

A Ford Script



Mid-Winter Christmas at Peter Bayler's

July 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

All correspondence to go to the club email address:

canterbury.nz.mafca@gmail.com

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: TBA

Script closing date: 25th July 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 **25th June 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 June 2026

In June we had a very successful mid-winter dinner out at Peters place in Rangiora. A good turnout with much enjoyment had by all. Thank you Peter for hosting the event.

Also, in June some of the Model A the ladies got together again for morning tea at what has become a regular monthly event, this time at Riccarton House.

By the time you read this the AGM will be upon us and hopefully we will see many of you there. All positions on the committee are available if you would like to step forward and assist with how the club works and what we should be doing.

Looking forward to August and beyond, at the start of the month there is the Era clothing sale for those who liked to dress in the fashion of the day. Then later in August is the VCC Daffodil Day run, where there is the opportunity to do long or short runs prior to a picnic at the VCC grounds. September is the International Model A Day, this time set in and around Greymouth. For further information see details in coming events.

Well, as I mentioned in the last Log, the shortest day was coming up, and this is now behind us so technically the days have started to get longer. Must say that I haven't noticed it yet, but it does feel more positive just knowing that it is getting better.

Cheers, Gerry

CLUB CAR REPORT June 2026

Only one thing to report this month and that is that George used the car to take his Grandson to the boys formal a couple of weeks ago and all went 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.

FACEBOOK PAGE

Are you aware that we have a Facebook page, diligently managed by Sandra Olliver?

Model A Ford Club Canterbury Chapter

If you have facebook please go and have a look.

Follow this link: [Model A Ford Club Canterbury Chapter | Facebook](#)

Sandra tries to keep it up to date with photos and stories from recent events. Any contributions would be greatly appreciated.

NOTICES

The Future of our Club



Our club has been functioning nigh on 60 years and during that time many of us have put in a lot of time and labour, donated goods and expertise to build the club up and keep it running.

Sounds tough but there have also been miles of motoring and hours of fun and good times.

The AGM is due in July, most people on the committee at present have served, in different roles, several times before.

Even if you have flown with us before, each meeting is subtly different so if you think you can help out please consider standing or re-standing for the committee.

We want to keep the club alive and vital and in good heart for at least another 60 years!

This year we need the following:

- **Club Captain**
- **Vice Captain, and**
- **Several New Committee Members.**

Nomination forms will be emailed to members soon

Printed AFord Script

It has been decided by the Committee that there will no longer be an option to have the A Ford Script printed, unless the member has no email (as decided at a previous AGM).

At this stage there is only 1 person in this situation.

When the new subscription form comes out this year, there will no longer be an option on it.

This will take effect in October 2026.

Membership List:

A new membership list is now available on the club website.

www.modelaford.co.nz



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

NOTICES

ERA CLOTHING SALE: Sunday 2nd August, 1pm—3pm

Recently the Committee has been gifted Era Clothing from 2 members, Barbara Shipley and Graham Scott.

They would both like them to find a good home and for any proceeds to go to the Club.

We will be holding an Era Clothing Sale on: **Sunday 2nd August, 1pm—3pm**

At: **95 Shepherd Ave, West Melton**

Bring along any Era clothing you would like to sell, or deliver clothing to:

Gill Lake (0273346031), Judy Straw (0295223163) or Peter Bayler (0276855780)

for us to sell **on your behalf**



VintageDancer.com

Party Bags

Metal Mesh
98c Glittering, non-tarnishing metal Mesh in smart gink-like hobnail pattern! The most striking and festive of party bags! Rayon Moire Lining. Size: 5x3 7/8 inches.
18 K 3011 —Gold col. 98c or finish only. Shpg. wt. 9oz.

Transparent Velvet
98c Soft, luxurious Graceful gilt line has a sparkling lock-set with brilliant Rayon Moire lining. Mirror. Size: 7x4 1/2 inches.
18 K 3012—Colors: Black or White. State color. Shipping weight: 6 oz.

NOTICES

Stocktake of Club Assets

In order to update records and the website the committee is checking through club assets that are stored in **Glenn & Heather Birnie's Container**. To help us make this list as complete as possible could you please let a Committee member know if you have anything that belongs to the club.

File of Previous Club Runs

We are trying to collate a list of runs to help with ideas for the future. If you have any past run sheets that you are able to share could you please let anyone on the committee know and we will make a folder up.

Club Windscreen Transfer:

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

Please let Gerry know 02041123717



COMING EVENTS



Summary of Coming Events for the next 3 Months

More details on this and following pages.

(Print out and put this on your Fridge)

Month	Date/s	Event	Location	Time
July 2026	July 12th	AGM	Hornby Club	10.30am
August 2026	August 2nd	Era Clothing Sale	95 Shepherd Ave	1pm—3pm
	Aug 23rd	VCC Daffodil Day Run	Meet for B/F or coffee at Black & White café, Rangiora or Various starting points. Finishing at the VCC grounds, McLeans Island	10am
September 2026	Sept 18th—20th	International Model A Ford Day	Greymouth	Reg: 5.30—7pm on Friday 18th

2026

July 12th

[AGM with Lunch at the Hornby Club](#)

Time

Meet at 10:30am

Meeting starts at 11:00am

Lunch 12:30pm

Please Note:

*“The Hornby Club or affiliated Club members will be required to sign in all non-members, and they are to **show the sign in slips to the staff when ordering at the till.**”*

*“Guests will require to **place a parking slip on the dash boards of their cars** to prevent a parking fine as our carpark is monitored. **Slips will be available in the room and at reception on arrival.**”*

Nomination forms will be emailed to members soon

COMING EVENTS

July 23rd

[Ladies Morning Tea @ Urban Revival, Silverstream](#)

Location:

42 Siverstream Boulevard, Silverstream, Kaiapoi

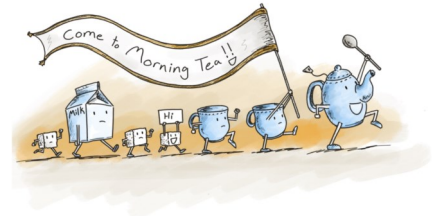
Time:

10.30am



A table has been booked at:

Urban Revival for 10 people, but I will need to confirm numbers so please send me a text or phone me if you are keen to join us. All welcome!!



Organiser:

Gill Lake **0273346031**

August 2nd

[Era Clothing Sale](#)

Time

1pm - 3pm

Location

95 Shepherd Ave, West Melton

(See Notices for further details on page 5)

August 23rd

[Daffodil Run for Cancer](#) (see advertisement on page

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

Five starting points:

Amberley - Better Half Café 14 Ashworths Beach Road,

Cashmere Club - Use entrances at 50 Colombo Street or Hunter Tce

New Brighton Club Cnr Marine Parade and Hawke St,

Rolleston – Selwyn District Council Car Park Norman Kirk Drive

Rangiora – Southbrook Park Car Park South Belt.

Runs leave each location between 10.00 am and 10.30 am.

Afternoon Public Display at VCC grounds, McLeans Island from 12.00
Coffee available at start points & BBQ lunch can be purchased at VCC Grounds.

Enquiries to Colin Hey – email: heywelseley699@gmail.com

\$10 Vehicle Entry – all fees donated to the local Cancer Society

Model A Club members welcome to gather in **Rangiora this year at Black and White Café, 5 High St, Rangiora at 9am** and for a picnic at Motorcycle corner at the VVC grounds after the run.

Please let Sandra Olliver (027 303 2300) know if you intend to meet at Black and White Café, for numbers

COMING EVENTS

2026

September 18th—20th International Model A Ford Day

Friday 18th: Registration packs can be picked up at the Union Hotel, 50 Herbert St, Greymouth between **5.30pm—7pm**

Meal available at the Union Hotel at own cost

Saturday 19th: Cars will assemble at the All Saints Gym and GDC Carparks from 8.30am ready to leave at 9am

Rally Dinner at the Union Hotel \$45pp (time to be advised)

Registration Form on next page

2027

March 13th - 20th 18th National Model A Ford Rally

Organisers Top of the South Model A Club (with assistance from West Coast As)

Location Blenheim 13th – 16th March
Nelson 17th – 20th March

Preparations are going well for the 2027 Rally, there are now have 77 paid up Early birds.

Programme

Blenheim 13th – 16th March

- Saturday 13th Meet and Greet in Blenheim
- Sunday 14th Judging/Gymkhana /Display Day, Blenheim
- Monday 15th Local Marlborough Tours
- Tuesday 16th Local Marlborough Tours

Nelson 17th – 20th March

- Wednesday 17th Pack your bags to change your accommodation and for Rally Run to Nelson
- Thursday 18th Local Nelson Tours
- Friday 19th Local Nelson Tours, Final Rally Dinner
- Saturday 20th Breakfast and Farewells

Rally Directors **Ann Holmes 021 032 4605**

Chris Bird 027 247 1089

Registration Form for Greymouth September 2026

WEST COAST MODEL A RUN

INTERNATIONAL MODEL A DAY 2026 - GREYMOOUTH
RALLY REGISTRATION FORM

EVENT DATES: Friday 18th - Sunday 20th September 2026

Friday 18th: Rally packs will be available to pick up from The Union Hotel between 5:30pm - 7pm

Saturday 19th: Cars will assemble at the All-Saints gym and GDC car parks from 8:30am ready to leave at 9am

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	\$20
Friday Night Dinner	Friday dinner at own cost - Union Hotel		
Saturday Night Dinner	Rally dinner at Union Hotel @ \$45 each		

Your total entry costs are \$ _____

Special Dietary Requirements: _____

(e.g. GF, Vegetarian, Vegan)

Please note that no meal refunds will be available if cancelled after 11th September 2026

METHOD OF PAYMENT

Internet banking details: Canterbury NZ Chapter MAFCA 06-0805-0018320-00

Reference is WCMA and your Name

Closing date 4th September - No refunds after 11th September 2026

Completed entry forms to be emailed to: ri.devlin@xtra.co.nz

CONTACTS

Organiser: Roger Devlin Phone: 021 331 402 ri.devlin@xtra.co.nz

Organiser: John Fowler Phone: 021 668 295 johncecilfowler@gmail.com

All Drivers and vehicles must comply with all regulations pertaining to operating on New Zealand roads including but not limited to Warrant of Fitness, Drivers Licence and Road Rules. Any damage by any entrant to third party property, to their vehicle or to any other entrant's vehicle is that entrant's responsibility entirely. The Canterbury (N.Z.) Chapter MAFCA Inc will not be held liable for any damage, loss or liability suffered or caused by any entrant or third party.

Past Events

June 13th

Mid-Winter Xmas Dinner

This year we decided to have a pot luck meal for Mid-winter Xmas as we were struggling to get the minimum numbers that catering companies require.

Peter Bayler offered his home and he got right into the Christmas spirit with some wonderful decorations.

The night was a great success and very relaxed. There were 28 attendees, including 2 from the Model T Club. We were very pleased to see Margaret and Travis Michelle who had made a special trip up from Mosgiel. I hear that they had made some stops on the way up that they usually zoom past as they decided to take their time this time.

The food was delicious with such a lot of variety, as one would expect from a true pot luck. We also had a 50 year badge presentation to Alan Hill with a few reminiscences and laughs. Many thanks to Peter and his trusty assistant, Jan for hosting a wonderful evening.



June 25th

Ladies Morning tea @ Riccarton House

This month we had 8 ladies brave the inclement weather and enjoy a very nice morning tea and great company at Riccarton House. Welcome to Lynley McVie this month. This monthly outing has become a looked forward to event and we are keen to try all sorts of cafes.

I will try and remember to take photos next month!

Gill

Member Contribution by Les Pearson

Authentically Speaking

Gas Gauge A-9300-E

Leakage from the gas gauge can happen anywhere at any time, and is usually just enough to be annoying.

To repair a gas gauge leak.

Firstly purchase or borrow the correct gauge tools, and purchase a cork gas gauge gasket set. (Not neoprene.) See you friendly parts supplier.



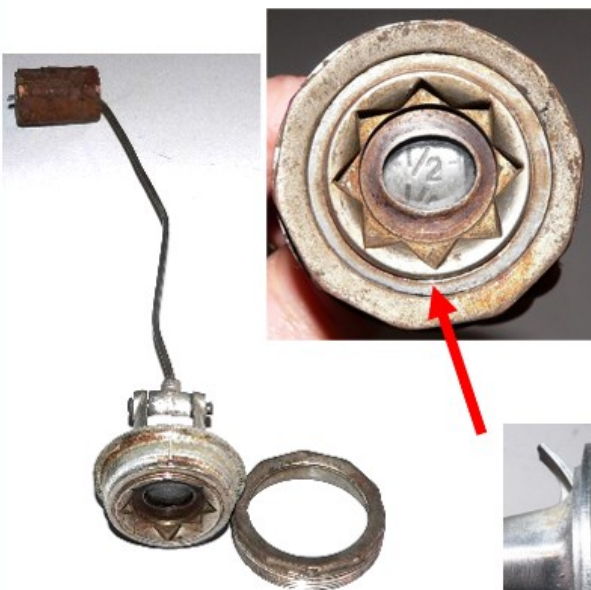
Both these parts are inexpensive. It is a good idea to purchase two gas gauge gasket sets. You may be able to help somebody else out.

Firstly, and most important disconnect the battery.

The level of gas in the tank **MUST** be well below the gauge level.

Remove the dash panel. (4 screws.) Pull the dash out and away from the tank. There should be enough room to get at the gas gauge.

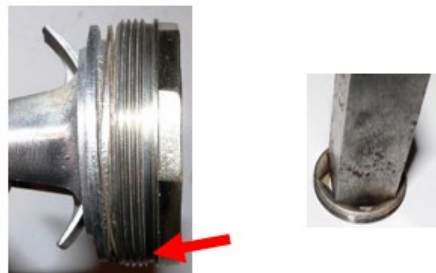
Carefully check to see where the weepage is coming from.



If the weepage is from the **bottom of the outer large nut**, as the bottom arrow, it will be a reasonably simple fix. Undo the outer nut and pull the complete gauge from the tank. Watch for the two brass slip rings which must be reinstalled in the same position. Be careful, as the complete gauge has a cork float at the end as pictured at left. At the rear of the gauge is a cork gasket which mates to the tank. Remove any cork from both surfaces and clean out the fine grooves on both surfaces. Install the new gasket with a slight smear of Golden Syrup on all surfaces. Install the two brass slip rings, which must be lightly oiled to slip together. Reinstall and tighten the outer nut, ensuring the gauge is level.

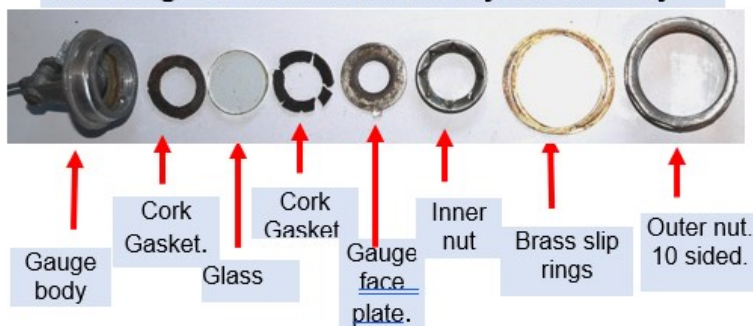


Inner nut and face plate removed.



1" square bar is ideal to remove the inner ring.

Gas Gauge Order of Disassembly & Assembly.



Member Contribution by Les Pearson

Removal From Tank. A set of tank tools is required. A-9300.

1. Remove the dash panel, if not already removed.
2. Remove the inner gauge nut.
3. Remove the outer gauge nut.
4. Remove the complete gauge from the tank.
5. With a sharp point remove the 'Face Plate'. A projection on the bottom of the plate fits into a groove locating the plate in the correct position. *New face plates are available.*
6. Remove the cork gasket below the face plate.
7. Carefully remove the glass. Be careful not to scratch it.
8. This exposes the 'level indicator'. Picture [aright](#).



Both inner and outer rings are nickel-plated. Chrome will completely spoil your restored dash panel which is also nicked. Purchase a 'Gas Gauge overhaul Kit.' You will need a new cork float, a face plate, a gasket set, and brass slip rings. All this should come in a complete set, but check with the supplier. A modern plastic or brass float can be used if you do not wish to use cork. Clean up all the old parts. Try to use the old glass lens if possible. (*Some replacement glasses are plastic.*) Two surfaces that must be cleaned, are the back of the gauge and its mating surface on the actual tank. They are grooved as pictured below.



Grooved surfaces arrowed.

The first gasket installed fits against the gauge mating face in the tank. Pic. 'B'. Place a slight smear of Golden Syrup on both surfaces. Grooves can be seen in the old gasket and the rear of the gauge, pic. 'C'.

Installing A New Gas Gauge Cork A-9313-C Or Brass Float.

Install a new cork float on the end of the wire, or the brass float from a Tillotson carb soldered to the gauge wire works very well.

The wire has a small washer at the end, and the wire is crimped at right, to hold the washer in place. By carefully removing the crimping. This process can be duplicated with a new cork or brass float, or the brass float can be soldered in position. Coat the cork with a tank sealer and leave it to dry for a few days outside.

Two coats are better. Or use shellac.



Float Calibration.

Gauges were calibrated so they read "Full" when the cork reaches the top of the tank, with a reserve of one gallon when showing zero. The float wire can be adjusted by bending the wire until accuracy is achieved. To check as follows: Hook a wire through the filler opening and lift the float until the cork touches the top of the tank. It should read 'F'. To adjust, the gauge has to be removed from the tank in order to bend the wire. The only bend in the wire should be 1 1/2" back from the pivot pin. The 30/31 tanks required a 1 5/8" drop bend to accommodate the 1930 style tank, opposed to the 28/29 tank.

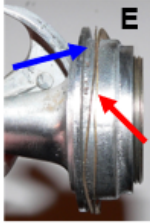
Gas Gauge Assembly And Installation. A-9300-E.

Once the float calibration has been checked and once all the parts have been thoroughly cleaned including the concentric rings on the back of the gauge hole in the tank, and the back of the gauge casting, as pictured previously, you are ready to assemble. Place a smear of Golden Syrup on both sides of the large cork gasket and place it in the gas gauge hole in the tank.

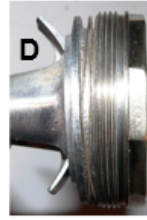
The following assembly of the gas gauge can be either done on the workbench or on the tank. It is difficult to hold the gauge satisfactorily in a soft-jawed vice to assemble, but assembling in place in the tank does have advantages, as described below. Place a light coat of oil on the two slip rings. Place them over the gauge assembly and against the back flange of the gauge housing, as in picture 'E'. The slip washers will prevent the gauge assembly from turning when the outer nut

Member Contribution by Les Pearson

is tightened down. (Although it also helps if you can hold the inner ring with the gas gauge tool as an added precaution to help keep the 'face plate' line horizontal.)



Slip rings in position. Red arrow.



Outer nut in position, with slip rings behind.



Slip rings.

Insert the complete gauge into the tank hole against the large cork gasket. Placement arrowed in blue, picture 'E'. Screw the outer ring onto the tank pushing the gauge against the cork gasket keeping the assembly level. Picture 'D'. This is important. Do not tighten this outer ring firmly just yet. Install the first small gasket, very lightly smeared with treacle. Install the glass gauge lens, followed by another small cork gasket very lightly smeared with treacle.

Then the face plate suitably slotted into the hole at the bottom of the inner thread to keep it square to the gauge. If the two previous gaskets are too thick, the face plate will not fit correctly.



Gauge glass showing thickness of 3/32" x 1 1/8"



Gauge components less gaskets.

Screw down the outer ring firmly. With the inner ring tool, hold the inner ring in position to keep the gauge level. Get some assistance to undertake this.

By using Golden Syrup, if the gauge has to come apart in the future you won't have problems, and the syrup is impervious to fuel, or if you have a slight weep from the gauge it can be tightened.

Don't over-tighten the inner ring as it can break the glass.

Don't expect 100% satisfaction at your first attempt. You won't know how successful you are until you fill the tank.

A Word Of Warning. For the first fill of gas, (to just above the gauge) do it at home, so if you do have a leak from the gauge you are handy to your tools. The last thing you want is to be stuck at a gas station with fuel leaking out of your dash panel all over the floor. Some fuel gauges, and especially for the inexperienced person, can be troublesome first time around. Always make sure electrical connections behind the dash are insulated and do not touch the tank. Always carry a fire extinguisher.

If you can smell gas and still not the steering column clamp where prone to undue stress, especially and lost its shock absorber tank is weeping, is to remove radiator shop for repairs. The soldered.

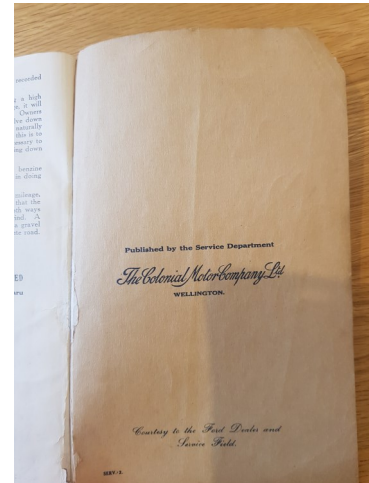
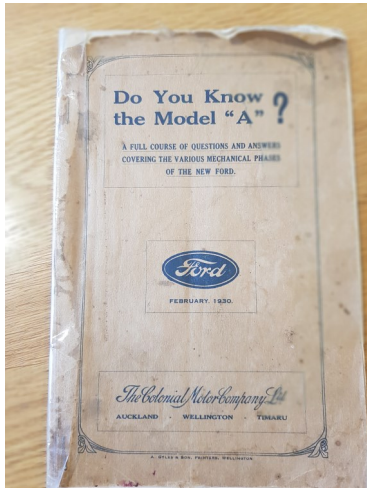


Tank can weep here.

detect a leak from the gauge, check it meets the gas tank. This area is if the clamping rubber has gone hard effect. The only real remedy if the the tank for repairs. Try your local joint may have to be re-riveted and

Clamp gasket. Neds to be 'live' rubber. See your supplier.

Member Contribution



DO YOU KNOW THE MODEL "A"?

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

ARTICLE 7.

EMERGENCY BRAKES.

Question 3. How is the emergency brake shoe constructed?

Answer 3. The emergency brake shoe is a one-piece steel band of the expanding type, operating on a special brake drum on the rear wheels. This steel band is covered with a brake lining material of interwoven wire and asbestos composition. The braking surface of the emergency brakes is 57 ½ square inches.

Question 4. How is the emergency brake adjusted?

Answer 4. It is only when the band linings become excessively worn, allowing the emergency brake lever to come back to the extreme rear position, that adjustment for wear is required. Adjust as follows:-

1. Fully release emergency brake lever.
2. Remove rod connecting emergency brake lever to cross shaft centre lever.
3. Replace rod, inserting it through the hole in the centre cross member and connect the rod to the cross shaft centre lever through the upper hole in this lever.

Never adjust for wear by shortening the pull rods.

Question 5. How are the emergency brakes equalised?

Answer 5. These brakes are equalised by altering the length of the emergency brake cross shaft to rear axle pull rod. Adjust as follows:-

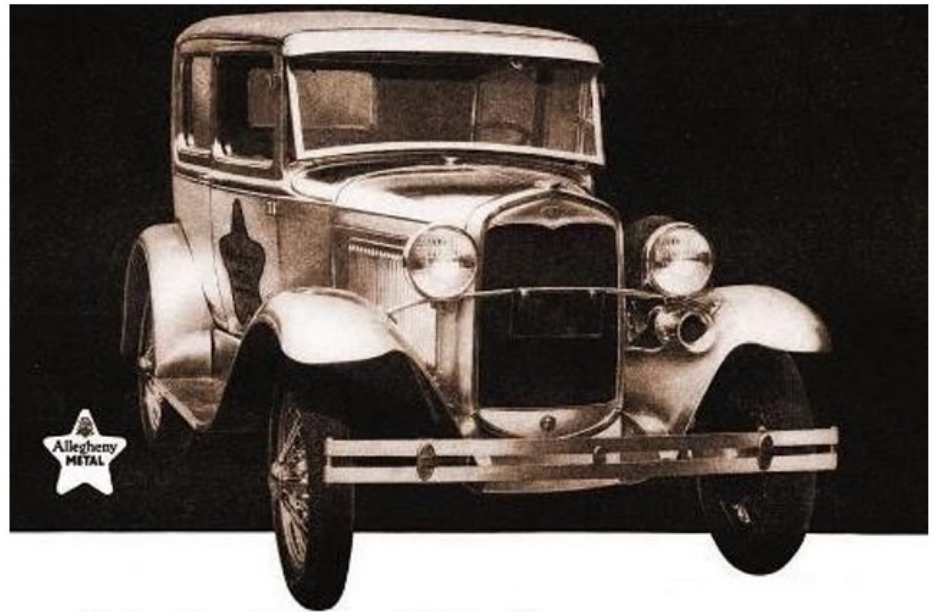
1. Make all adjustments with brakes cold.
2. Fully release emergency brake lever.
3. Jack up rear wheels.
4. Disconnect both emergency brake pull rods from emergency brake cross shaft end levers.
5. Make sure service brakes are not dragging.
6. Next, turn the adjustable end of both brake pull rods until the eye in the end of the rod is exactly in line with the end of the cross shaft end lever, then assemble rods to levers and check adjustments as follows:-

With the car travelling at 15 to 25 miles per hour on a dry surface, slowly apply the emergency brake with a gradually increasing hand pressure, having an observer note whether both wheels slide at the same time. If properly adjusted both rear wheels will lock evenly when the brakes are applied. If one wheel locks before the other it will be necessary to readjust the brake that locks first; this is done by backing off the adjustable end of the emergency brake pull rod approximately two turns and then repeat the test. If the same wheel still locks first, shorten the pull rod on the opposite brake until a uniform brake action is secured.

What level of involvement did Allegheny have with the stainless-bodied Ford Model A's?

by Daniel Strohl, Hemmings.com

Allegheny did indeed have a business relationship with Ford Motor Company dating back at least to 1930, when Ford introduced a number of stainless steel items on the Model A. A Ford brochure from the time touted the "greater value" of "rustless steel" as used in the Model A's headlamps, radiator shell, hub caps, cowl finish strip, gasoline tank cap, radiator cap, taillamp, and other exposed metal parts. "It never requires polishing," the brochure states. "You merely clean it with a damp cloth as you would a windshield."



That "cleans as easily as glass" tidbit also appears in an Allegheny Metal (as the company was called before it became Allegheny Ludlum and today's Allegheny Technologies) ad that appeared in the November 9, 1931 of *TIME*, showcasing one of the three Model A's with bodies built entirely from stainless steel. It's probably the one piece of evidence most people point to when making the connection between the stainless-bodied Model A's and Allegheny, but it's also curiously worded.

The purpose of the ad was not to sell stainless-bodied Model A's, rather to sell industry honchos - and perhaps some additional automakers - on Allegheny's stainless steel product line. The headline boasting that the body was made entirely from Allegheny stainless steel certainly sounds like the stainless bullet putting this debate in the ground already, but it only notes that Allegheny supplied the metal for the car and that the company bought the car afterward. Had Allegheny commissioned Ford or some third party coachbuilder to construct the stainless-bodied car, the company's ad copywriters would have more than likely said so in that same space. Also, had Allegheny any further involvement in the project, we would have also expected to hear about the other two stainless-bodied Model A's built alongside this one.

Speaking of those other two Model A's, according to Walt Gosden's research, Ford kept one, sent one to Allegheny (which, in addition to making theirs the centerpiece of the ad above, put it on a plinth outside the company's main entrance gate), and a third to Pittsburgh-based Universal Steel (later Universal-Cyclops, which operated the Detroit Steel subsidiary). Presuming that Universal and Allegheny had a competitive rather than collaborative relationship, we find it difficult to believe that Allegheny would commission the stainless Model A's and then permit one to be sent to Universal.

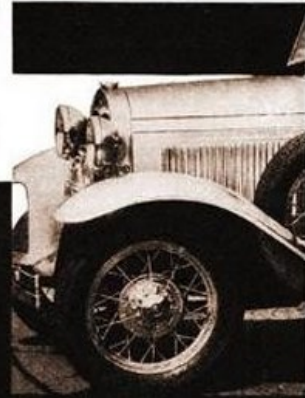
Universal, according to Gosden's article, also used their car for advertising purposes and had its salesmen flog it around the country for the next five years. Again, that's a curious thing to do if its competitor had commissioned the trio of cars.

Gosden, who used a lot of passive verbs in describing the Model A's in his article on the stainless-bodied FoMoCo products, said no new information has come to light on the Model A's in the 40 years since he wrote that article.

Allegheny's spokesperson said the company doesn't have any information on the Model A's. In a circa-1991 brochure that the company put together on the stainless cars, the company noted that the story of the cars "begins in the fall of 1935 when Allegheny Ludlum Steel Corporation and the Ford Motor Company agreed to build six cars with bodies made entirely of stainless steel." Neither that brochure nor an earlier one regarding the stainless-bodied Lincoln Continentals made mention of the stainless-bodied Model A's.

As for the current whereabouts of the trio of stainless-bodied Model A's, Gosden noted that Ford cut up its example and Allegheny melted down its example in a World War II scrap drive. The third reportedly still exists somewhere, its stainless body marred only by dings and dents and not by rust.

LOOK CLOSELY—every bit of metal you can see here is Allegheny Metal. It cleans as easily as glass.



Will next year's cars be like this?



GREATER PROTECTION is secured from Allegheny Metal, for it's far stronger than mild steel. It's permanently bright.

We just bought this special job with the body entirely of Allegheny Metal.

OUR car will never need paint or polish. It will never grow dull because the body, from bumper to bumper, is Allegheny Metal.

You've seen hundreds of Fords with bright parts of Allegheny Metal—head lamps, radiator shell and trim. You've seen these parts stand years of abuse with never a sign of rust.

Can you picture, then, a car entirely of Allegheny Metal? Allegheny Metal is so immune to corrosion that dairies use it to safeguard your milk . . . that restaurants prepare your food on it . . . that hospitals find it safest for clinical equipment.

Allegheny Metal is far stronger than mild steel. It has no thin plated surface to wear or peel. Nothing to chip. It's the same ever-brilliant metal all the way through.

These remarkable qualities of Allegheny Metal were developed in our laboratories. Research started with a formula still used by many companies. Now we've developed it to the highest point yet reached.

Perhaps you need the permanence of Allegheny Metal in your products or your processes. Write for Bulletin A—it gives a complete description of this metal.

QUICK FACTS

1. Resists more corrosive agents than any other alloy.
2. Can be drawn, stamped, machined, spun, cast, forged.
3. Far stronger than mild steel.
4. Will take any finish from dull to mirror.
5. Is non-magnetic.
6. Resists denting and abrasion.
7. Is readily annealed; may be welded and soldered.
8. Is produced in practically all commercial forms.
9. Immune to chemical reactions resulting from cooking and preparation of food . . . does not affect flavor, color or purity of any food.

ALLEGHENY STEEL COMPANY, Brackenridge, Pa., Offices: New York, Buffalo, Chicago, Cincinnati, Cleveland, Detroit, Philadelphia, St. Louis, Washington, D. C.; Milwaukee, Los Angeles. Warehouse Stocks: Joseph T. Ryan & Son, Inc.—Chicago, Cleveland, Milwaukee, St. Louis, Cincinnati, Detroit, Buffalo, Boston, Jersey City, Philadelphia . . . In Canada: Samuel, Son & Co., Ltd., Toronto.

ALLEGHENY METAL

Manufactured pursuant to license from the Chemical Foundation, Inc., under basic patents No. 1,716,817 and No. 1,419,378

Article from the "Script A News" of the "Ford Model A Club of Michigan"

For Sale

To Give away to a good home.

Wooden Body Trolley

Designed to support any Model A body or similar. On castors so the body is easily moved around the garage. Good height for working on the panels or painting. Dismantles for transporting.

Garth Moore 0274 726 025

For Sale

Model A diff gearset 1:4.11 (low) ratio.

Brand new from Snyders (but supplied in error)

\$960 (that's \$120 below purchase price)

Please phone Dean Yeoman on 0274599134

Or email: dkyeoman@gmail.com

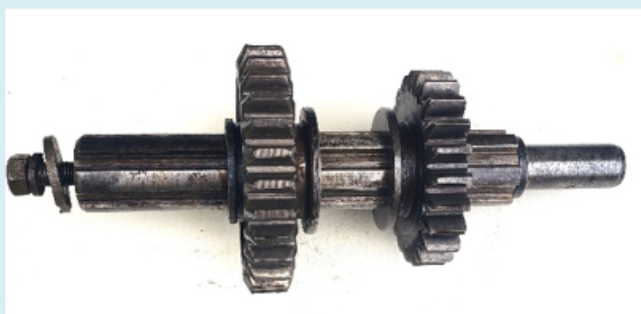


Rushmore Motors (NZ) Ltd.

Veteran, Vintage, Post Vintage & Classic Vehicle Marketing.

Second and low gears in excellent condition, on the splined shaft (A-7060). All original parts.

All parts are in excellent condition. The tolerance between the gears and the shaft is at factory specs at 0.0005". ie unworn. The gears have been tidied up on a circular wire brush as they were stained with oil for sitting for so long, but the splined shaft has not been touched on purpose. Approximate NZ retail \$879.00 if purchased new within NZ.



\$595.00
027 224 5045

For Sale

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.

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OPEN 7 DAYS if HOME

Large range of new and original parts at
REALISTIC PRICES

Wanted

Wanted

Model A Ford Generator

Prefer working condition but anything considered

Please phone **Kevin Straw** on **029 524 5048**

Or email: kandjstraw@gmail.com

Wanted to Borrow

Original 1930 Murray Fordor RHD woodwork for patterns. I am needing the lintel above the doors (my samples have rotted and broken), and the roof rails which hold the roof ribs, these are finger jointed. Also need a side sub-chassis rail with good detail for pattern. One side left or right hand is all I am looking for to make the jigs.

If you can help please phone 3797 370 or email me george.earlyfordparts@xtra.co.nz or call and see me
George Spriggs, Early Ford Parts, 10 Grafton Street, Christchurch.

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



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\$375.20 inc GST

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