

A Ford Script



Annette Painter receiving the Club Captain's
award at the AGM

August 2025

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

COMMITTEE

Club Captain	Gerry Lake	0204 112 3717
Vice Club Captain	John Olliver	0210 253 2177
Treasurer	Graeme Tucker	0274 725 027
Secretary	Wendy Genet	027 606 8550
General Committee	Sandra Olliver	03 359 6360
	Gill Lake	027 334 6031
	Graham Evans	027 320 7948
	Peter Bayler	027 685 5780
Facebook page co-ordinator	Sandra Olliver	027 303 2300
Script Editor	Gill Lake	afordscript@gmail.com
Club Car Custodian	Ken James	0212225086
Webmaster	Kevin Straw	kandjstraw@gmail.com

Next Committee Meeting: Monday 18th August Gatehouse Café, Kirk Rd @ 10.00am

Script closing date: 20th August 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 July 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.

CAPTAIN'S LOG June 2025

Captains Log July 2025

July, we had the Canterbury Model A club AGM, held this time at the Hornby Working Men's Club and was well attended. It proved to be a great venue for this occasion, with followed along by a lunch and great catch up with by all.

Some of the key points to pass on from the meeting are as follows:

Treasures report: the club accounts are in a healthy position.

Club car: this has had a bit more use than the previous year with an outing to Masterton attending the National Rally. Maintenance wise, in this year it has had two new tyres, a new battery and a generator repair.

Annual Subscription: This was agreed at the AGM to keep it at the same rate as last year.

New Constitution / Club rules: This was the major item to be approved at the AGM. There was brief discussion on details, but all agreed to approve it as is so it would be ready before 2026. A unanimous vote then passed it into being subject to acceptance by the Incorporated Societies. I'm pleased to be able to report that the New Zealand Companies Office has issued a Certificate of Incorporation to the Canterbury NZ Chapter Model A Ford Club of America Incorporated. We are reregistered to become a society under the Incorporated Societies Act 2022 on the 21st day of July 2025. On behalf of the Model A Club, well done Garth for getting this across the line!

Club officers and Committee: I am staying on as the Club Captain and John Olliver is also staying as Vice-Captain. However, as part of the new Constitution, we now have a time limit on how long you can be on the committee. This has meant that Russell Genet, Annette and Lindsay Painter along with Glenn Birnie had to step down. The role of Secretary has been taken over by Wendy Genet and the Treasurers role has gone to Graeme Tucker. Graham Evens and Peter Baylor have also stepped forward to fill the vacancies in the committee. Thank you to the four committee members who stepped down for your effort and assistance over the last year.

Looking forward to seeing you out on the next club run.

Cheers Gerry

CLUB CAR REPORT June 2025

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

It is Subscription time again

This year I have attempted to make a form 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*).

I have also included a form in the script that can be printed and filled in as an alternative. **See page 5.** This can be either posted or 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. We are hoping that we will get more forms returned this year so that we can compile the long requested **Membership List**

This is due by the end of September or a **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 A's. 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 appropriate way for us to help offset vehicle emissions. Apart from offsetting emissions trees provide many other benefits and Trees for Canterbury are 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.

Ken James will again produce a windscreen sticker recognizing you have contributed. Any questions contact:

Russell Genet 02102761588 or Ken James 0212225086

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.**

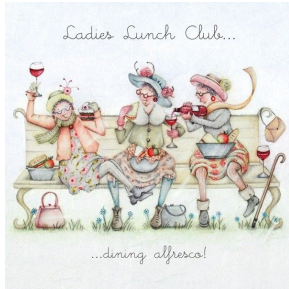
NOTICES

Welcome to New Members:

Ross and Carol Gibbs and their 3 children, Keanu, Gabriel and Gianna, who live in Invercargill.

The family have a restored 1928 Tudor

Attention Ladies!!



Is anyone interested in forming a “*Ladies Who Lunch*” group?

Maybe with a visit to someone’s garden / a garden centre with cafe/ craft display /interesting shops etc?

Time and Day of the week to suit attendees.

If interested or have ideas please phone or text

Gill on 0273346031

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.

Mini Road Grader

Another use for a Model A Engine.

The machine is only 12 1/2 ft. long and is powered by a rebuilt 1931 Ford Model A engine.

(Thanks to Graeme Tucker for this find).



CANTERBURY (N.Z.) CHAPTER

Model A Ford



Club of America

P.O. BOX 4212,

CHRISTCHURCH,

NEW ZEALAND.

NOTICE OF ANNUAL SUBSCRIPTIONS FOR 2025—2026

1st August 2025

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 **remain at \$30.00** 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 or posted to the Club's **P.O. Box 4212 Christchurch 8140** 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. The majority of club members now receive the Script by email with the benefits of reading or printing off in colour. Some members choose to have the Script booklet copy (black and white) posted as well as receiving it by email.

Due to the rising costs of printing and postage the annual fee for a printed script will **remain at \$50.00**

For the few members without access to email, there will be no additional charge and a copy of the script will still be posted. 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 either email this form, filled out, to canterbury.nz.mafca@gmail.com or post it to P.O. Box 4212, Christchurch. Then pay money into bank account below

Name of Member:

Chapter Subscription: (if paid before 30th September 2025) \$ 30.00 \$ _____

Chapter Subscription: (if paid after 30th September 2025) \$ 35.00 \$ _____

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: \$ _____

A Ford Script hard copy in printed form by post @ \$50.00 per annum \$ _____

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: _____

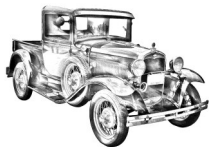
Phone: Home: _____ Cell/s: _____

Model A's owned:

Year	Model:	Restored or Project	Year	Model	Restored or Project

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.

August 17th

Time and place

Breakfast run

9.30am Mona Vale for brunch.

Menu page 12. Pre ordering is needed, including any dietary needs. (**Pay on the day.**)

We are away for a bit and Michelle Dowdle has kindly offered to take the orders so please email your order to Michelle by **Thursday 14th August.**

dowdle.rm@gmail.com

Followed by an after breakfast run:

Travel by your own route to Leeston and gather at the play ground on Galipoli St, turn left after the Memorial (toilet there).

We will then go to visit Peter Donald's collection of Fords.

For those who want to stay on for lunch there is a nice spot just down the road at Lakeside Domain. (toilets there).

Make your own way home.

The run length is approx 100k return and all on seal apart from the last approx 200 meters.

We estimate the time at Peter's will be about an hour.

If you are not going to breakfast but would like to join us for the visit, please email Russell rwgenet@gmail.com with your ph no and we can text you to give you an ETA at Leeston, probably about 12.00. It's about 15 min from the Leeston playground to Peter's place.

Organisers:

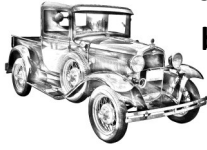
Wendy and Russell Genet

Ph: 0276068550 (Wendy)

Ph: 027606855 (Russell)

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.

August 24th

Daffodil Run for Cancer

There will be a table booked at Robert Harris in Rolleston at 9am for anyone who would like to meet there for coffee / breakfast first

(From the VCC Website)

Canterbury – Join us for a series of short & long runs starting at 5 locations, all finishing at the VCC grounds Mclean's Island.

Runs leave each location at between 10am & 10.30am.

Afternoon public display at VCC grounds, McLeans Island from 12pm.

Coffee available at start points & BBQ lunch can be purchased at VCC grounds.

\$10 vehicle Entry- all fees donated to local Cancer Society.

Join us at one of these 5 starting points:

- Amberley-Better Half Cafe, 14 Ashworths Beach Rd
- Cashmere Club, 50 Colombo St-please use Hunter Terrace Entrance
- New Brighton Club, Cnr Marine Parade & Hawke St
- Rolleston, Selwyn District Council Car Park, Norman Kirk Drive
- Rangiora, Southbrook Park Car Park, South Belt.

Once we arrive back at the VCC grounds, the Avonhead Rotary group be on hand with BBQ food you can purchase for lunch.

Phil Chapman and his band of amazing volunteer musicians will also be jamming it up to keep everyone entertained, and a couple of raffles will be run.

Around 1.30pm there will be a short prize-giving, where prizes will be awarded for the best American, British, European, Japanese, and Australian vehicles, the best motorcycle, Best Dressed participants, and Cancer Society personality's choice.

Colin Hey email: heywolseley699@gmail.com Phone 021 883 807.

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

Location:

Picton

Programme and Entry form on pages 10 and 11

October 10-12th

VCC Swapmeet

November 2nd:

Gymkhana (details to come)

November 22nd:

Xmas Dinner @ The Lake's (details to come)

December 10th:

Children's Xmas Picnic (details to come)

202

January 26th:

Era Picnic (details to come)

Top of the South Model A Club Inc

International Model A Day 2025

LOCATION: PICTON

September 26th – 28th

Hosted by Top of the South Model A Club

Weekend Plan

Friday 26th

**5.00 – 6.00pm Registration at Oxley's Bar & Kitchen on the Waterfront
1 Wellington Street Picton**

6.00pm Dinner at Oxley's at own Cost

Limited menu similar to this with seasonal variations:

Fish & Chips served with Salad

Salad meal- currently Harissa Chicken

Pan seared Fish vegetables & potatoes

Burger meal- currently Beef & Bacon burger.

Menu will be confirmed prior to the Rally and I will be asking for pre orders.

Saturday 27th

9.45am Meet in High Street, South of Waikawa Road.

10.00am Depart on Rally Run

**Lunch We will update whether you will need to
pack a picnic, may be weather dependent.**

5.30pm Meet back at Oxley's

6.30pm Rally Dinner at Oxley's - Prepaid

Two Course Set Menu \$50 Subject to Seasonal Change

Choice of

Dessert

Fish of the Day

Panna Cotta

Lamb Rump

Apple Strudel

Stuffed Eggplant

Mousse

Harissa Chicken Salad

Vegetarian Pasta

Menu will be confirmed prior to the Rally and I will be asking for prepayment and orders.

Sunday 28th

In your own time Breakfast and Farewells

Please organize your own accommodation, there are lots of options.

Please Note: Final close off date for meals is 15th September

You will be advised in due course of final details and / or possible changes to the planned events for this weekend should they arise.

TOP OF THE SOUTH MODEL A CLUB INC.

INTERNATIONAL MODEL A DAY 2025 - PICTON

RALLY REGISTRATION FORM

EVENT DATES : Friday 26th to Sunday 28th September 2025

Note : Final close off date for your entry is Monday 15th September 2025

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	\$15
Friday Night Dinner	Friday dinner at Oxleys @ own cost		
Saturday Night Dinner	Rally dinner at Oxleys @ \$ 50 each		\$

Your total entry costs are \$ _____

Special Dietary Requirements: _____

(eg GF, Vegetarian, Vegan)

Please note that no meal refunds will be available if cancelled after 15th September

METHOD OF PAYMENT

Internet banking number: 03 0751 0018885 000

Reference is Picton and your Name.

Completed entry form to be Emailed to: tosmac27@gmail.com

CONTACTS

Rally Treasurer: Dot Humphries ph 03 539 0071 mo. 027 2222 464

hillberry@xtra.co.nz

Rally Secretary: Ann Holmes ph 03 542 3169 mo. 021 032 4605

tosmac27@gmail.com

THE TOP of the SOUTH MODEL A CLUB INCORPORATED WILL NOT BE HELD LIABLE FOR ANY DAMAGE OR LOSS IN RESPECT OF ANY CLAIM IN RELATION TO ANY EVENT OR FUNCTION BEING HELD AS PART OF, OR IN CONJUNCTION WITH THE 2025 INTERNATIONAL MODEL A DAY.

**WE LOOK FORWARD TO HOSTING YOU FOR THIS LOW KEY FUN WEEKEND
CELEBRATING THE MODEL A FORD**

Past Events

AGM 13th July 2025

This year the AGM was held at the Horny Working Men's Club. This was an excellent venue. Thanks goes to Annette and Lindsay painter for organizing this.

Gerry has covered the key points from the AGM in his Captain's Report.

The winners of this years trophies are as follows:

Lynton Withell Cup for Attendance:	Pam & David Dacombe
Avon City Ford Trophy Trial:	Pam & David Dacombe
Mark & Debbie Smith Captain's Award:	Annette & Lindsay Painter
MAFCA Concours Ladies Fashion:	Annette Painter
MAFCA Concours men's Fashion:	John Olliver



BRUNCH

MV BREAKFAST | Potato Hash | Eggs Your Way | Bacon | Wild Mushroom | Spinach | Tomato | Toast

EGGS YOUR WAY | Ciabatta or Sourdough

WILD MUSHROOM | Chorizo | Truffle Butter | Poached Eggs

BACON BUTTY | Ciabatta

HEMP SEED PORRIDGE | Banana | Rhubarb Crumb

LIGHT BITES

MVP CHEESE TOASTIES | Mustard | Pickles

FRIED CHICKEN | Miso Pop Corn | Gourmet Salad | Saffron Mayo

CARDRONA GIN CURED SALMON | Pickled Fennel | Parsley Oil

SPICED PUMPKIN SOUP | Grilled Bread

SMOKED BEEF BRISKET PITA | Wild rice | Lemongrass & Mango Salad

MAINS

POAKA PORK BELLY RAMEN | Pickled Egg | Nori & Bonito

MVP XXL BURGER | Smoked Wagyu | Cheeseburger

HOROPITO & KUMARA GNOCCHI | Spinach Chevre | Wild Mushrooms

LUMINA LAMB PRESSE | Duck Fat Truffle Gratin | Fried Rosemary

SIDES & SHARES

GREEN SALAD | Mixed Leaves | Pickle Mix | Parsley Dressing

CRINKLE FRIES | Aioli

GRILLED CIABATTA LOAF | Marmite Butter

GARDEN PLATTER | Croquettes | Cured Meat | Cheese | Grilled Bread | Pickles | Mustard

36

17

21

14

11

18

18

16

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18

24

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28

41

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10

9

48



HIGH TEA | 60pp

Full selection of both savory & sweet | served with your choice of hot beverage
Add Prosecco + 10

DEVONSHIRE HIGH TEA | 18pp

Buttermilk Scones | Cream & Jam | Club Sandwich

HIGH TEA SINGLE SERVES

Enjoy any of our high tea items as a single serve for a light bite

BUTTERMILK SCONES | Cream & Jam | 4.5

CHOCOLATE & MINT ALMOND JOCONDE | 6.5

DARK CHOCOLATE MADELEINE | 6

MACARONS | 7.5

MATCHA CHOUX BUN | 6.5

HOMESTEAD CLUB SANDWICH | 6

SCAMPI TOAST | 6

WINTER VEGE QUICHE | Relish | 5.5

VENISON & FENNEL SAUSAGE ROLL | 5.5

Member Contribution

Peter Cooke's Ford Rear Axle Overhaul

Initially the original concept was to rebuild early Ford V8 Rear Axles. I looked at various factory shop manuals of the period and came up with the idea of the work stand I now have. The original sawhorse came from a machinery auction some years ago, when one could go to such things and bid in the old-fashioned manner. Cost \$2. A friend of mine with an engineering business had an agricultural disc bearing retainer, as surplus scrap under his bench. I asked him if it was surplus and he agreed. I told him of my intention and could he suitably cut/alter it to hold a trumpet housing, I gave him. This was easily accomplished. The pattern came from a Ford of England shop manual for the V8 Pilot. I also had two surplus ends from the door uprights on my newly built storage shed, at the time. These were mounted and altered with a vee cut to allow working on the centre diff unit.

The stand was found very suitable for later live beam axles. A later addition was the double vee shaped end, to hold axle housings for seal fitting etc. I use a Vice Grip type 20R flexible chain tool to retain housings etc to work on. This stand works well with early Ford V8, Ford Model A, Ford T, English Ford 8 & 10 hp vehicles and any of the Ford Timken type axles. I obtained a good deal of specialist axle tooling, mostly V. L. Churchill Dealer equipment from Warren's Garage auction at Palmerston and from North End Ford in Geraldine some years ago, all for a nominal sum in each case. All works well with a 10-ton hydraulic workshop press I have. Acknowledgements to Peter Cooke, Dean Yeoman, John Olliver and Graham Evans for their input into this article.



Initial disassembly of banjo, using a fabricated tool with some Churchill components, with especially turned up press plates.

Based on a K.R. Wison dealer tool of period.



Initial assembly of Differential Unit



Starting with left hand side
1st



Assembly of right hand side



Assembly of complete unit in jig

Member Contribution by



Torquing assembly to 30ft/lbs (initial).
It is necessary to align split pin holes.
Nuts will often need to be altered to get correct alignment



The pinion bearing assembly has been preassembled on bench with no preload, as this alters with the heat fitting process. The banjo neck is preheated to around 120 -140 degrees C. This makes the assy an easy fit.

At this stage banjo has had pinion and bearing assembly pre fitted



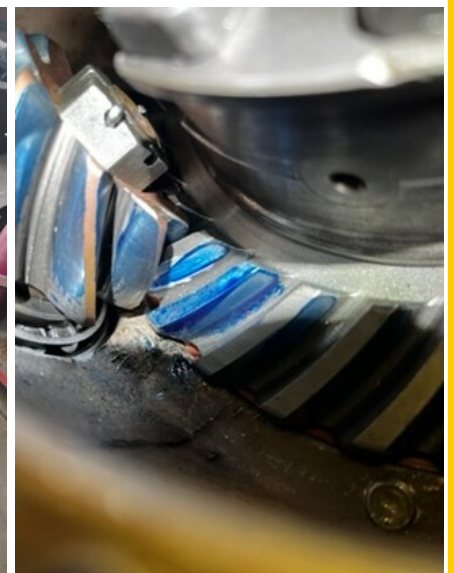
Trial assembly to gauge some idea of correct backlash.

No shims fitted at this stage.

Initial adjustment can be trialled with paper shims.



Checking backlash to see within spec between .005 – .012"



Final check with bearing blue.

Member Contribution by



Checking for general feel of assembly having adjusted final preload.

Follow this with assy of Rt Hand axle.



Special bearing removal tool.
Essentially a copy of original KRWilson Tool used by dealers in the day.
(This tool originally designed for Ford Zephyrs and V8s)



Fitting inner axle seal with special Churchill Tool.



Assy of backing plate and brake
Notice suitable working height
special service tools

Housing (picture not shown)

There is quite a lot of shim adjustment to get correct sideload on carrier. Often with used carriers it is necessary to use sideload bearing shims.

Special crank handle made from reworked universal joint makes job easier.



Assembly only needs brake drums to be complete for fitting.

A good brake adjustment can be done now.

Special crank handle makes this job easy.

Special tool designed to pull side bearing races evenly.

Member Contribution by Les Pearson

Your Starter Motor.

All starter motors were basically the same with the main differences being the starter switch and the diameter of the starter shaft.

The two switches are pictured.



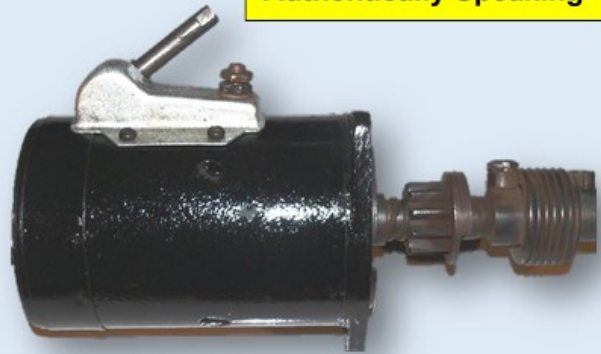
Later 28/ 29/30/31 switch



Early 28 switch



Later switch components



Bendix bolts and lock tabs.

The early 'Abel' 28 starter motor had a 1/2" shaft and was subsequently replaced when the switch design was changed in late 28 with the 5/8" shaft. The early shafts were prone to bending.



5/16" Bendix bolts and lock washers. There were two lengths of bolt and the drive is keyed to the armature shaft by the A-11381-C starter drive head. Arrowed,

The early V8 Bendix drive will fit the 5/8" shaft and is good alternative for trouble free starting.

Incorporated into the drive gear unit is a small spring-loaded plunger to keep the gear in line and to stop the unit stable. Arrowed at right.

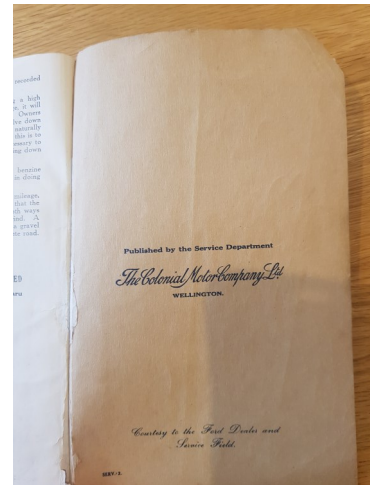
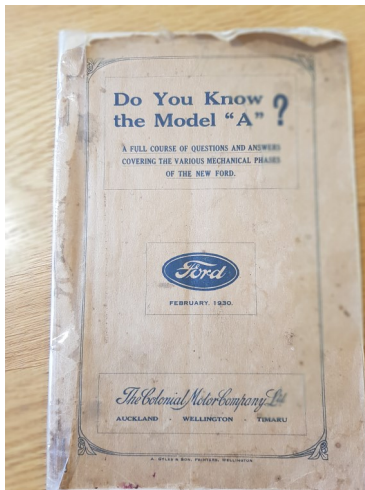


Your starter motor will have 4 brushes to run on the armature which can be trued up in a lathe to a good condition as pictured above. Starter motors are reasonably robust and withstand long periods of use with little maintenance. A modern Bendix unit can be fitted, (pictured) but are no way better than the original Bendix.



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 4

ADDITIONAL ON REAR AXLE

Question 16. How much clearance is allowed between the teeth of the driving pinion and the driving gear?

Answer 16. The teeth of the driving pinion and driving gear of the Model A rear axle are meshed with from .005 to .006-inch clearance.

Question 17. How many anti-friction ball and roller bearings are there in the FORD rear axle system? Name the types of bearings used and their location.

Answer 17. The FORD rear axle system is carried entirely on seven roller bearings-no ball bearings being used in any part of the rear axle assembly. Where there is no end-thrust the bearings are of the Hyatt, coiled-spring roller type, as used in the two rear wheel hubs, and the front end of the drive shaft housing. Where there is end-thrust (in addition to radial load), Timken roller bearings are used, as, for instance, on each side of the differential casing (taking end-thrust of driving gear and of axles when car is rounding a curve), and at the rear end of the drive shaft, where two Timken bearings take the end-thrust of the driving pinion.

Question 18. How is the FORD rear axle lubricated? How is the proper level determined?

Answer 18. Every 5,000 miles, the lubricant from the rear axle should be drained, and refilled with gear lubricant to the level of the oil hole in the axle housing.

ARTICLE 5.

THE TRANSMISSION.

Question 1. What type of transmission is used in the Model A FORD?

Answer 1. The New FORD has the standard, selective sliding gear shift transmission, with three speeds forward and one reverse. It is nowhere excelled in design, quality and workmanship and, under all normal driving requirements should outlast the life of the car.

Know Your Model A Continued

ARTICLE 5.

THE TRANSMISSION.

Question 2. How does it differ from the transmissions used in nearly all other cars?

Answer 2. The FORD transmission differs radically from the transmissions of most other-than-FORD cars in that it is "full-jewelled," with all forward speeds entirely on ball and roller bearings. Such bearings are ordinarily very expensive but FORD, as a manufacturing wizard, reduced the cost of production, considering nothing too good for the new car.

Question 3. Name the kinds of bearings used in the FORD Transmission. Tell where each kind is located.

Answer 3. Three kinds of bearings are used in the FORD Transmission; two ball bearings carrying the transmission main shafts; three roller bearings (one in transmission main shaft "pilot" bearing, and two in the transmission cluster gear assembly; and one bronze-bushed bearing in the reverse idler gear). Each is best adapted to the work it performs.

Question 4. What effect does the use of these bearings have in reducing bearing and gear tooth wear? In reducing noise? In improving speed and power?

Answer 4. The high quality ball and roller bearings, as used in the New FORD transmission, will wear infinitely longer than ordinary plain or bronze bushed bearings. This is because they are fitted much more closely (and retain this accuracy of fit) and because the load is carried on "rolling" surfaces, rather than on "sliding" surfaces, as in the plain bearings of the conventional transmission. By holding the gears in more accurate "mesh," the ball and roller bearings of the FORD transmission greatly reduce gear wear, and noise, which is largely due to worn gears or to gears not properly meshed. By reducing friction losses in gear teeth and bearings, the loss of power in the transmission is reduced, thus increasing car speed and power.

FOR SALE

1928 Model A Phaeton for sale.

I am the third owner from new.

The previous owners were the same family.

Road cost include. It has a new WOF and will have new registration at time of sale.

It has five new tyres with powder coated wheels done recently. The car is in Wigram Chch.

\$28000.00

Please phone me for more details.

Alan Orchard 027 292 5432

Alan Orchard



The Illustrious Vagabonds (Continued from July A Fordscript)

by Dr. David L. Lewis

..... As the group moved along, headlines blazoned, "Henry Ford Demonstrates He's Not Afraid of Work; Repairs His Damaged Car," "Millions of Dollars worth of Brains Off on a Vacation," "Genius to Sleep Under Stars," and "Kings of Industry and Inventor Paid City Visit." Columns were filled with stories and trivia about the famous quartet. The Chicago Tribune, still smarting from its defense of the libel suit which Ford had successfully brought against it, was perhaps the only paper in the country to take issue with the United Press' news judgment in sending the following comments over the wire in 1921:

"Do you think Mr. Harding can put this disarmament program over?" Ford is said to have asked Edison.

"I think it will depend upon money. If Harding can keep them from getting the money he'll succeed with his program."

"The common people around the world will back him on that," interposed Mr. Ford-the man who envisioned the peace ship.

Mr. Firestone contributed his fear that Mr. Harding was going to meet subtle opposition, at which Mr. Edison said slowly, "The motives of men are unfathomable," and Mr. Ford brought the curtain down on this memorable occasion with, "Humph, you said it."

*According to Burroughs, Edison was the "intellectual" among the travelers, although Burroughs disagreed with the inventor when he claimed *Evangeline* and *Les Miserables* were the greatest works of poetry and fiction of his time and again when he proposed that Shakespeare be translated into "plain English."*



This photo was taken on August 5, 1919 during the vagabonds' camping trip, and shows Henry Ford carving his initials on the stone which became the cornerstone of his manufacturing plant at Green Island, New York, which to this day is the key plant of Ford's Engine and Foundry Division. Others in the picture include Thomas A. Edison, holding cap; Harvey Firestone, standing behind Mr. Ford; John Burroughs, the bearded naturalist and writer, on Mr. Firestone's left; Cornelius Burns, then mayor of Troy, N.Y., in which the plant is located, on Mr. Firestone's left; and James R. Watt, then mayor of Albany, standing between Messrs. Edison and Ford. Photo from Ford's Green Island Plant.

The last camping trip took place in 1924. "The trips were good fun," Ford wrote in his autobiography, *My Life and Work*, "except that they began to attract too much attention." Ford's statement, however, belied his interest in the publicity received by the group. In 1918, for example, he requested that a typewritten report, containing verbatim news stories from all papers in the six states through which the party traveled, be prepared for his perusal. Similarly, it is difficult to believe that many of the contests and hijinks in which the aging vagabonds participated were not staged for the benefit of the nearby reporters and photographers (Edison, little less than Ford, was appreciative of publicity and a top-notch publicist)

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As Charles E. Sorensen wrote in My Forty Years with Ford: "With squads of news writers and platoons of cameramen to report and film the posed nature studies of the four eminent campers, these well- equipped excursions...were as private and secluded as a Hollywood opening, and Ford appreciated the publicity."

The trips also had become a formidable undertaking by 1924, what with the wives of the men coming along. The introduction of the women conventionalized the expeditions; they could not be as informal as they had been without them. Mrs. Ford took along a cook, Mrs. Edison a personal maid and chauffeur, and the Firestones a butler and a driver. Harvey Firestone, Jr. also took along riding horses; Ford didn't care for that. In addition, by 1924, the three surviving members of the original group (Burroughs had died in 1921) were older and, in the case of Ford and Firestone, busier .

Although the vagabonds camped no more, the publicity surrounding their expeditions acquainted millions of people with the pleasures of motor camping and undoubtedly inspired many auto owners to follow their example. The Vagabonds thus were the avant-garde of the countless vacationers, trailers in tow, who annually take to the highways, and of the huge recreational industry which serves them.

The Illustrious Vagabonds - Henry Ford Heritage Association

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