

A Ford Script



Wee Aurora receiving her present with some fresh raspberries for Santa. Proud Mother, Grandmother and Great Grandparents looking on

February 2026

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

Canterbury New Zealand Chapter.

Please note that the club will no longer have a P.O. Box from April 2026

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	027 303 2300
	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: February 25th, 2026 Sandra & John Olliver's 7.30pm

Script closing date: 20th February 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 February 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 January 2026

Welcome into 2026.

What a wet summer we are having! Those with a rain gauge outside are looking at it and shaking their heads, it's like we are living in southland, or somewhere that rain measured in feet rather than inches. As you know we had to postpone the Era picnic again due to weather, perhaps we should hold a trial testing how waterproof your Model A is next January.

On the positive side of things when its wet it does mean you can get into those inside projects on your Model A, or what ever else you have that needs attention.

The last event for 2025 was the Children's Christmas Party which was a lot of fun for those attending.

Looking forward, the first thing up on the calendar is the Vintage Car and Tractor Waitangi Day Run held by the Rangiora RSA. While not a club organised event, it is popular with members of our club. Later in mid Feb we have the 'Summer Outing' in north Canterbury visits organised by Peter Baylor.

March 1st is our club High Country Run, kindly organised by Bob Scott and Donald Wright. Then a couple of weeks later will be the VCC Vero Run for those that have booked in.

Many thanks to club members and the committee for volunteering to provide these enjoyable outings for the rest of us to use our Model As.

Cheers Gerry

CLUB CAR REPORT January 2026

After my experience of the Death Wobbles in the club car late last year the lads at Early Ford parts got the car up on the hoist and checked out the whole front end.

I have taken the car for a short test drive without passengers and found no sign of wobbles. I wont have time to do a test drive with passengers before the deadline for this news letter but will do so within the next couple of weeks. If a member should want to use the car just give me a call to check if it is available.

Many thanks to George, Richard and Andrew for once again coming to our rescue.

Happy new year to all.

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

In Memorandum:

It is with great sadness that we acknowledge the passing of **Dave Bell** and **Marilyn Biggs**. Both Dave and Marilyn were longstanding members of the club and will be remembered fondly. Cards have been sent to both families from the club.

Club Windscreen Transfer These have resurfaced if anyone is needing a replacement, or never received one.



Please let Gerry know 02041123717

Membership List:

A new membership list will be circulated very soon. Thank you to Graeme Tucker for updating this.

Post Office Box:

The club will cease to have a PO Box at the end of April 2026 due to cost and very little use.

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.

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.**

COMING EVENTS



2026

February 22nd:

All Fords Day (See advertisement on Pg 14)

March 1st

High Country Run.



Destination :

Castle Hill station, Porters Pass

Owners: Jos & Catherine Van der klundert

Time:

9.45 Meet at the Springfield Hall on the left coming in to the township to **leave at 10 am**

11 AM Castle Hill Woolshed. This is on the right hand side of the main road just past the yard and homestead on the left.

The plan is to have morning tea at the woolshed followed by a talk from the owners. Jos will cover the family farming activities which includes their establishment of a cropping farm in New Zealand, followed by the move from the Canterbury plains to the high country at Castle Hill and Catherine will cover some of the history and the family aspect of the transition from farming in Holland to a new farming life in New Zealand.

Following this we have been given access to the farm track and will proceed to the north through various paddocks and across one small creek (NO CHAINS REQUIRED HERE !!) and the small bridge is not to be used. It's only rated for stock to cross. We have selected several different spots for our lunch stop so the weather will dictate which one we use.

What you need to know: Suggest you fill with fuel at Springfield. There will be approximately **3½ hours motoring** from here

Food available at Sheffield Pie Shop or Springfield Service Centre

Being summertime we would like a number of vehicles to carry a fire extinguisher

Organisers:

Bob Scott, 021 364 308 & Donald Wright, 021 337 757



COMING EVENTS

April 9th to 12th

Timaru & Oamaru with Run through Dansey's Pass

Thursday 9th April

11.30am.
1.00 p.m.
3.00 p.m.

Arrive at The Farm Shop Geraldine absolute latest 11.45a.m.
Leave for a short run to a very interesting local water project
Return to Geraldine
(Dinner venue to be confirmed)

Friday 10th April

9.00 am.

11.30 a.m.

Assemble on Hislop St between Camp Ground and Domain
Approx 60m Run finishing at Temuka Domain
Leave for **Nosh Café** (turn off to Waimate) for Lunch
Leave in your own time for Oamaru, rest of the day is free

Saturday 11th April

8.30a.m.
9.45a.m.
12.30 approx

Leave Oamaru heading West
Short Stop for sightseeing and toilet
Continue to Danseys Pass then Naseby.
(This is our lunch and toilet stop)

13.30

Continue per instructions going over The Pig Route and Trotters Gorge returning to Oamaru

Sunday 12th April

Meet for Breakfast before returning home, will confirm where during the weekend.

Accommodation:

This needs to be booked ASAP as is selling Fast

Organiser:

Kevin Mercer 027 200 9474

May

In the planning stage

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.

Please plan to come along in Era Clothing as we missed judging for the "**Rosalie Bayler Memorial Era Picnic Award**" due to the inclement weather on our Era Picnic Day

June (Date TBC)

Mid-Winter Xmas Dinner

This year we are planning a Pot-Luck Dinner at Peter Bayler's home in Rangiora.

July 12th

AGM

Venue TBC

Past Events

December 10th 2025:

Children's Christmas Party

Once again the Children's Christmas Party was a resounding success with 9 children and their families attending. A big thank you once again to "Santa" and to Peter for the ever popular wee Car! It was so good seeing the older children taking the younger children under their wings. Here are some photos to bring a smile.



Sump & Rear Main Bearing Cap.

AUTHENTICALLY SPEAKING

Occasionally your sump will need to be removed for a clean out or to replace gaskets.

Removal is easy, providing you have drained the oil beforehand. *If you haven't, you will soon find out.* The baffle plate inside the sump will have to be removed by carefully prising out, as it is held in by clipping into the internal recesses in the sump pressing. There is usually sediment lying at the bottom and all will have to be removed to be spotlessly clean. Check that the threads in the sump bung are ok and it would have had a copper or brass washer to aid in sealing when tightened. There were $\frac{3}{4}$ " and $\frac{7}{8}$ " hex bungs. Top right. Always use an appropriate socket for removal and installation.

You will require a new cork gasket set including the $\frac{1}{4}$ " square cork strip the fits into the rear main bearing cap recess. Soak in oil overnight. This gasket is located and held by the sump. This cork strip will appear to be $\frac{1}{2}$ " too long. DO NOT CUT. It will compress



Complete gasket set with crank pulley seal at right.

down to seal the rear of the sump. Also required, $\frac{1}{2}$ of the front pulley asbestos seal. If you do not have a new front seal, remove the old seal from the sump and pack under with a .010" piece of gasket material and reinstall.



Front seal.

Installation. Firstly, make sure you have all the sump bolts and new washers on hand and have reinserted the internal baffle plate back in position. It will clip in quite securely. You will need a good quality gasket cement. NEVER use RTV as pieces can easily clog the oil filter screen. If you are lying upside down and positioning the sump into position, it is not an easy task. With your gasket cement secure the two gaskets to the sump or the block, both of which must be cleaned of all oil residue. Insert the $\frac{1}{4}$ " rear main cap cork strip onto position and it will bow in the middle. Add the front crank pulley seal into position in the sump and if new it will conform to shape when the sump is tightened.



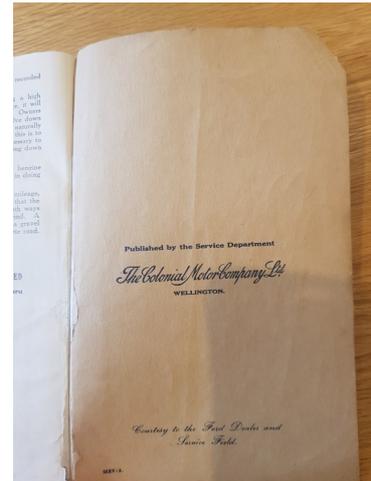
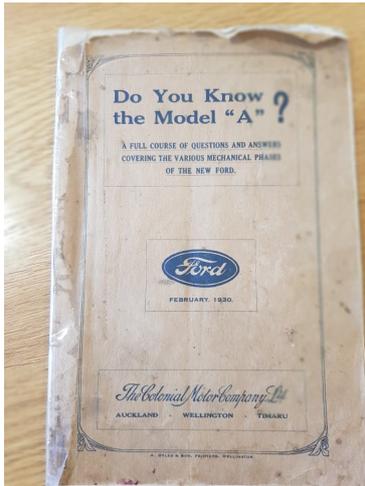
Add gasket cement to the remaining surface and position the sump onto the block (pass over the oil filter) and add a fastening bolt at either end. Installation is easier said than done, as the sump is heavy and your arms will ache. *(Get some help)* Now add further bolts, not securing tightly and keeping the rear main cork strip aligned with the sump as pictured at right. It will want to move in or out. It will compress. Once in position, evenly tighten all the sump bolts. Add some sealer as pictured 'in blue' to the ends of the positioned $\frac{1}{4}$ " cork strip and go over the sump bolts a few times, as the gasket will compress slightly. Torque to around 15 ft/lbs carefully. If you over tighten, you run the risk of snapping off a bolt in the block. If the engine is out of the car and on an engine stand, then installation of the sump is easy.



I tried blindfolded archery for the first time today. You really don't know what you're missing.

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 4. Name another particular advantage of the FORD brakes that ensures long wear and smooth action.

Answer 4. The method of adjusting the service brakes of the new FORD constitutes the greatest advance in brake design, since the introduction of four-wheel brakes. The brake shoes are forced against the drum by a cam which is located in the end of the operating shaft. On the majority of cars, when the brakes wear, the clearance between the shoes and the drum is taken up by giving the cam a little more "twist"; for that is, in effect, what a screw adjustment on the end of the brake rod does. On the new FORD, the brake adjusting screw takes the form of a grooved or serrated cone, which operates, not at the cam end of the shoes, but at the other end, forcing them apart. Thus any wear that takes place at the cam end of the brake lining is accounted for at the opposite end, and the brake linings wear evenly over their entire surface, ensuring longer wear.

On most cars, the brake shoes have to be discarded before they are half worn out, merely because at the cam ends they have worn out entirely. Thus we may expect at least double the life from FORD brakes compared with other brakes of similar size.

Question 5. What is one of the details of FORD brake design that makes the FORD brakes so easy to operate?

Answer 5. One of the details of design which makes the FORD four-wheel brakes so easy to operate is the rollers on the ends of the brake shoes, against which the actuating wedges of the front wheel brakes and the cams of the rear wheel brakes, operate. These rollers also reduce wear, and mean more miles between brake adjustments.

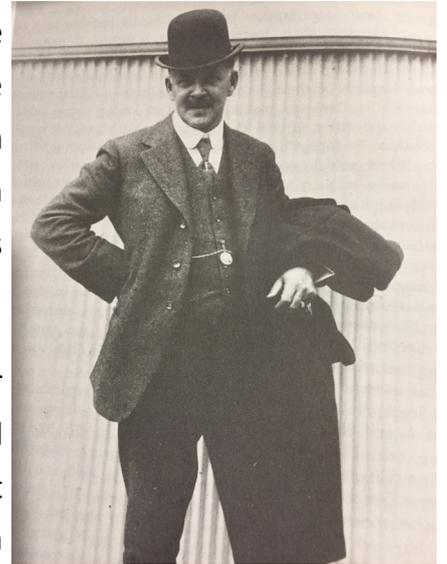
Question 6. How is continued ease of operation of the FORD brakes assured?

Answer 6. Although flanged rims are used to throw mud and water away from the brake drums, it is possible that some moisture may eventually get in. Even though it does, service men will not be troubled by frequent "brake easing" jobs, as all the working parts of the FORD brakes are cadmium-plated to prevent rust. Cadmium is a tough, white metal resembling zinc. Its secret is that it has a good finish, which is not removed by exposure to air and water. It has only recently been found possible to plate steel with cadmium, but Ford uses this latest engineering development in the most important working parts-the brakes.

Member Contribution by Tom Stephens

R. E. OLDS AND THE MEN WHO BUILT HIS CARS. – Tom Stephens

Ransom Olds achievements and involvement in the U.S. automobile industry is remembered as a training ground for what became famous automobile men who went on and made their own contribution to the establishment of the U.S. automobile industry in Michigan with the start of mass production of the Curved Dash Olds at factories in Lansing and Detroit.



Ransome E Olds at the height of his fame



Charles S Mott of Flint, an original partner in General Motors manufactured wire

In 1901 Ransom Olds looked for suppliers to provide materials and parts for both factories. Charles Mott who became an original partner in General Motors moved his factory to nearby Flint to manufacture the wire wheels and the W.K Prudden Company which became a subsidiary of Goodyear Tire and Rubber Company based in Lansing supplied the wooden wheels.

The Dodge brothers who in 1900 had just built a new machine shop in Detroit were brought into the automobile industry with a contract to build engines for the Curved Dash Olds. Henry Leyland who trained as a Gun Smith ran Detroit's premier machine shop was asked by Olds to solve a problem with the transmission with the result he was hired to build Olds engines and transmissions. Leyland went on to form the Cadillac and Lincoln Motor Car Companies. The Briscoe brothers who worked with sheet metal supplied radiators, fenders and gas tanks. Johnathon Maxwell worked for Olds as an engineer and worked on the design of the Curved Dash transmission. He had helped Elwood Haynes build his first vehicle. In 1902 Maxwell formed the Northern Manufacturing Company and was joined by Charles King but in 1903 with Ben Biscoe they formed the Maxwell Biscoe Company.

Not to be left out Ben's brother Frank and Alanson Brush established the Brush Runabout Company. Although Brush didn't work for Olds he was involved with the production of Olds engines and transmissions at Leyland's machine shop. Olds used C.R. Wilson Carriage Company bodies and by 1903 Wilson was the largest producer of automobile bodies in the U.S.

(continued on page 12)

Member Contribution by Tom Stephens

Charles Fisher who worked for C.R Wilson went on to establish the Fisher Body Company in 1908 which grew to become the world's largest manufacturer of auto bodies. Three other names associated with C.R Wilson Bodies at the time Olds was investigating bodies were Everitt, Metzger and Flanders who would go on to found the E. M. F Company which became Studebaker and later Rickenbacker. Other familiar car maker names to be associated with the Olds Motor Works were Hugh Chalmers, Joseph Hudson and Robert Hupp.

Roy Chapin a test driver and sales manager for Olds and Howard Coffin Fredrick Bezner and James Brady who thought of the name Oldsmobile formed the Thomas-Detroit Company which saw a name change to Chalmers Detroit with a financial investment from Hugh Chalmers but when this arrangement failed to work they sold their interest in the company to Chalmers and found a new backer in Joseph Hudson and formed the Hudson Motor Car Company.

Charles King who had built and driven the first car in Michigan joined the Olds Motor Works and managed the Marine Engine business, then left to join the Northern Manufacturing Company as chief engineer until they merged with E.M.F. In 1911 he formed the King Motor Car Company however King did not stay with the company and went on to devote his time to experimenting and inventive work. Charles King was considered a great industrialist and an automotive genius who was credited with igniting a revolution which helped put the whole world on four wheels.



Charles Brady King driving the first car built in Michigan on March 6th 1896

These are some of the names of Olds employees and suppliers who went on to make a name for themselves during the pioneering days of the Olds Company and they were well rewarded as the industry developed.

Links to Interesting VIDEOS and Articles

The links below were forwarded to me from Jill Thach from the Santa Barbara MAFCA:

[Inside the James Hull collection](#)

[This Stunning Car Collection Will Amaze You!](#)

[Ford Car Transformation | 1903 to 2050 Evolution in 4 Minutes](#)

[How to make a Ford Model A run smoothly - Paul Shinn LIVE seminar at MAFCA banquet](#)

[Jordon Beller - A Lifetime Obsession Collecting Early Fords!!](#)

For Sale

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New Zealand's leading vehicle marketing company. 40 years' experience. Listing is free to vehicle sellers, with no hidden costs.

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or rushmoremotors@xtra.co.nz

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.

For Sale

ANTIQUUE FORD PARTS

THE MODEL 'A' SPECIALISTS
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OPEN 7 DAYS if HOME

Large range of new and original parts at
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ALL 2026



DAY

SUN, 22nd FEB 10am-2.30pm

**NEW VENUE VINTAGE CAR CLUB
McLEANS ISLAND CHRISTCHURCH**



Admission
\$10 per car including occupants
\$5 Walk in spectators per person
Under 12 free **CASH ONLY**
REFRESHMENTS AVAILABLE, NO PETS PLEASE
www.canterburymustang.org.nz www.facebook.CanterburyMustangOwnersClub

Organised by
Canterbury Mustang
Owners Club
on behalf of Ford Clubs and Enthusiasts

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**

What do you call a
boomerang that wont come
back?

A stick.

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
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