

A Ford Script



Ready to leave on the BRIGHT TRIAL

June 2025

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

COMMITTEE

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Secretary	Russell Genet	0276068550
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Club Car Custodian	Ken James	0212225086
Webmaster	Kevin Straw	kandjstraw@gmail.com

Next Committee Meeting:

16th June 2025

Annette and Lindsay Painter's Goldrush lane

Script closing date: 20th June 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 June 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 April 2025

Hi All,
John Olliver reporting in, while Gill and Gerry are away enjoying time in the USA.

This has been a time of mixed emotion. Sadly we lost one of our members, Jens Christensen while taking part in the High Country Run on April 27th. Our heartfelt condolences to Karen and family. Members attended his funeral and met with the family.

On May 25th, the Bright run was held. Unfortunately we were unable to attend. By all accounts it was well attended.

We are now looking forward to the Irishman's run starting on 31st May.
Happy Motoring.

CLUB CAR REPORT May 2025

Hi Everyone

Very little to report this month. The Club car has not been used but I have fitted a mirror to the left side. This mirror is the one I purchased from the VCC parts shed. It is a little cloudy but I was unable to find a suitable new one anywhere. It has a very slightly convex surface which gives a slightly wider view, (handy on the left) so should make the car safer to drive.

Happy motoring Ken.

PS. Dean Yeoman used the car for the Bright trial and thought the steering was a little wandery. Andrew at Earlyford has offered to check it out and Dean will also take a look when he has time.



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

International Model A Day September 26th – 28th **Picton**

Hosted by Top of the South Model A Club

Programme on page 6 and entry form and programme in attachment.

Election of Officers for the 2025 / 2026 year:

That time is coming yet again to think about who would like to represent the club in one or more of the various roles on your committee.

All positions are available.

Some members are willing to stand again.

Nomination forms are on **page 7** and must be received by the secretary (Russell Genet) before the **AGM on July 13th**. They will be opened at the AGM.

Return of Trophies and Cups: Could last year's recipients of trophies and cups please return them so that they can be engraved with this years recipients? Could they pleased be dropped off to the Ollivers by **15th June**. Phone John or Sandra to arrange drop off time:

03 3596360 or 0273032300

Event Cancellations:

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

Note from the Editor:

Each month I receive newsletters from other Model A Clubs around the world including:

- Script A News Michigan
- Model A Torque North island
- Model A Flyer NSW
- Western Model A News Western Australia
- Ford Torque Victoria

If anyone is interested in receiving these newsletters, and any others I receive, please email me (afordscript@gmail.com) and I will set up a dedicated list of recipients.

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

2025



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

June 28th

Mid Winter Christmas

Era Dress optional

Venue:

“Hoofbeats” at the Racecourse Hotel

118 Racecourse Rd, Sockburn

Time:

5.30pm for a 6.00pm start

Cost:

\$30.00 per person

Menu:

Set, 2 course menu (See page 8)

PAYMENT

Could payment for your meals please be made into Club bank account by Sunday 22nd June . Reference name and Christmas dinner. Would you please confirm your payment to Annette by email. woodwormnz@gmail.com Acct no 06 0805 0018320 00 Canterbury NZMAFCA

July 13th

AGM

Venue:

The Hornby Club

Carmen Rd entrance to The Hornby Mall

Meal afterwards will be at the “Legends” Restaurant.

The meal will need to be ordered before the AGM

Time:

10.45: to order your meal

11.00: AGM

12.30: Meal

August 17th

Breakfast run

Mona Vale for brunch. Further details in July.

September 26th –28th:

International Model A Ford Day

Location:

Picton (**Programme details page 6, entry forms and programme in separate email**)

NOTICES

International Model A Day 2025 September 26th – 28th

Hosted by Top of the South Model A Club

LOCATION: PICTON

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.

CANTERBURY (N.Z.) CHAPTER

Model A Ford



Club of America

P.O. BOX 4212,

CHRISTCHURCH,

NEW ZEALAND.

Nomination Form 2025 / 2026 for AGM Sunday 13th July 2025

A chance to assist our members by becoming involved with the running of your club's activities and social events.

All committee positions are open for nomination each year.

Meetings are held monthly for approximately 1 hour.

Please consider forwarding your name by completing this form and either emailing this form to Canterbury.nz.mafca@gmail.com or post to PO Box 4212 Christchurch by **4th July** in time for the AGM.

I, _____

Agree to be nominated for the position of

On the 2024 / 2025 committee of the Canterbury Chapter of the Model A Ford Club of America.

Signed

Proposer - signed

Name

Seconder - signed

Name

Nominee, proposer and seconder must be financial members of the Canterbury Chapter.

COMING EVENTS

CONSTITUTION UPDATE The Canterbury MAFCA

The new Club Constitution

Over the past year a sub committee, (Garth Moore, Graham Evans and Gerry Lake) has reviewed the club's present constitution, the rules by which the club is run. This has been necessary to ensure it complies with the new Incorporated Societies Act.

By May Garth was happy with the wording and Gill began the formidable task of formatting it. Wendy took over when Gill left and then asked a friend Judith, a former legal secretary, to take over. The Club is indebted to Garth and Judith for getting this job done.

The document will be emailed to all members before the AGM when the meeting will be asked to approve the new constitution.

A few members have asked when our episode of Grand Designs is screening. Would you mind putting a note in the Model A Newsletter letting members know that our episode of our wee Grand Design is screening on TVNZ 8th June 7.30pm. Many thanks.
Kind Regards
Garry & Fiona Learmonth

Mid-Winter Christmas Menu

Hoofbeats Restaurant & Café, Racecourse Hotel

Main

Glazed Ham served with new minted potatoes & seasonal vegetables

or

ROAST BEEF served with seasonal vegetables

or

CHICKEN SCHNITZEL served with salad & fries OR coleslaw & fries

or

CRUMBED DORY FILLETS served with salad & fries OR coleslaw & fries

Dessert

PAVLOVA served with fruit salad

Or

CHRISTMAS PUDDING with custard

Or

APPLE & BERRY CRUMBLE

PAST EVENTS

Bright run

On Sunday 27th May, seven Model A's and one "Modern", set out from Yaldhurst Tavern on the "bright run" (that turned dark) . We headed south and drove over 100 miles over some very long, straight, Canterbury roads, through some bumpy, dusty, gravel back roads around Dunsandel and Hororata. There was some



Club car on Bright run with Kaylene and Dean, Penny and Nev.

beautiful scenery - sunbursts through the clouds and sunsets to admire – which may account for one couple losing their way. Another couple needed to make a short-cut to the final destination, as fuel consumption exceeded fuel in the tank. Another couple suffered a breakdown, but managed to re-join us at final destination – 2 Fat Possums – in West Melton.

Heather and Glenn set us a course that challenged our horticultural knowledge, bird spotting and maths skills. Did anyone else count 132 trees on the straight to Aboyne ?? And how many Oak / acorn trees did we count during the run ? How many big birds sat on the fence ? We discovered there are a lot more bends on the Hororata/ Dunsandel Road than you would think, until we finally found the fence made of old tyres. There were a few times when we encountered other Model A drivers / navigators at tricky intersections (some with well worn tyre tracks across the grass) saying "we're lost !" A bit of club camaraderie and problem solving soon got us back on course.



There was plenty of laughter at the restaurant as we compared journeys, answers and mistakes.

Thanks Heather and Glenn for all your effort which created a fun and challenging event.

Kaylene Yeoman

The Federation of Motoring Clubs Annual General Meeting was held on Sunday 18th May, 2025
in Christchurch.

To the committee of the Canterbury Model A Ford Club.

Thank you for endorsing me as your representative at the recent Federation of Motoring Clubs 30 th Annual Meeting.

I had been asked by FOMC committee member Chris Dyer to help with the display of cars at the Sudima Hotel venue.

In 2000 I was one of a group that built a replica of the first car built in New Zealand in 1900 by Fred Dennison and then replicated the journey he made to Oamaru in June 1900. So I arranged to transport the Dennison replica from Oamaru where it was displayed in the Hotel in Christchurch.

With a visit to Auto Restorations on the Saturday afternoon it was a good incentive to take in the whole event. Auto Restorations is always an interesting place to visit and this time was no exception with a 2 hour conducted tour.

Dinner that evening was at the Canterbury VCC club rooms with Alan Dick the after dinner speaker as well as three past presidents Harry Duynhoven, Carl Pederson and Malcolm Lumsden taking us through the main events during their terms over the last 30 years.

The AGM meeting got underway at 10.30am on Sunday morning with a welcome from current president Gary Jackson (Canterbury Mustang owners club)

At this time there is no decision been made on 12 Month WOF although they are very confident there will be a better outcome for Veteran and Vintage cars with Veteran WOF completely removed.

Vehicle Standards Compliance has not changed and is a real problem for some cars and their owners (Left hand drive and under sealing).

The guest speaker Claude Lewenz a U.S. citizen living on Waiheki Island spoke at length on the problems he personally has had with compliance standards on his cars brought from the US with quotes of up to \$10,000 per car to get them certified for driving on New Zealand's roads.

A notice of motion to update the constitution to the requirements of the Incorporated Societies Act was passed and to also allow email voting.

A new change in the subscription rate will impact our club slightly going from \$26 to \$125 dollars annually an increase in revenue for FOMC to further pursue the WOF change and allow the Federation to better meet the need of its members which totals some 150000 members in 150 member clubs with 126000 vehicles.

Number of member: 0-30-----\$50

31-50-----\$75

51-75-----\$100

76-100-----\$125

100-150-----\$175

151-200-----\$250

201-300-----\$325

301-400 -----\$400

401-1000-----\$500

1000+-----\$2250

There are 10 ten categories of vehicles

1. Motor Cycles
2. New Zealand Motor, Caravan Ass
3. New Zealand Hot Rod
4. The Vintage Car Club of NZ
5. Classic Cars (pre 1960)
6. Classic Cars (1960-1990)
7. Modern Classic Cars
8. Special Interest Vehicles
9. Historic Military Vehicles
10. Vintage Machinery

There are ongoing discussions with NPD for a petrol discount for members. The Motor Caravan Ass already have a discount for their members

In conclusion I observed a well run meeting with good speakers and talented people making important decisions for its members.

Tom Stephens

Note The most recent sub paid by Canty MAFCA was \$80.00. Ed

HAPPY BIRTHDAY KING CHARLES



Available through Christchurch Public Library

Streaming Video, 1928

Almost 20 years after Henry Ford introduced the Model T and revolutionized the automobile industry with his efficient assembly line system of manufacturing, intense competition with other automakers prompted the Ford Motor Company to usher in a new automobile. The Model A came in a variety of styles and colors, and included additional passenger comforts not previously available on the Model T.



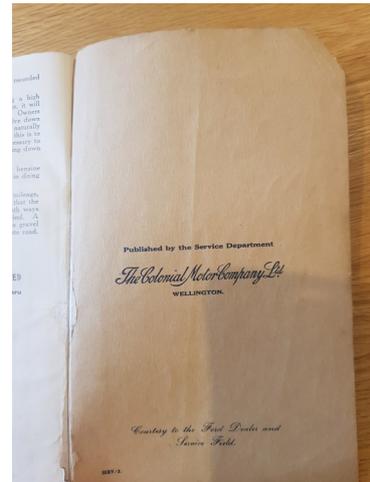
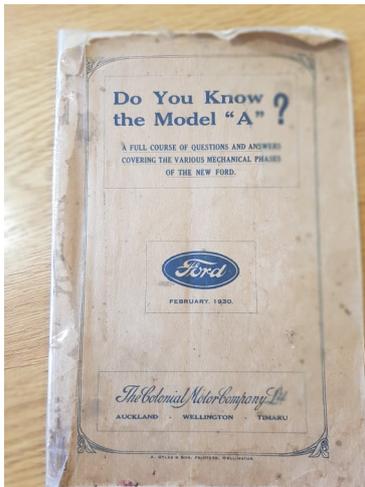
Illustration by Dennis Turner from Hang on a Minute Mate, by Barry Crump. Pub AH &AW Reed

Turner born Wanganui 1924, died 2011

The Illustrious Vagabonds: Sorry all. Despite Gill giving plenty of handover help I can't find where she stores the Illustrious Vagabonds so you will have to wait for the July Script for the next episode. A weak joke instead.

Why does Norway paint barcodes on their submarines?

Member Contribution



DO YOU KNOW THE MODEL "A"?

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

ARTICLE 3

REAR AXLE ASSEMBLY.

ADDITIONAL ON REAR AXLE.

Question 6. Of what material is the spring perch made? How much load will the rear spring perch carry before taking a permanent set? How much weight does a spring perch carry in actual service?

Answer 6. The spring perch is a steel forging, which will withstand 15,000 pounds pressure before taking a permanent change in shape. As each spring perch only carries a load of about 500 pounds under normal running conditions, they are about 30 times as strong as would be necessary to carry the above dead load.

Question 7. How is the side differential gear attached to the axle shaft? What are the reasons for the construction?

Answer 7. The differential side gear is forged integral with the axle shaft (as in the Fordson tractor), making a very strong and durable construction. This eliminates eight small parts from the rear axle, and any possibility of looseness or play developing as a result of wear.

Question 8. Is a fibre washer used between the ends of the axle shafts of the new FORD? How are the axle shafts positioned

Answer 8. Due to the one-piece construction of axle shaft and side differential gear, the abutting ends of the new FORD axle shafts can be finished with extreme accuracy, and therefore no fibre washer is needed between the ends of the new Model A axle

Question 9. How is the side thrust of the driving gear taken care of? What are the advantages of the construction?

Answer 9. The side thrust of the driving gear is taken on Timken roller bearings, and due to the use of hardened steel rollers (rather than babbitt thrust washers), the gears are held in correct mesh, thus reducing friction and wear in the driving gears and bearings.

Member Contribution by Les Pearson

Authentically Speaking

Lowering The Top On An 'Open Car'.

If you own an 'Open Car', you will be wanting to put the top down on a nice day. This is motoring at its best. 'Open cab' pick-ups have a fixed fabric top that does not fold.

Firstly, unbutton all side curtains. If you have the original type of side curtain buttons, push the center stud and the dome will release from the 'body socket' in the body. The front curtain pulls off the studs on the windscreen stanchion. Once all the fasteners are released, the curtain(s) will come away. Leave the side curtain rod in the side curtain, and pull the rod out of the opening on the top of the door(s). Double-check to see that all fasteners have been undone.

Side curtain storage is normally under the front seat on a Phaeton, or the side curtain tray of most Roadsters and Open cab pickups, also located under the front seat.



Original 1930 Phaeton with all side curtains installed.



Side curtains removed on a 1928 Phaeton.



Close up of side curtain dome.



Body socket.



A Body Socket Tool is required to install the body sockets. See your friendly parts supplier.



The Two Fasteners In Union.

It is only when the body socket is installed into the body that the side curtain dome will fit. As the body socket enters the body, it is expanded with the tool to stop it exiting from the hole, and at the same time accepts the side curtain dome.

Fittings For Lowering The Top On A Phaeton And Roadster Of Any Year.

1. At the midway point above the two doors, on the inside of the car, you will find an open wingnut locking the front and rear bows together. Loosen this wingnut by about three turns. Do not remove the wingnut as the bows have to hinge on this point.



Wingnut on a 1930 Phaeton.

2. At the top of each windscreen stanchion is a 'Top Clamping Bracket' fixed to the front top bow. This has a thumb screw holding the clamping bracket to the stanchion. Loosen this thumb screw, until the clamping bracket complete with the front bow can be lifted off the stanchion. The wing nut has a point, so make sure it is clear of the stanchion.



3. Lowering is best done with two people, one on each side, even on a Roadster. Fold the top back on itself, hinging on the previously slackened center wing nut, and carefully lower the top down, neatly folding the top material between the bows, taking care not to pinch the fabric.

If you own an 'Open Cab Pickup', the top does not originally fold down.

A Roadster rear window will sit on four rubber stoppers on the panel above the deck lid.

Member Contribution by Les Pearson

Lowering the top on a Phaeton is a completely different situation.

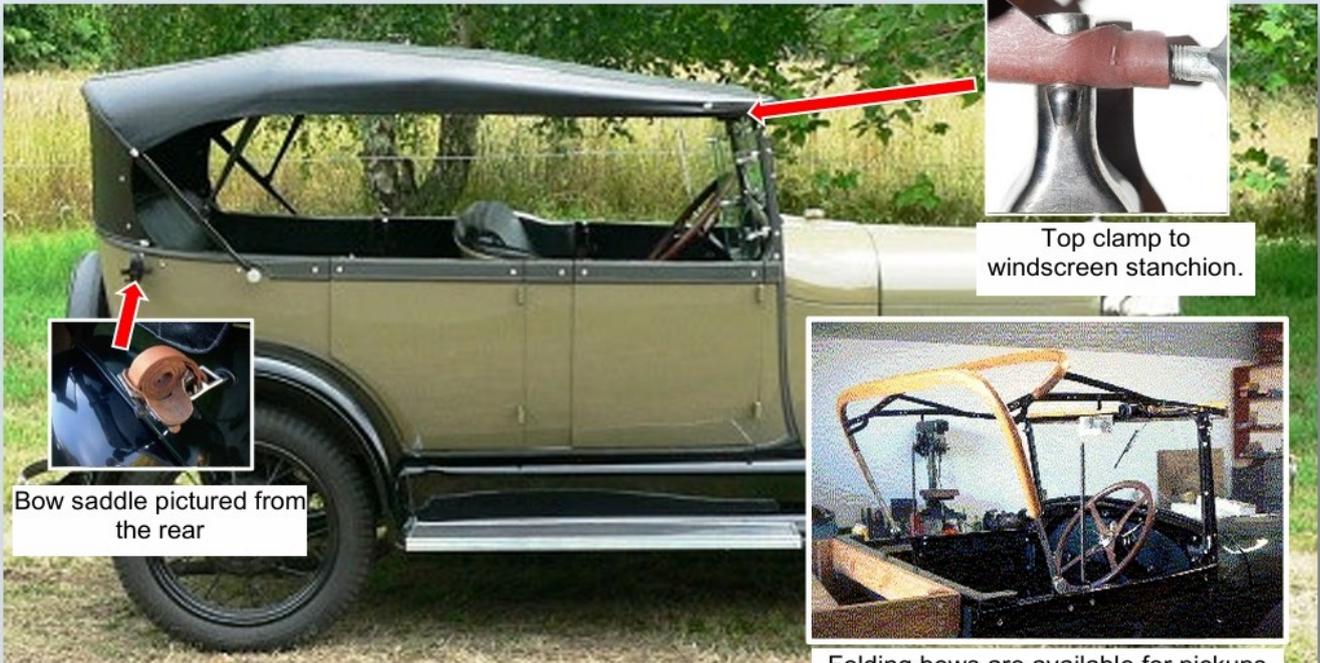
The top can be far more difficult to fold, as you have more bows to concertina together, and a lot more top fabric to contend with. Best done with two people. The top material and top padding must be folded as neatly as possible between the bows without any pinching of the top fabric.

Care must be when the back bow passes down the side of the body, just behind the rear doors, not to scratch the paintwork as part of the 'hood irons' pass very close to the body.

Pads can be made up to protect the body while lowering the top. The pad shown is simply some vinyl glued to a thin sheet of aluminum, bent to suit.

On a Phaeton, the rear bow falls into a 'top saddle' and is tied in place with a leather strap. The strap is wound up when not in use.

The glass rear window is unsupported hanging over the rear of the body.



Top clamp to windscreen stanchion.

Bow saddle pictured from the rear

Folding bows are available for pickups but are non-original.

A 'top envelope' is more important than you think, especially in a Phaeton. Even with the top bows securely strapped down, air quickly gets onto the folds of the top, wanting to expand them. (Just like a parachute opening). This can be dangerous, cause damage and cause a drastic increase in fuel economy.



Top envelope on a Roadster.

For Sale

- Camshaft reground stock A \$340.
- 1 front bumper 1929
- 2 front bumpers 1930
- 1 1930 fuel tank
- 1 1930 headlight bar
- 1 1929 headlight bar
- New horn bell motor mount end cover
- 7 tooth steering box
- 2 tooth sector housing with shaft
- 2 tooth sector housing and main box
- 2 bare engine blocks with caps ,
condition unknown
- Glass fuel bowls
- 1928 as new input gear multi plate
- 1928 early light switch
- 1930 tail stainless tail light new
- **1928 Pheaton owned for 55 years the
rego is on hold has many parts with it .**

David Bell

Please contact Andrew evenings only

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All arms, connecting links, chassis bolts nuts etc., as required. In combination, join the revolution towards radial tyres for improved steering,

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REALISTIC PRICES**

WANTED

WANTED FOR 28/29 MODEL A:

Fan Shroud

JOHN OLLIVER 02102532177 or 0273032300



Wanted.

Light bar and the front valance below the radiator on a 28/29 model A.
Have same for a 1930 to swap or sell.

Bob Scott. 021364308 / rjscotty@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.



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