

A Ford Script



A bunch of “unlikely lads” at the Christmas Dinner

December 2025

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

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Next Committee Meeting: **January 25th, 2026** After the Era Picnic

Script closing date: 20th January 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 **20th January 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 LOG September 2025

At the beginning of the month, we had the Gymkhana out at Kelvin Finlay's place in Loburn. This was preceded by a run with a few interesting questions along the way. It was a good day out we were joined by some Model T's for the adventure. Thank you to Peter Bayler and David Dacombe for organising.

On the 22nd, Gill and I hosted the Club Xmas dinner for 40 of our members and everything went smoothly. The pleasant early evening weather allowed for time in the garden before dinner. It was a great evening, and we really enjoyed the company of our fellow members.

Our last event in this year's calendar will be the children's Christmas Party on December 10 at the Motorcycle section of the VCC grounds at McLeans Island. This is always a nice little family time with young grandchildren and great-grandchildren. Even if you don't have children in attendance, you are most welcome to come and enjoy a picnic evening with us.

As this will be last Script for the year, I would like to wish you all a Merry Xmas and Happy New year. Hopefully. You can get to spend time with friends and family over this time of year as it always makes it a bit special.

Look forward to seeing as many of you as possible in the New Year!

Cheers Gerry

CLUB CAR REPORT November 2025

Last Sunday the 16th I used the club car to take a friend from Canada and another couple of friends on a tour of Christchurch City. My friends were very excited to be touring the City in a vintage car.

I picked them up in Prebbleton and we set off. There was a bit of shake in the front end as we slowed for the roundabout at Springs Rd but I didn't think too much of it as one of my own cars does this occasionally. We had a good run through to the round about at Sockburn and on up Riccarton Rd but as soon as we started the stop start progress up Riccarton Rd the shaking became much worse.

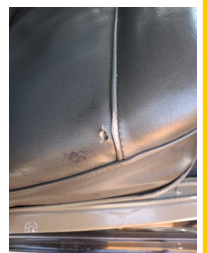
We carried on around Hagley park and down past Christs collage and the museum, Hereford St and past the cardboard Cathedral where I headed back to Manchester St to show our guest some Earthquake damage and rebuilding. All this way the car was shaking violently every time I slowed down and sometimes as I pulled away. I let them out for a short walk along the riverbank and picked them up again on Columbo St. Where they started making comments about abandoning the tour and calling on the local couple's daughter to pick them up, which we did at South city mall.

A very embarrassing hour or so for me. I headed off home and with just me in it the car ran smoothly. In the afternoon I got the car up on blocks and crawled underneath while my brother swung the steering wheel back and forth to try to see what was going on. The only movement I could see was in the ball joint on the wishbone attachment to the bellhousing. I tightened the bolts then the drop arm and the drag link ball joints and checked the wheel bearings then took My brother, his partner and Jill on a test drive around the block. The car still shook badly.

I have returned the car to Early Ford where Richard has said he will look into it.

The car will not be available for use until this problem is fixed. Watch this space.

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.

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

Looking for the owner of a Fordor ModelA “AL3277”

Robin Rouse has a photo from the 50th Anniversary celebration, November 1977, taken outside Hutchinson Motors, with “AV2048” in the background.

He is wondering if anybody would like a copy of this photo.
His phone number is **021 137 4153**

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**.

Event Cancellations:

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

Other Club Newsletters:

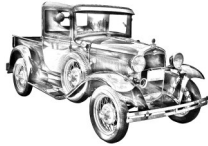
Each month I receive newsletters from other Model A Clubs around the world
If anyone is interested in receiving these newsletters, and any others I receive, please email me (afordscript@gmail.com)
I have set up a dedicated email list of recipients.



COMING EVENTS



2025



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

December 10th

Children's Christmas Party

Time

5.00pm

Location:

Motorcycle Corner, Vintage Car Club,

McLeans Island

Bring your own tea.



Santa will be there with a gift for children 10 years and under if their names have been given to Gill Lake.

gillcakes95@gmail.com or 0273346031

Please note: (If you have a child attending who is over 10 years and whom you would like to receive a present from Santa, please supply this yourself, wrapped and with the child's name on it).

2026

January 25th

Era Picnic

Location:

123 Finlays Road, West Melton

Margaret and Bruce Russell have kindly offered their property to host the Era Picnic.



They have a large well sheltered garden, ideal for a picnic.

Time:

Meet from 12 noon onwards

Era clothing and Era picnic setup are optional. This will be judged for the:

"Rosalie Bayler Memorial Era Picnic Award"

Design your own run to get there.

Organisers:

Graeme Tucker 0274 725 027 / Gerry Lake 0204 112 3717

An email will be sent in the morning if weather dodgy.

COMING EVENTS



6th February

Vintage Car and Tractor Waitangi Day Run

Time/s:

Tractors: 9.00am Cars: 10.00am

Location:

RSA Car Park, Victoria Street, Rangiora

There will be a BBQ breakfast available from 8am

Registration starts 1 hour before start time

This event is open to all vehicles Motorcycles, cars, trucks, tractors

COST: TRACTORS \$5.00

ALL OTHERS: \$10.00

LUNCH STOP

A sausage sizzle and cake stall with hot drinks will be available at the Cust Domain

(This is a fundraiser for the Rangiora Pottery Group)

ALL PROCEEDS ON THE DAY WILL GO TO RSA WELFARE

Organisers:

The Rangiora RSA

February 15th

North Canterbury Run

The plan at this stage is to visit 1 car collection on the way to the Oxford Diner for lunch, then visit another car collection in the afternoon, plus a tractor collection.



Organisers:

John Olliver 0210 253 2177

and Peter Bayler 027 685 5780



COMING EVENTS



2026

March 1st or 8th

High Country Run.

(Still in the planning stage. More info to come.)

Organisers:

Bob Scott and Donald Wright

March 15th

VCC Vero Run. (Non Club)

April 9th to 12th

Timaru and Oamaru with Run through Dansey's Pass

The plan at this stage is to travel to Timaru on Thursday 9th April and join the VCC mid week run, then stay the night in Timaru.

A run on the way to Oamaru on Friday 10th.

Stay 2 nights in Oamaru with a run through Dansey's Pass on Saturday 11th.

Travel home on Sunday 12th

Organiser:

Kevin Mercer 027 200 9474



May

In the planning stage

June:

Mid-Winter Xmas Dinner

July:

AGM



Past Events

November 2nd:

REX CHENERY TRIAL AND GYMKHANA 2025

A fine spring morning saw eight Model A's and three Model T's lined up in the Bunnings Airport carpark while the occupants gathered in groups waiting for the day's briefing. There was much discussion on whether the T's should be sent off early but their drivers insisted that they could keep up. After a short welcome from Peter Bayler the instruction sheets were handed out and we departed at intervals to find our way over a route of about 65 miles which had been planned by Dave and Pam Dacombe.

The Model T's had no trouble keeping up with the rest of us through much of the course which had a 50kmh limit. I clocked Chris Dyer's 1926 Tourer doing 40mph. I was passed by John Wilson in the 1914 Race-about but he promptly took a wrong turn and ended up behind us again. Tom and Jenny Stephens enjoyed the run in their immaculate 1911 Tourer.

The trial took us around the northern end of the airport and around the back of Kowhai Park, the solar farm now under construction. Stage one of this project covers 230 hectares (575 acres) and sometime next year it will start producing enough power for 36,000 homes. It was interesting to see how construction progresses, with poles being planted in some areas, then brackets being fitted, then connecting tubes and finally the solar panels. There will be 300,000 solar panels which should keep the window cleaners busy.

The route continued to make a complete circuit of the airport and past our start point, then a winding course through Redwood, Marshlands and Brooklands and over the old Waimak bridge. There were a good number of questions to answer along the way to entertain the navigator. After wandering through Ohoka, South Eyre, Mandeville and Silverstream we arrived at the finish point at the historic Wilson's Mill, the home of Kelvin Finlay and his car collection. This was the site of a large flour mill built in the 19th century which was powered by waterwheel.

After a picnic lunch it was time to put the Model A's through the gymkhana tests. The first test was based on medieval jousting but the lance (plastic pipe) was far too long and floppy so putting it through a series of hoops was quite a challenge. Next was a garaging test, not easy without a backing camera. Then drop a basketball from a contraption attached to the front bumper into a bucket. I think Dean and Kaylene Yeoman were the only ones to achieve it. The last test had the navigator holding a tray of full wine glasses out the window while the driver navigated a rough track through trees and around cones.

During the gymkhana we were joined by several members in British classics, having been on a VCC run which finished nearby. The day concluded with a tour of Kelvin's workshop and collection of American cars which is always impressive.

Thanks to Peter, Dave and Pam for a most enjoyable day of motoring and socialising.

Garth Moore

Past Events

November 2nd:

REX CHENERY TRIAL AND GYMKHANA 2025 (cont...)



Past Events

November 22nd: Xmas Dinner @ The Lake's

A magnificent Christmas dinner was held at the Lake's residence, with a great turnout of forty people. It was good to see many people dressed in era clothing.

The evening started with predinner drinks and a chatty catch up. It was a perfect, warm evening to be outside and to view Gill and Gerry's beautifully manicured garden.

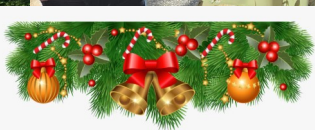
The main course was catered by The Spit Roast Company. Desserts were provided by Gill and Annette. The tables were beautifully decorated by Heather.

Two very entertaining and thought-provoking quizzes broke up the evening.

Our thanks go to all those who helped make this evening a success, particularly Gill and Gerry for opening their home for this event.

A most enjoyable evening.

John Olliver



Steering Wheel Play.

AUTHENTICALLY SPEAKING

There are many factors that can cause excessive play at the steering wheel.

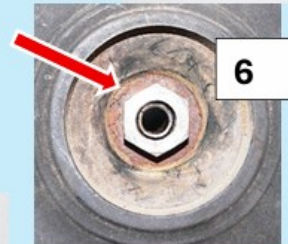
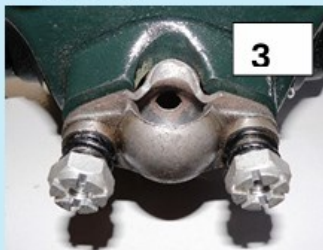
1. Wear on the sector shaft bushes, is the most common of all. Up and down play felt on the Pitman arm (Drop shaft)
2. Steering ball joints worn out of round and tie rod end caps not tight enough. HBI Engineering Ch Ch is the place to send all your worn ball joints to. (Pictured below is their workmanship)
3. Excessive wear at the radius rod ball joint fittings under the bellhousing.
4. Tie rod cups worn or lose tie rod end plugs. Complete tie rod rebuild sets are available.
5. Steering box mount to the chassis. 2 bolts. Must be quite firm. *No picture available.*
6. Steering wheel fastening nut lose. This nut holds the wheel to the top of the steering shaft. (Horn rod needs to be removed first.)
7. Steering box out of adjustment. 7 and 2 tooth boxes. I can email adjusting instructions for 7 and 2 tooth boxes.
8. Pitman arm lose on the sector shaft.
9. Worn king pins or bushes.
10. Front wheel bearings worn or lose.



7 tooth



2 tooth



The Dreaded *Death Wobble*.

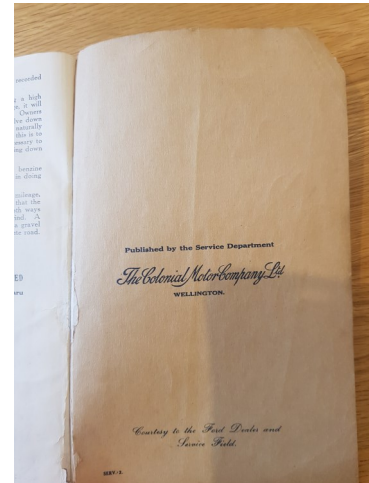
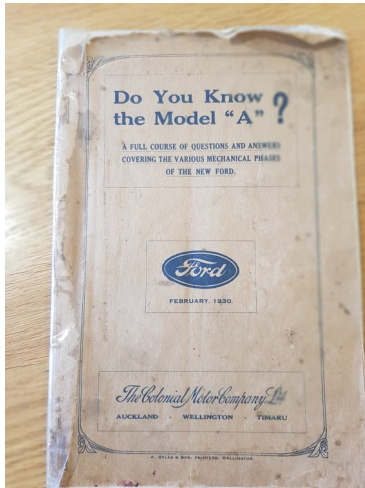
Been known to throw extreme fear into the unwary motorist.

Cause by not just one, but a series of badly worn components in the front end. As pictured above and in order of importance. 2, 4, 3, 1, 8, and front wheels out of round especially on the 21" wheels. The only real remedy is not cheap and involves repairing many parts. Sometimes a quick fix is the tighten the tie rod end plugs on the ball joints. This is only a temporary fix and will not last long and not really recommended.



LP.

Member Contribution



DO YOU KNOW THE MODEL "A"?

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

ARTICLE 6.

THE SERVICE BRAKES.

Question 1. What type of service brake is used on the Model A FORD?

Answer 1. The Four Wheel brakes used on the Model A FORD Car are of the mechanical, internal expanding, shoe type with individual wheel adjustment. The braking ratio is approximately 40-60, when brakes are properly adjusted - that is, 40 per cent. of the braking pressure is applied on the front wheels and 60 per cent. on the rear. Twenty-seven different types of brakes were built and tested by the Ford Motor Company, before the present brakes were adopted.

Question 2. How do they harmonize with the principles used in the brakes of the Improved Model T FORD?

Answer 2. Ford has always realised that brakes are "working parts" and so should be enclosed and protected from dust, and from mud and water splashed up from the road. On the Model T FORD, the service brake was fully enclosed, while the rear hub brakes were of the internal expanding, two-shoe type. The Model A brakes are greatly improved compared with the Model T brakes, or any other similar brakes now made. Ford, however, was right in the first place, and did not have to change his basic principles of design in that the Model A brakes are fully enclosed and protected from dust, mud and water.

Question 3. What is one of the outstanding features of the FORD service brakes?

Answer 3. One of the unusual features of the FORD service brakes is that they are of the full-floating, self-centering type. The brake shoes of the front wheels are forced apart by a round-nosed wedge, pushed down between rollers on the lower ends of the brake shoes, by the wedge push rod, which passes through the spindle pin. The hole in the wedge is much larger than the pin which retains the wedge in position, so that the wedge can move freely from one side to the other, exactly equalising the pressure on the two-brake shoes. This allows the brake shoes to centre themselves in the brake drum irrespective of wear of the brake linings, which makes the brakes self-centering.

The rear brake shoes are forced apart by means of a cam, free to move in the operating shaft, which works against rollers in the end of the brake shoes. Thus the rear service brakes are also equalised giving equal pressure between each brake shoe and the brake drum.

Member Contribution by Garth Moore

I was recently looking through a Model A book which I had not opened for many years and I found this newspaper clipping inside. On the back is the result of a Bonus Bonds draw held on 14 August 1990.

The crew were giving away “miniature blocks of anniversary chocolate” and selling “miniature replicas of the vehicle”. The crew member is holding a cake of chocolate which is definitely not a miniature. I am guessing that the miniature vehicle is a model of an AA truck produced by Matchbox similar to the one I have on my shelf.



Garth Moore

A taste of the 1930s



The famous glass-and-a-half taste of Cadbury's chocolate arrived in Blenheim today in a king-sized way to promote the company's 60th anniversary this year.

A restored 1930 Model AA Ford delivery truck in the firm's colours, carrying a giant 165-kilogram block of chocolate, passed through town today as part of a nationwide promotional tour.

The record-breaking block, the largest ever moulded in Australasia, was made at the company's Dunedin factory on August 8. It is being taken to Auckland where it will be broken up at Telethon on September 1.

Driver Graham MacLean and marketing assistant Mal Scrymgeour took the truck around Blenheim today, giving away miniature blocks of anniversary chocolate and selling miniature replicas of the vehicle. In keeping with the spirit of the promotion, both men are authentically dressed as 1930s employees.

Mr Scrymgeour said public reception during their trip from Dunedin had been fantastic.

The truck is transported on a trailer between towns to save wear and tear. It goes to Nelson this afternoon, and returns to Blenheim tomorrow night. It will travel through to Picton on Friday, before leaving for Wellington on the interisland ferry.

Mr MacLean (left) and Mr Scrymgeour display their wares during their visit to Blenheim today.

Photograph Alasdair Drew

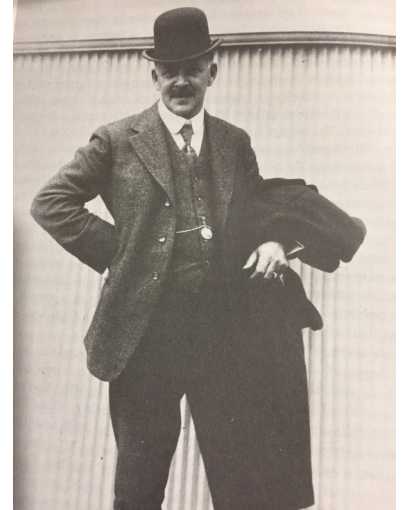
Member Contribution by Tom Stephens

FROM OLDSMOBILE TO REO

The American Automobile Industry has its origin in Michigan in the 1890's with the appearance of a gasoline powered motor vehicle in the city of Detroit known as a horseless carriage which was already commonly known in Europe.

Names such as Duryea, King, Murray, Babushka, Dory and Worth are not well known but played an important role in the production of this new machine. Other names like Buick, Chevrolet, Chrysler Dodge, Ford, Durant and Olds are as well known today as they were when the Horseless Carriage first appeared. Of all these names the one that was considered having had the most influence at the dawn of the automobile era was Ransom Eli Olds.

A common problem with many of the early car makers was finance and initially this was not the case with Olds, with a well-established company building stationary steam engines with a gasoline burner with over two thousand engines sold between 1887 and 1892 this helped Olds move in to the automobile industry. The control of the company by RE Olds was of importance to his successful move into the automobile industry and his later attempts to acquire additional capital to manufacture automobiles was made much easier for him than somebody who developed a motor vehicle but did not have evidence of his business and manufacturing abilities.



Ransome E Olds at the height of his fame

The money Olds was making and the access he had to the company's equipment and services enabled him to carry on his experiments with the horseless carriage with fewer problems that delayed some of his rival automobile builders. Although his first steam powered road vehicle was not a success other models followed but by the mid 1890's other fellow Michigan inventors Charles King and Henry Ford were focusing on a vehicle powered by an internal combustion gasoline engine. By 1896 the Olds Company was producing the Olds Gas engine which set of a boom in Lansing where it was manufactured and it became the centre of the industry over the next few years. In August 1896 the first Olds Internal combustion engine car was driven in public fitted with a 5hp engine under the body with electric ignition and a top speed of 18pmh.



Production of the car was put on hold because of the need to keep up with the rapidly growing market for its gasoline engines made it impossible for the Olds Company to start its car production with limited facilities and financial resources. A new company called The Olds Motor Vehicle Company was formed for the purpose of manufacturing and selling motor vehicles.

Ransome E Olds first internal combustion engine horseless carriage. August 1896

Member Contribution by Tom Stephens

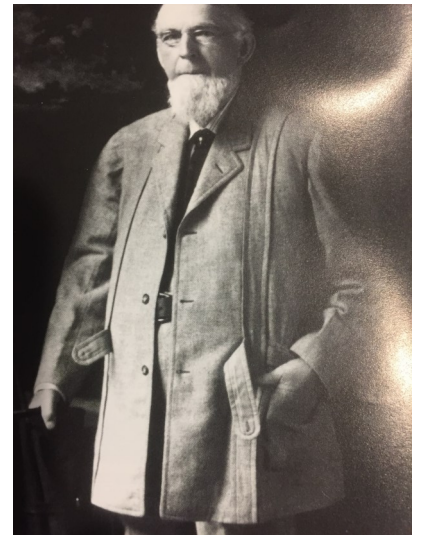
Lansing resident Edward Sparrow, who served as secretary treasurer of the local improvement association, organised a meeting in his office on August 27th 1897 of men who were listed as stock holders of the new company with \$50,000 in capital stock. Sparrow chose close friends and business associates to invest in the company, one of whom was Samuel L Smith who with his son Fredric Smith would play a major role in the Olds Motor Vehicle Company. Samuel Smith only invested in 500 shares of the 5100 that were issued and unlike the other stock holders who were Lansing residents he made Detroit his home. Smith investment did not exceed \$1000 which was relatively small for a man of his wealth.

For the first two years of the Olds Motor Vehicle Company existence Smith made no moves that would take him to a management role in the company. Samuel Smith did not need to take an active interest in his Olds investments at the age of 67 years he had made his fortune earlier in the Upper Peninsula of Michigan in Copper mining and railways and was involved in the building of the Lake Portage and Superior Ship canal to allow access to the copper mines.

The original \$10,000 of stock holder's money was insufficient to put the company into business. Some cars were assembled at the Gasoline Engine works but Ransom Olds was unable to secure financial backing to construct a new factory to build his automobiles.

In March of 1899 Samuel Smith developed a very active interest in the Olds Company by injecting \$200,000 on the condition that it included the highly successful Olds Motor Engine Works. With a capital value of the new company set at \$500,000 with 1996 of the first 20,000 shares going to Samuel Smith who was named as President with Olds Vice President and General Manager Frederic Smith, Samuel's son, appointed Secretary/Treasurer.

With two Smiths on the Olds Board and supplying the majority of the finances, within a week of the incorporation of the newly formed Olds Motor Works five acres of land along the Detroit river was purchased as the site for the new factory which was built and manufacturing was underway by 1900. The first year in Detroit was spent experimenting with different models including an electric car but by October had decided in favour of a light runabout to sell for \$650. This car came to be known as the Curved Dash Olds and would be available to the public in March 1901. A fire on March 9th destroyed all the buildings at the Detroit factory which forced a return to Lansing where the Olds Motor Works re-established at the abandoned Fair Grounds with a new factory to be built by December. Detroit also made some inducements and Olds announced that the Detroit factory would also be rebuilt on the previous site and they would produce the Curved Dash runabout at both locations. Ransom Olds would continue as General Manager but Frederic Smith to supervise the day today running of the Detroit plant. During 1902 the relationship between Ransom Olds and Frederic Smith became very strained when Frederic neglected to get approval for an experimental engineering operation forcing Olds to react by sending a letter to Frederic in May 1903 in which he stated that "I do not care to be associated with you".



**Samuel L Smith , the
financier of the Olds motor
works**



Frederic Latta Smith

Member Contribution by Tom Stephens

Frederic Smith now became the driving force behind the Olds Motor Works and during 1904 and 1905 his measure of success was remarkable churning out 125 cars per week then inexplicably the bottom fell out of Olds sales, selling only one car for every four in the previous year. It also had the misfortune to see its sales surpassed by Ransom Olds new company Reo then in its second year Olds sales dropped even further in 1907 when the runabout was dropped in favour of larger heavier more costly vehicle which was not supported by the public. Samuel Smith had been forced to pump \$1 Million dollars into the company to keep it solvent, so in October 1908 it was with no small interest that Fredric Smith listened to William Durant's proposal to add the Olds Motor Works to General Motors with the second tender accepted on November 12th 1908 for a payment of \$3 Million to Olds Stockholders in General Motors Stock.

Both Ransom Olds and Henry Ford had problems satisfying the demands of Stockholders. Henry Ford paid 105 Million Dollars to purchase 41% of his company from outside stockholders. What both Ford and Olds had over stockholders was the mechanical knowledge needed to make their investments pay off. Durant needed another name to accompany Buick to increase the value of General Motors stock. He would rather have had Reo with Ransom Olds knowledge but Olds demanded too high a price and the Smiths were more willing sellers.

Fredric Smith continued to head the Olds company at the sufferance of Durant, then suddenly resigned on Sept 2nd 1909, thus bringing to a close over a decade of Smith influence over the Olds fortunes, a decade in which he and his father truly had played an important role in making Detroit and Michigan the seat of the domestic auto industry.



The Reo and Oldsmobile Museum

Lansing Michigan USA



For Sale

Wheel Nut Washers

Fits a 5/8" dia. wheel stud.

**Ideal for most wire wheels, including Model
'A' Ford 1928 – 1931.**

Set of 25 washers. Zinc coated steel.



**\$30.00 per set.
Post-paid.**

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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

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

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The Night Before Christmas -Model A Style

Adapted by Joe Domino

T'was the night before Christmas in "Model A" Land
All through the world covered with snow or with sand
Asleep in their beds were Steven and Sue
Dreaming of Christmas, like me and you.
Not stockings but "A Trunks" at the foot of their bed,
For this was "Model A" land, what more could be said?
When all of a sudden, from out of the night
There came such an Ahooga, it gave me a fright.
And I saw across the street, like a shot from a gun
A loaded up "A roadster pickup", coming at a run
The driver was smiling and laughing at will,
He drove that "old A" with a great deal of skill.
Come on old engine keep running right,
There'll be plenty of traveling for you tonight
The driver was dressed in Era Fashion red,
Had a red "Ford" motoring cap on his head.

As he stepped off the running board he was really a sight,
With his beard and his mustache, so greasy but white.
As he burst in the house the restorers awoke
They were so astonished, that neither of them spoke.
And he filled up their "A Trunks" with presents galore,
There were horns, carburetors, motor meters, and mats for the floor,
There plugs, distributors, condensers, starters, and more.
When Steven recovered the use of his jaw,
He asked in a whisper, are you really the "A" Santa Claus?
"Am I really the "A" Santa? Well what do you think?
And he smiled as he gave them a mysterious wink.
As he sprung from his running board and put her in gear,
He called back ever so loud and clear,
Merry Christmas, Happy Motoring, and Happy New Year.

Wanted to borrow or ?

Any one with 1928 Tudor glass patterns or old glass, windscreen, doors and the rear wind down glasses.

Any suggestions on who to go to for glass be appreciated as well.

Ross Gibbs 021314956 ross@4nes.co.nz



Mufflers



Mufflers as per original design and shape.

Lock formed cone as original

Original length and also long tail pipe version available

\$375.20 inc GST

- Over 2000 new Model A parts in stock
- Competitive prices on all Model A parts.
- We also import larger items on indent. Air or Sea.

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All prices Include GST