front bumpers 1930
- 1 1930 fuel tank
- 1 1930 headlight bar
- 1 1929 headlight bar
- New horn bell motor mount end cover
- 7 tooth steering box
- 2 tooth sector housing with shaft
- 2 tooth sector housing and main box
- 2 bare engine blocks with caps ,
condition unknown
- Glass fuel bowls
- 1928 as new input gear multi plate
- 1928 early light switch
- 1930 tail stainless tail light new
- **1928 Pheaton owned for 55 years the
rego is on hold has many parts with it .**

David Bell

Please contact Andrew evenings only

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WANTED

WANTED FOR 28/29 MODEL A:

Fan Shroud

JOHN OLLIVER 02102532177 or 0273032300



Wanted.

Light bar and the front valance below the radiator on a 28/29 model A.
Have same for a 1930 to swap or sell.

Bob Scott. 021364308 / rjscotty@gmail.com

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

George Spriggs, Early Ford Parts, 10 Grafton Street, Christchurch.



Mufflers



Mufflers as per original design and shape.

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