

A Ford Script



Cruising on a fabulous South Canterbury Day, March 29th

April 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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Next Committee Meeting:

14th April 2025

Russell and Wendy Genet's

77 Leistrella Road

Script closing date: 20th April 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 April 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

The club rally in Geraldine last weekend was a great event and many thanks to Kevin and Ruth Mercer for their great organisation and planning to make it such a wonderful three days.

I enjoyed meeting and talking to many members, some of whom we don't see that often. Nice also to meet with a couple of chev owners who came out to enjoy some great south Canterbury rural roads. Those roads down in that part of the country are certainly made for great Model A motoring.

It did cross my mind as to why young Donald White had so many Model A's, but then realised it was his duty to save them from turning into Hot Rods. (Although I did see one that had partly succumbed to this disease.)

On a different note, hopefully some of you have sent a submission into the Vehicle Standards Compliance Amendment 2025, Rules Team at the NZ Transport Agency. This is on behalf of the FOMC in their effort to get warrants of Fitness extended out from 6 monthly to that of 12 months.

Coming up is the High Country run towards the end of April which Russell and Wendy are organising. Then the following month is another afternoon run organised by Glenn and Heather which was very popular last year.

Cheers Gerry

CLUB CAR REPORT March 2025

Hello everyone. It sounds like the Masterton event went very well with some big days and interesting events. Wes reports that the car went well but with a few minor problems.

The wiper wouldn't work. (Loose earth wire. Now fixed.) One dome on the passengers side screen broken but Gerry was able to do a temporary repair. The left side wind wing came loose again and the mirror on the right side windwing has chipped the glass. These items are being worked through as well as the crack in the front right mud guard.

Other than that the car is in good order and going well.

Cheers, 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

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.

Event Cancellations:

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

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**.

Note from your Committee:

If anyone has an idea for a run / event, all suggestions will be gratefully accepted.

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 will be in the next newsletter and must be received by the secretary (Russell Genet) before the AGM on July 13th. They will be opened at the AGM.

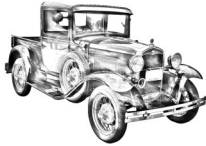
Poem by Cindy Scherer

Why will a man get up at the break of day?
Mess up his clothes without any pay?
Waller in grease 'til his hair turns grey
To try to redo an ole "Model A"?
I guess it is love of a different kind.
But if that is love, then love sure is blind.
When I finish this ole' car, I know what I'll do.
I'm gonna take it real easy my whole life through.

Positively no work, no old parts to sand.
Just ridin' around, and look at the land.
Diane, pullover and stop!
No, back up a way
Yeah...you see that old pickup
By that big stack of hay?
That ole' man's coming out,
"How y'all doin' today?
"Say friend, how much you want,
For that ole' unrestored "A"?

COMING EVENTS

2025



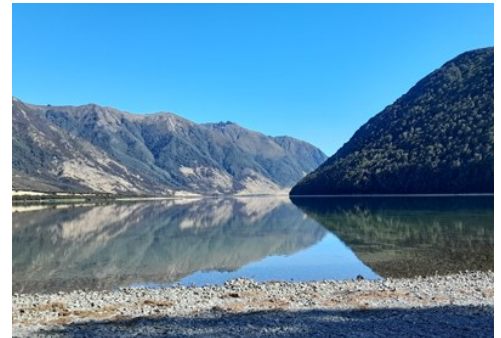
Just a wee reminder, when traveling in groups, to leave a good gap between each other, allowing modern cars to pass. Thank you.

April 27th:

High Country run to Lake Taylor and Loch Katrine

This will be a full day.

Christchurch to Rangiora	approx 30k
Rangiora to Harwarden	approx 60k
Shingle soon after Harwarden	
Harwarden to Lake Taylor	approx 50k
Lake Taylor to Loch Katrine	approx 10 k.



Meet at 8.45 am for a 9.00 am departure at Southbrook Park on Southbelt Road in Rangiora.

Directions for those arriving from Chch on Lineside road:

At the 3rd set of traffic lights, turn left into Southbelt road and the park is approx 300m along on left. Plenty of parking on the side of the road and loos a short walk away.

We will go via the inland route through Ashley, Sefton, Balcairn and Broomfield to Georges road then out to SH1 and through to Waipara turnoff to Waikari and Harwarden. Stop for a breather at Harwarden. 24 hour fuel and toilets there but sorry the promised coffee shop will be closed.

Next stop at Lake Taylor, picnic spot and toilets. Here we will decide about going on to Loch Katrine as the road gets a bit rough and slower going. Last week the road was fine. Loch Katrine has reasonably sheltered picnic spots and the toilets are a bit of a hike.

Detailed directions and map on the day.

Return to Rangiora the same route. You may choose to turn off at Harwarden and go through Waipara Gorge, bring your own map for that.

We have reserved a space at the **The Plough Hotel, 398 High Street, in Rangiora** for you to stop on the way home, have a drink and/or stay for a meal. **The menu is online**, they have a good range of medium priced pub grub. [The Plough Hotel main menu October 2023.pdf](#) Could you **please let us know by 23rd** if you think you might stay for a meal so we can give them an indication of numbers. rwgenet@gmail.com

Cancellation emailed by 7.30 am Sunday.

Russell and Wendy 027 606 8550

Pictures of the public road to Loch Katrine
20th March 25, a bit rough after Lake Taylor.



COMING EVENTS

- April 27th:** **All American Day run (not a club run)**
Starts at “The Better Half” Café, Leithfield, starts 9.40am
For details contact [**tstanleyjoblin@gmail.com**](mailto:tstanleyjoblin@gmail.com)
- May 17th & 18th:** **FOMC 30th Anniversary / AGM**
- May 25th:** **Afternoon / Evening Run**
Glenn and Heather Birnie will be organising this.
Details to come
- June 28th** **Mid Winter Christmas**
Annette is looking into Venues and menus
- July 13th** **AGM**
- September 26th –28th:** **International Model A Ford Day**
Picton

Found on web by Graeme Tucker—something to do with you're A if driving on the road is boring



Ronnie Kitts installed a restored conversion kit on his 1930 Ford Model A, creating a crossover between his hobbies: vintage Fords and vintage tractors.

COMING EVENTS

March 13th—10th 2027:

18th National Model A Ford Rally

Marlborough / Nelson

Earlybird Registration Form below



I would like to record an "Earlybird" registration for the 18th National Model A Ford Rally in Marlborough – Nelson 13th – 20th March 2027.

Name	
Address	
Email	
Mobile Phone	
Model A Body Style	

Please deposit \$40 into the Rally account "TOSMAC27"

Account **03 0751 0018885 001** (Westpac).

Please use your Name for Details and Phone Number for Reference.

Please email this form or the above information to us at tosmac27@gmail.com

We look forward to seeing you in 2027.

Ann Holmes

Committee 021 032 4605

PAST EVENTS



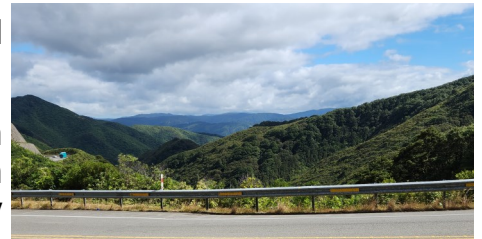
17th National Model A Rally Masterton, Wairarapa Region Aotearoa-New Zealand 23rd-28th February 2025

The 17th National Model A Rally from 23rd-28th February 2025 brought together 256 participants from throughout NZ, Australia, UK and USA, accompanied by 142 Model A Fords, all assembling in Masterton, 100 kilometres north-east of the capital city Wellington.

Coming from Western Australia, my wife Beverley and I had already travelled 5,500 kilometres to pick up the club car owned by the Canterbury NZ Chapter of MAFCA from Christchurch. Nearly 40 years ago club members resolved to build to original factory specifications a 1928 Model Phaeton. Over the intervening four decades the car has served the club well.

We began our journey with the 200 mile drive to Picton to catch the car ferry to Wellington in the lower part of the North Island. Along the way we travelled through mountains, then hugged the shore line of the Pacific Ocean, entranced by spectacular vistas of bays and inlets, with seals and dolphins in abundance frolicking in the ocean close to shore.

New Zealand roads offer many challenges, particularly when driving a Model A in the rain, winding our way through mountain ranges on Highway 2, the main access way separating Wellington from the eastern hinterland. The famous Remutaka Hill is a particular challenge, with numerous narrow corners signposted variously at 25 to 35kph, overlooking vast drops to deep ravines below. The going can be slow, yet most motorists give a toot of approval when overtaking. These mountain passes were originally built when the Model A was in its hey-day, yet nearly a century later the Model A is still able to demonstrate it is up to any task.



Climbing Remutaka Hill on Highway 2

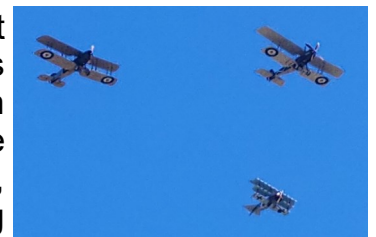


Wes Hartley and Beverley Biggs at Hood Aerodrome with the Club 1928 Phaeton

The host city of Masterton is also the location of Hood Aerodrome which has the largest collection of airworthy World War 1 aircraft anywhere in the world. In the original planning for the Rally it was to be preceded by the “*Wings over Wairarapa Air Festival*”, which was cancelled after most had already made their accommodation bookings.

However, initial disappointment turned to joy with rally participants in their Model As invited to an

exclusive viewing feast of British, German, Dutch and US bi-plane and tri-plane fighter aircraft. Flying constantly in aerial formation, pilots and aircraft practised their manoeuvres from early morning to dusk throughout the week, interspersed with combat-dive demonstrations, all in preparation for the “*Classic Fighters Air Show*”, highlighting the “Golden Age of Aviation” from the 1920s and 1930s, which is to be held in Blenheim, Marlborough, over the 2025 Easter weekend. It was an exciting and very memorable era-perfect bonus, serving as the introduction to a week of old-style Model A rallying.



PAST EVENTS 17th National Model A Rally

At the opening gathering the litany of those whose vehicles had experienced difficulties en-route were revealed, with the North Island Club Captain, Wade and Trisha Alexander, organisers of the rally, amongst the number whose Model A did not make it to the starting gate. However, as Model A owners well know, unexpected events lead to new opportunities and friendships. Beverley and I were able to offer Wade and Trisha a ride, sharing the hospitality already experienced by us from the Canterbury Club. Such encounters demonstrate why Model A communities are quite special.



Wes Hartley and Beverley Biggs
Opening Display Day with the
Canterbury Club 1928 Phaeton



The Rally began in earnest with an all-day display, with many dressing in their period finery, adding to the magic of the occasion. For the following four days cars and participants were divided into four colour groupings of 35 cars each, with a different tour each day, covering over 500 miles of diverse and challenging roads, much of it akin to 1928 pre-production road-test conditions.

The first day out for Green Group was the 150 mile return run over eight hours to Cape Palliser Lighthouse, located on one of the roughest areas of the Pacific east coast of New Zealand.

After traversing vineyards and quaint villages, it was on in earnest with many ascents and descents on narrow gravel roads, avoiding large rocks, tracing coastal cliff-top pathways, delicately navigating fords over streams flowing across roads, while admiring numerous seal colonies as we tracked the coast.



Finally arriving at Cape Palliser another challenge awaited ageing Model A crews, with 500 stairs to be negotiated for a most magnificent view of coastline and ocean. It was definitely not a day for the faint-hearted!



Paul Kelly gets ready to
ascend the lighthouse steps.

The second day was a more "mild" 60 mile run that was also competitive, with pages of questions for navigators to answer. Driving rain was no barrier to determined Model A enthusiasts, embracing the Pukaha Wildlife Sanctuary before being riotously entertained over lunch by the Irish owner of the "La Gra" Winery, Gaelic for "With Love", in honour of his wife and daughter.

Motoring on we encountered a most magnificent Greek Orthodox Church in the middle of a farm paddock, with exquisite iconography, equal to anything in Europe. The day concluded with a visit to the Pointon Car Museum, a tribute to every aspect of motoring nostalgia; a magnificent collection gathered over a life-time.



PAST EVENTS 17th National Model A Rally



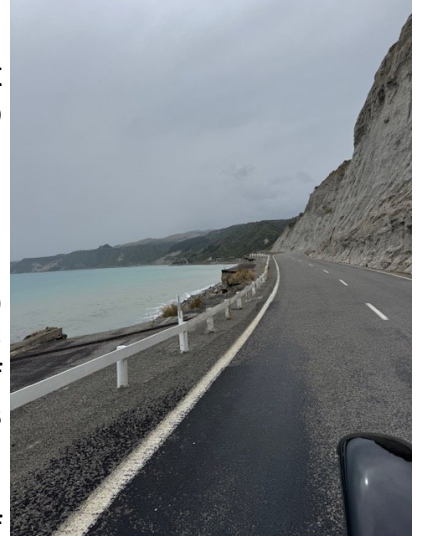
Day Three to the Castle Point Lighthouse was the most challenging of all the runs, covering 150 miles over eight hours.

Most roads were rugged and rough through isolated farm country and national parks. Deep ruts to be negotiated in mud; steep climbs and descents requiring use of 1st and 2nd gears.

Following lunch and driving on the beach to Castle Point Lighthouse, it was back to

serious early 1930s driving through Castle Point Station; opening and closing farm gates, interspersed with numerous cattle and sheep herds, all being an additional challenge for young players.

Our final day of touring was a more mild 100 mile run to Wharekauhau Beach, followed by a visit to Featherstone, home to the Fell Locomotive Museum, a testimony to the ingenuity of late 19th and early 20th Century railway engineers, devising ways of traversing the rugged Remutaka Ranges that once formed a barrier between the New Zealand capital of Wellington and eastern inland settlements. Then it was on to the historic town of Greystone and the Cobblestone Museum, bringing together so many aspects of late 19th Century New Zealand pioneer life in a rugged and unforgiving environment.



Not to be deterred after many hard days of driving, evening events, including the formal Gala Dinner in era clothing, all added to the magic of a very tightly run and enjoyable rally.



Making good use of the Model A running board while awaiting the car

Thanks must be given to the North Island Model A Club for all their hard work in preparing for the well-run event.

Beverley and I also wish to again thank members of our Canterbury Chapter of MAFCA Club for the use of the Club's 1928 Phaeton, which acquitted the entire journey of over 1,100 miles without missing a beat. What magnificent pieces of engineering is the Model A.

Presentations were made for the next two rallies planned: the Australian 29th National Model A Meet in Albany, Western Australia from 15th to 22nd October, 2026; and the New Zealand 18th National Model A Rally, based on Blenheim and Nelson in the South Island from 13th to 20th March 2027.

Rallying is always fun in a Model A, proving yet again it is much more about the journey than arriving at the destination.



Canterbury Model As circling the wagons in preparation for lunch.

Article by MAFCA member Wes Hartley - Busselton, Western Australia

PAST EVENTS

Geraldine Adventure 28-30 March 2025

Glenn and Heather Birnie

This was our second Model A adventure to Geraldine – the last one just prior to lockdown. Our journey started on Friday, meeting up for lunch at Ashburton before heading to Geraldine for a visit to the Geraldine Vintage Car and Machinery Club. After the briefing on where you were able to go and explore, we found vast amounts of old technology, vehicles, cars, motorbikes, toys, pedal cars, dolls, tractors, you name it, it was there.... Well worth spending some time to check out the displays if you get the chance. Some of the ladies took the opportunity to go visit the shops instead of viewing the displays!

Our dinner Friday evening was at the House of Hop, where we met up with the full group attending the weekend. We had a lovely meal and a chance to chat. Annette Painter surprised Gill Lake with one of her special birthday cakes and large balloons to celebrate Gills Super Gold 65th birthday!!

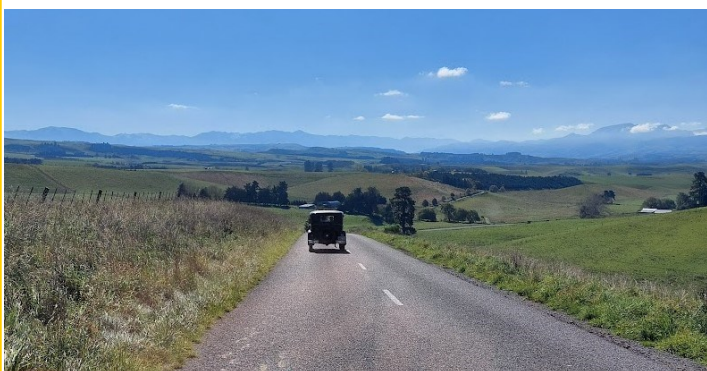


Saturday morning saw us lineup outside the camping ground receiving our briefing and instructions for our days motoring. We all took off

heading towards Pleasant Point passing Waitohi Bush and the **Richard**

Pearce Memorial.

It was a beautiful day of rolling country side and a mix of seal and gravel roads which weren't too dusty.



Morning Tea was spent at Pleasant Point domain before we headed off again to see **Holme Station**, one of the NZ's first and largest pioneer farms.



PAST EVENTS

Geraldine Adventure 28-30 March 2025

Glenn and Heather Birnie

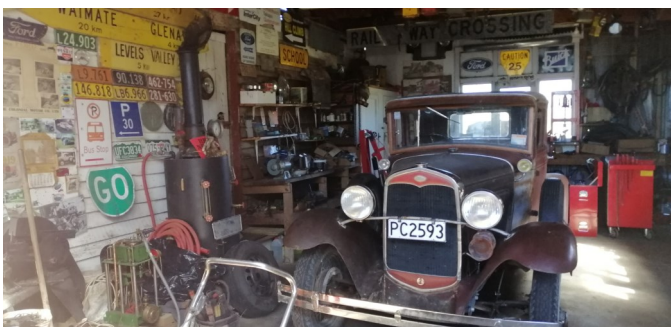


After a 20 min stop, we headed off again to Cave Village Green for our lunch. The cars made a great photo opportunity for passersby and the locals as the cars lined up facing the main road.

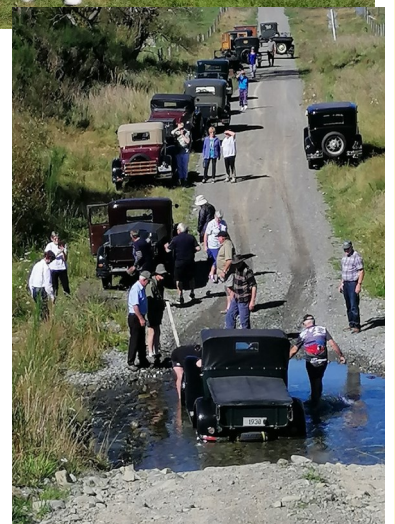
This was the first opportunity the boys all got to stand around an open bonnet as one car just wouldn't start!

Lunch eaten and a toilet stop for some, we took off heading for Donald White's sheds to check out and admire his vast collection of old vintage cars.

Once again the bonnet was opened, but this time it was repaired by Donald and we all took off on our journey.



Along the road we came to a 'FORD', which all but one car managed to get through – I'm sure you will recognize the owner of this 1930 Green Roadster Pickup, who had to get towed out due to stalling it in the water!



Geraldine Adventure 28-30 March 2025

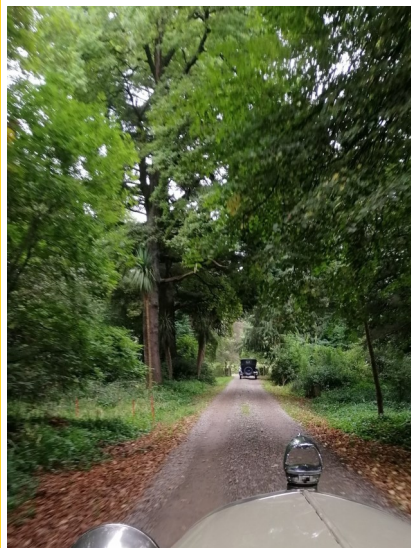
Glenn and Heather Birnie

We all managed to get back to Geraldine to have a quick rest before heading to the Geraldine Vintage Machinery Club Rooms for our catered meal. A delicious meal and dessert, lots of conversation and the presentation of awards from the day's events

Annette and Lindsay Painter – alarm clock

Gerry and Gill Lake – wooden spoon

Alan Hill – wooden spoon



Sunday morning we gathered at the Farm Shop Café from 8.30am and enjoyed breakfast and even more conversation.

We went on a drive through the foothills around Geraldine ending at Parkhurst Farm to view the gardens and working farm of the Blair Family.



At the conclusion of the farm visit, people said their goodbyes and went their own ways.....

20 Model A's, 2 1929 Chev's and a 1924 Hupmobile attended this weekend. The Geraldine community were very welcoming and often seen waving from the roadside.

A huge 'Thank You' to Kevin and Ruth Mercer for this well organized weekend. Many will be keen to participate in future events around this lovely area.

Member Contributions

Syd's Story by John Olliver

Recently, we had a very interesting inquiry from Jude McAlister from Brisbane, wanting to know if we could locate her father's 1928 Phaeton FJ1928.

This was owned by her father, Syd Thews back in the 1960s—70s.

I had a copy of the 1968 club membership list and could see Syd's name on that.

We decided to try putting this information on our club Facebook page and got a reply from Russell Dowdle. The Dowdle family had been next door neighbours of the Thews.

Russell remembered the car and had also seen it in a Mechanics workshop Nelson in 2019! He knew it was owned by someone called Roger.

We also put it on the NZ Model A Facebook page.

Derek Thomason also replied letting us know that the car was in Nelson and owned by Roger and Dot Humphries.

Then came another call from Russell Dowdle who told me that his dad, Gordon, and Syd, had restored 2 Model A Phaetons together in Kaiapoi in 1960. His father sold his in 1980. Jack Porter owned it for 25 years and last year Russell and Michelle Dowdle bought his car back. They are now considering joining our club.

It's amazing where some cars end up!

Obituary for Barry Elcock by Tom Stephens

Barry was a Model A enthusiast known by many club members.

Barry trained as a Machinist in the Greymouth Railway workshops before moving to the Addington workshop where he finished his apprenticeship.

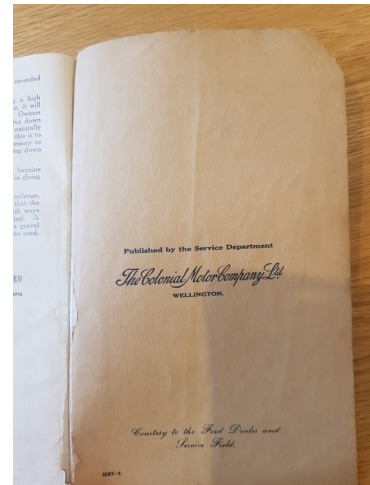
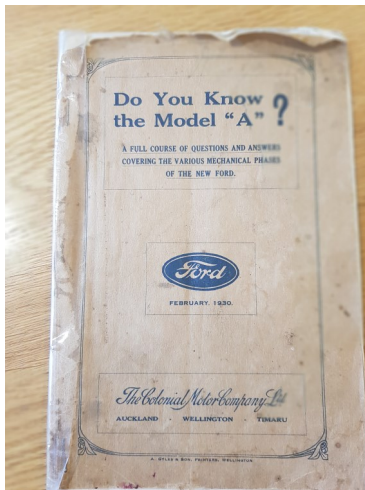
He later used these skills on restoring both Model A and Model T engines in his own business "Elcock Engineering"



Barry Elcock in the hat

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.

Question 20. Do the Timken roller bearings, which support the rear end of the drive shaft, fit directly on the shaft? If not, on what do they fit?

Answer 20. The Timken tapered roller bearings, which support the rear end of the drive shaft, do not fit directly on the drive shaft but on a ground steel sleeve that forms an extension of the hub of the pinion. This ensures more accurate alignment of the pinion.

Question 21. Is the sleeve of the drive shaft pinion of the same diameter throughout its length? If not, what is the difference in diameter? And why?

Answer 21. The sleeve of the drive shaft pinion has two diameters. The diameter near the pinion being .0015-in. larger in order that the roller bearing raceway shall be a snug press fit. This raceway does not have to be moved in making bearing adjustments. The sleeve is of smaller diameter on the part nearer the end, so that the raceway of the Timken roller bearing (which is moved when making bearing adjustments) may be more easily adjusted to the correct position.

ADDITIONAL ON REAR AXLE.

Question 1. What type of rear axle is used in the Model A FORD car; is it a live axle, semi-floating, three- quarter floating, or full-floating type?

Answer 1. The rear axle of the Model A FORD is generally known as the $\frac{3}{4}$ -floating type (in England and in other countries it would be called the full-floating type, because the weight of the car is carried directly on the axle housings and not on the axle shaft). Even under American classification, it would be more correct to say that the FORD rear axle system is of the $\frac{7}{8}$ -floating type (as compared with other $\frac{3}{4}$ -floating axles in which a single ball-bearing is used to carry the wheel) because the new FORD uses a roller bearing, which keeps the wheel from tilting sideways and relieves the axle shaft of all fatigue strains save those of driving the car.

Double clutching it is a breeze.

Authentically Speaking

Just what is double clutching?

When you are changing gears going from first to second and then to third, when you depress the clutch after getting up to speed in first, the clutch disk and thus the input shaft to the transmission is turning up to speed in first, while the mating second gear is turning much slower. If you try to depress the clutch and slide right into second, the gears will "grind" until the friction of the grinding gears slows the clutch disk and input shaft to the same speed as the mating second gear. Due to inertia, the clutch disk will take much longer to slow down than the engine. So, if you pull it out of first gear with the clutch depressed, then allow the engine to slow down and release the clutch, you instantly slow the clutch disk to engine speed, which should just about approximate the speed of the second gear. Then you depress the clutch pedal again and move the shift lever to second gear position. Same exact scenario going to third and for the same reasons. It takes a little practice "to get the feel" of just when to release the clutch for going into the next gear, but after a few tries, it will become almost automatic.



Changing down is the same situation except in reverse. (No, not reverse gear) If you want to shift from third to second and use the engine for braking, or if you are approaching a steep hill and will need to use second gear, if you pull the shift lever out of third and try to go directly to second, the clutch disk and input shaft will be running too slow to match the speed of the second gear. So, the solution is to depress the clutch pedal, pull the shift lever out of third then release the clutch pedal. At the same instant, you will want to accelerate the engine to approximately the speed the engine will need to be running in second gear. That speeds up the input shaft to approximately the speed of second gear, and at that point, you will depress the clutch pedal and shift into second gear. Same exact procedure for shifting from second to first. It all takes a little practice, but after a while it becomes second nature.

A lot of verbiage, but that is the gist of "Double Clutching."



LP.

Henry Ford - An Impact Felt

by Steven C. Stanford

(from <https://hfha.org/the-ford-story/henry-ford-an-impact-felt/>)

(continued)..... In the fall of 1908 a new Model T cost \$850. Steadily improved and, because of the production efficiencies resulting from the moving assembly line and the \$5 day, the price fell. The price dropped, was cut again, and fell again, to a low of \$260 by 1927. Eventually a Model T left the factory every 24 seconds. Today at the Rouge Truck Plant by comparison, a new F-150 comes off the line about once every 60 seconds.

The payment of what we would call today a living wage to workers created a new class of customers for Henry Ford. His factory workers could afford the products they built. Other industries either followed in Ford's footsteps or were brought along the same path by unionization. In time industrial workers around the country were raised above subsistence living and became potential customers for Henry's Model T and the products they built in their own factories.

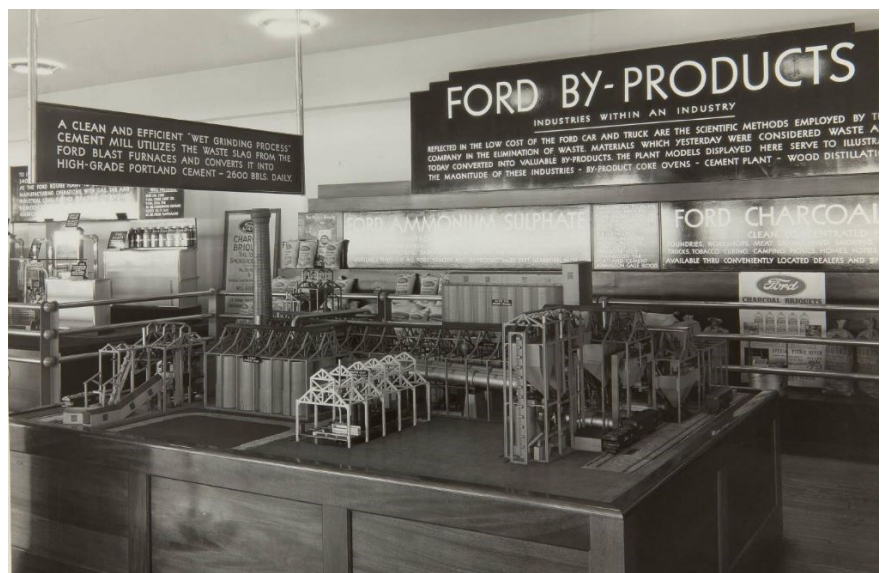
These innovations all worked together to change the very structure of society and created what we today call the middle class. The rapid expansion of the automobile, again with one of every two cars on the road being Model T's, created jobs and a lifestyle we recognize today as the American way.

Just like horses, cars had to be fed and so we saw the development of gas stations everywhere and jobs were created. As Tin Lizzies bounced over the rutted tracks of the horse age, better roads were needed and jobs were created.

With better roads and readily available fuel Americans took to the road in their Model Ts. As they did, restaurants and motels began to dot the landscape and traveler destinations popped up wherever something thought to be interesting or unique was happening. The modern tourist industry was born, and jobs were created. In all of this Henry Ford put Americans to work, not just in his factories, but in supporting the products of his production and serving the people that used them.

Henry Ford continued to dream, scheme, plan, and create. What Ford dreamed of was not merely increased capacity but complete self-sufficiency. He called it vertical integration, and with it he could have control over all aspects of his supply chain. The plant he built along the River Rouge embodied his idea of an integrated operation by including elements of raw materials, production, assembly, and transportation all in a single place. To complete the vertical integration of his empire:

- He purchased a railroad,
- He acquired control of 16 coal mines
- Thousands of acres of timberland in Michigan's upper peninsula came under his control,
- And he built a sawmill,
- He acquired a fleet of Great Lakes freighters to bring ore from his Lake Superior mines,
- And he even purchased and relocated a glassworks manufacturer,
- Finally he even experimented with rubber plantations in South America.



Henry Ford - An Impact Felt

by Steven C. Stanford

..... So you no longer had to be a factory line worker to work for Mr. Henry Ford. You could be:

- A railroad engineer or brakeman,
- A coal miner,
- A lumberjack, or a worker in a sawmill,
- A ship's captain or deck hand.
- You could have labored with molten steel or glass,

Or even been a native of the Amazon rain forest tapping rubber trees and living the American dream in a Ford built village complete with streets laid out in a grid, a school, company store, and Christian church.

Once the massive and complicated Rouge was well underway, Henry Ford established a series of small village factories. His original concept was that these small production facilities would be a place where farmers could supplement their income during the off season by producing components for Ford automobiles. Known today as the Village Industries, these facilities were also an opportunity for Ford to experiment with water power. In the end the Village Industries became an opportunity for Ford to experiment with various production methods and specialized workforces.

Employment opportunities were opened up for women, the blind, and physically disabled veterans. These groups were given employment opportunities through Ford's programs that they would not have had elsewhere. The Village Industries thus became a model open employment as well as for the modern incubator or start up business.

Perhaps you may feel that we've overstated Henry Ford's impact on modern America and his role in the creation of America's middle class. Obviously he did not do it alone. Other corporations followed his lead and example otherwise his efforts would have remained only a workplace experiment. The unions played their part too. First they worked to bring the best of what Ford gave his workers to other industries; high wages and genuine concern for worker wellbeing became their goal. Second they fought to protect workers from undue control and harassment.

Over his lifetime, Henry Ford's pride in his workmen degenerated into anti-unionism. His insistence on complete control led him to rule his vast domain with his bodyguard and close friend Harry Bennett. Walter Ruther and the UAW would come to reign in the worst of what Ford gave his workers through paternalism and control.

At the beginning of this article we stated that Henry Ford had a very large impact on the way we live today. As we said earlier for better or worse, The Henry Ford Heritage Association feels his stamp on our lives is real and significant. The consumer ethic and middle class lifestyle we live today are heralded around the world as the American way of life.

That lifestyle has its roots in Henry Ford. His desire to build a product everyone could use and afford resulted in a transformative seed change that was felt around the world. His desire to pay his workers a wage that could do more than sustain their existence brought a whole new economic class into being. His concern for worker's wellbeing went beyond their pay envelope and that concern helped to define employer / employee relations and benefits which are with us to this day.

Yes, the impact of Henry Ford's Model T, his moving assembly line, his \$5 day, and his employee improvement programs transformed the lives of his workers.

We hope you will agree these things have had their impact on you today as well.

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David Bell

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