

# *A Ford Script*



Model A's gathered at Danny Chesmar's property on  
15th February

March 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 March 20th 2026**

All correspondence to go to the club email address:

**[canterbury.nz.mafca@gmail.com](mailto: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
<b>General Committee</b>	Sandra Olliver	027 303 2300
	Gill Lake	027 334 6031
	Graham Evans	027 320 7948
	Peter Bayler	027 685 5780
<b>Facebook page co-ordinator</b>	Sandra Olliver	027 303 2300
<b>Script Editor</b>	Gill Lake	<a href="mailto:afordscript@gmail.com">afordscript@gmail.com</a>
<b>Club Car Custodian</b>	Ken James	0212225086
<b>Webmaster</b>	Kevin Straw	kandjstraw@gmail.com

**Next Committee Meeting:**      **March 25th, 2026**      Gill & Gerry Lake's 7.30pm

**Script closing date: 20th March 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 March 2026**. Please send to the Editor: [afordscript@gmail.com](mailto: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 February 2026

Well, who would have thought that the weather would be possibly letting us down again for a planned Model A run, this time into the high country. The Canterbury high country forecast for Sunday is "Showers developing. Snow lowering to 1300 metres."

This has been postponed to next Sunday, 8th March. Fingers crossed!

The recent run out to Woodend and then on to Rangiora was a great day out and as commented by some of the participants, a relaxing enjoyable day out with plenty of interesting things to see.

Looking ahead to the next event is the trip down to Geraldine and on to Oamaru with a run through Danseys Pass. Kevin Mercer has kindly put together a great four-day outing.

Please see the Coming Events section in the Script for more details of this trip and other future events.

The committee recently made the decision to end the use of our PO Box as it was seldom used and costing \$225 per year to operate. It will officially end on the 20<sup>th</sup> of March. All correspondence will be via the club email from that date onwards.

[canterbury.nz.mafca@gmail.com](mailto:canterbury.nz.mafca@gmail.com)

Cheers Gerry

## CLUB CAR REPORT January 2026

Hooray! After a full overhaul of the front end by Early Ford the Club Car has a new WOF and is all set to GO!

Give me a call.

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 **Rod Thrower** and **Nick Narbey**.

Rod was known to many people in the club and very active in the VCC.

Nick was a recent new member having moved from Nelson. He had hoped to do more with the club but sadly this did not eventuate.

Our condolences go to Rod and Nick's families.

## New Member:

Graham Jarvis of Pleasant Point.

Graham has a '30 Roadster and a '28 Tudor

**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](mailto: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



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

2026

**March 8th**

**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



**For this high country run all vehicles are requested to carry a fire extinguisher and first aid kit.**

**Organisers:**

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

# COMING EVENTS



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

2026

March 5th

Ladies Morning Tea @ Cosy Cafe

Location:

**Cosy Cafe**

150 Cavendish Rd, Casebrook

Time:

10.30am

A table has been booked at **Cosy Cafe** but I will need to confirm numbers so please send me a text or phone me if you are keen to join us.



Organiser:

Gill Lake 0273346031

April 9th to 12th

Timaru & Oamaru with Run through Dansey's Pass

Thursday 9<sup>th</sup> April

11.30am.

Arrive at The Farm Shop Geraldine absolute latest 11.45a.m.

1.00 p.m.

Leave for a short run to a very interesting local water project

3.00 p.m.

Return to Geraldine

Dinner at the Village Inn Restaurant

Accommodation options

**Asure Motel** 03 693 9700

- 6 x Studios at \$176 each
- 3 x Spa Studio's at \$184 each
- 3 x 2 bedroom units @ \$235 each.

**Four Peaks Motel** 036938339

6 x Studios and \$175 each 9.00 am.

Friday 10<sup>th</sup> April

9.00 a.m.

Assemble on Hislop St between Camp Ground and Domain  
Approx 60m Run finishing at **Temuka Domain**

11.30 a.m.

Leave for **Nosh Café** (turn off to Waimate) for Lunch

Leave in your own time for Oamaru, **rest of the day is free**

(continued on page 6)

# COMING EVENTS



**April 9th to 12th**

**Timaru & Oamaru with Run through Dansey's Pass** (cont)

**Friday 10<sup>th</sup> April**

Accommodation option

**Bellavista Oamaru** (accommodation is tight in Oamaru this weekend)

- 7 Compact Queen Studios – \$220 per night
- 6 Superior King Studios – \$250 per night
- 3 Twin Share Studios (Queen + Single) – \$250 per night
- 2 Family Studios (King bed in lounge + two single beds in separate bedroom, sleeps up to 4) – \$280 per night

Feel free to shop around but Oamaru Motels aren't the flashiest). Asure is cheaper but overdue for a refurb.

**Saturday 11<sup>th</sup> April**

8.30a.m.

Leave Oamaru heading West

9.45a.m.

Short Stop for sightseeing and toilet

12.30 approx

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

Meal in Oamaru to be confirmed

**Sunday 12<sup>th</sup> April**

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

**Organiser:**

**Kevin Mercer 027 200 9474**

Please fill in the form below and email to Kevin at: [khmercercer23@gmail.com](mailto:khmercercer23@gmail.com)

**Model A Club Southern Adventure 9<sup>th</sup> to 12<sup>th</sup> April 2026**

Entrant Name \_\_\_\_\_

Car Model \_\_\_\_\_

Names of Passengers \_\_\_\_\_

All meals are pay as you go. I may request preordering after I receive your entry.

To help the Cafes and Restaurants prepare for our visit, please complete below.

Numbers for Lunch 9<sup>th</sup> \_\_\_\_\_

Numbers for Dinner 9<sup>th</sup> \_\_\_\_\_

Numbers for Lunch 10<sup>th</sup> \_\_\_\_\_

Dinner 10<sup>th</sup> Do your own thing there are lots of choices in Oamaru

Numbers for Dinner 11<sup>th</sup> \_\_\_\_\_

## COMING EVENTS



**May 17th**

Visit to 2 Car collections at Russell and Gaelle Sherwin's and Alan and Barbara Hill's with lunch at the Oxford Diner

**Time**

Meet at the Peg at **9:30 for 9:45 departure.**

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 13th**

**Time**

**Mid-Winter Xmas Dinner**

5.30pm for 6.00pm

Pot-Luck Dinner at Peter Bayler's home in Rangiora. Bring along a dish to share. Also, BYO own drink, plates, cutlery and glasses.

**July 12th**

**Time**

**AGM with Lunch at the Hornby Club**

Meet at 10:30am, Meeting starts at 11:00am

Lunch 12:00pm

**2027**

**March 13th to 20th**

**National Model A Rally, Blenheim & Nelson**

You have hopefully received the first newsletter for the upcoming National Rally next March. I have sent it in a separate email. Please let me know if you haven't received it.

*Me: What's the wifi password?*

*Bartender: You need to buy a drink first.*

*Me: Okay, I'll have a coke.*

*Bartender: Is Pepsi okay?*

*Me: Sure, How much is that?*

*Bartender: \$3.*

*Me: There you go. So what's the wifi password?*

*Bartender: **Youneedtobuyadrinkfirst.** No spaces, all lowercase.*



# Past Events

## February 15th

## Summer Outing

The weather on Sunday morning looked a little threatening but held off and gave us a good day out for motoring in Model A's.



First up was a visit to Danny Chesmar's place in Woodend and have a look at his collection of cars and treasures he has collected over years of visiting garage sales. Twenty club members turned out, seven Model A's and four moderns were there on time for a 10.30am start



There were several vehicles from a horse drawn cream wagon, Model T, two Model A's, a fifties Chev and a Pontiac GTO, along with many car parts and repair tools and related objects



all carefully laid out for display. Danny had done a wonderful job in getting everything out and on display, cars carefully shined and smaller items laid out on trestle tables for our perusal.

The story on the sourcing of his GTO from the States was a little sad but testament to Danny's determination to get restored to its factory original condition.



After the visit to Danny's, we headed over to the Coffee Club in Ravenswood for brunch and natter.

Following some good food and a catch up, we then we headed off to visit the Northbrook Museum in Spark Lane in Rangiora.



I for one had no idea it would be as good or extensive as it was, wow! What a testament to a collecting passion. Richard Spark introduce himself and the Museum with a story of how it all started with him collecting milk bottles many years ago and visiting garage and farm sales. There is an extensive range of NZ history by way of all the things in your grand-



mother's house and in your house when you were a child. Things that seemed commonplace back then but have quietly disappeared over the years and you never realised they were gone until you see them in a museum and say, I remember those at my grandparents etc.

Plus, there were tractors! As quoted in the Script, the biggest Chalmers tractor collection in the southern in the hemisphere. Woohoo! for some of us, for the rest they didn't venture that far. It was the first time I had seen an engine that ran on diesel fuel but was ignited by a spark. Also a little bit of Ford history that I never knew in there as well.

A great day out and big thankyou to Danny Chesmar for the time spent on presenting his collection so splendidly and Peter Baylor and John Olliver for organising the day.

Gerry

## Member Contribution by Gerry Lake

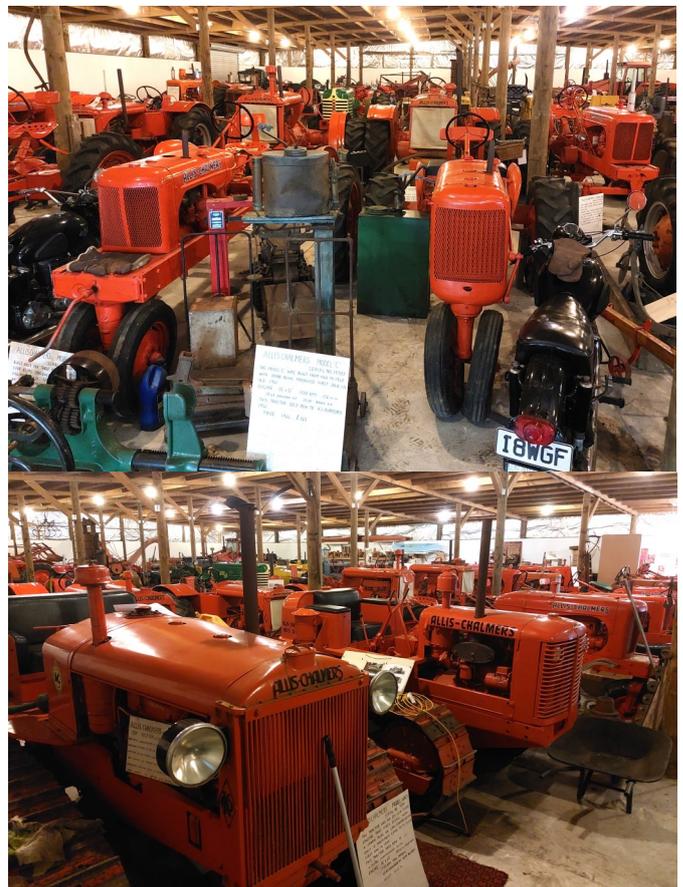
While visiting the **Northbrook Museum** on the recent Summer Outing, I came across a bit of interesting Ford history I thought worthy of sharing. It doesn't actually cast Ford in a necessarily good light, but still interesting.

In 1939 Irish inventor Harry Ferguson partnered with Henry Ford to combine the "**Ferguson System**" (3-point hitch) with Ford manufacturing, aiming for an all-purpose tractor for small farms.

This first model featured an innovative three-point hydraulic system which Harry Ferguson had invented on a Ford tractor which transformed farming by integrating implements directly with the tractor for improved traction and safety. It had a rear power take off (PTO) with 4 cylinders and was instantly popular with 90,000 produced by 1941.

However, following the death of Henry Ford in 1947, Henry Ford II terminated the handshake agreement as there was no written agreement. Ford then continued production of the 8N tractor. Ferguson then sued Ford for \$251,100,000 and Harry Ferguson founded his own company producing the Ferguson TE20 (Little Grey Fergie).

Legal Aftermath: After years of litigation regarding patent infringement on the Ferguson System, Ford settled with Harry Ferguson for \$9.25 million in 1952.



## Stoplight Switches

A-13480-AR and A-13480-B.

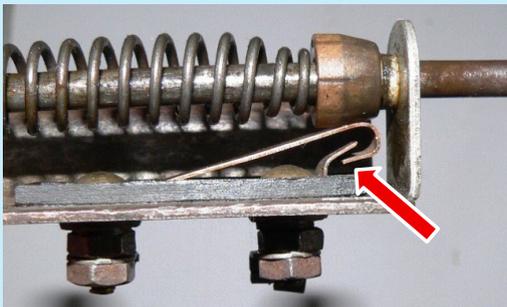
**AUTHENTICALLY SPEAKING**

Your Model 'A' will have one of the two stoplight switches, as shown below.

### 1. 28/29/ early 30.

Mounted to the chassis rail as pictured far right, with a wire rod to the brake pedal.

*LHD was mounted to the gearbox top.*

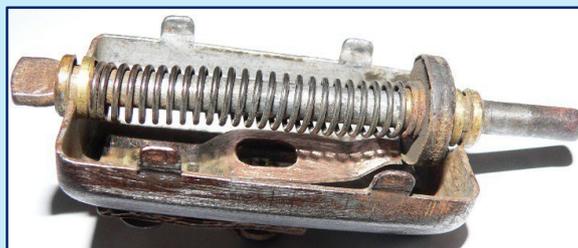


The action of applying the brake pedal pulls the contacts together (pictured) lighting the stoplight bulb with the internal switch spring helping to pull the contacts away when released. The switch cover is held in place by 4 small lugs with wiring contacts below, arrowed.



### 2. The later switch for late 30 and 31.

A similar operation to the earlier style, except the spring shaft is pushed not pulled. This switch



is located on the cross member directly behind the brake pedal as pictured near bottom of page.



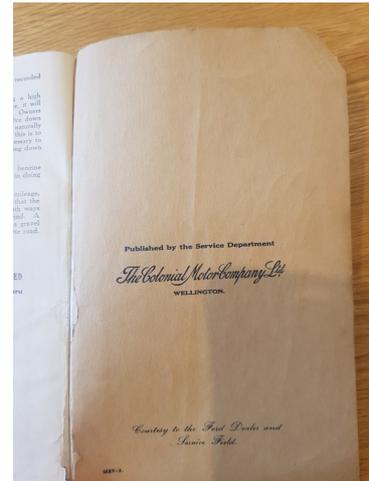
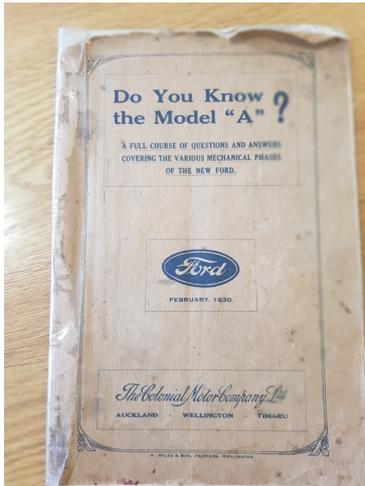
Wiring connection



Switch mounted in line with the brake pedal.

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 7.** How are the FORD brakes adjusted?

**Answer 7.** First jack up the car from the ground so that all four wheels may be turned. Adjust wedges on each wheel so that the wheels turn quite freely. A Pedal Depressor must be used in adjusting brakes, one end of which is placed on the brake pedal and the other end up against the front of the front seat. The handle of the depressor is turned until the dog clicks ten times. This will give 1 inch of pedal depression. The rear wheel brakes should now be adjusted so that a fair amount of drag is felt on endeavouring to turn the wheel. Now turn the pedal depressor handle until five more notches or  $\frac{1}{2}$ -inch more movement has been given to the pedal. At this point the rear wheels should be set fairly snug, however, not so tight but that they cannot be turned by hand. The front wheels should be just starting to take hold. When this adjustment has been made, give the pedal depressor five more notches-the pedal has now been depressed two inches altogether.

At this point each rear wheel should be set solidly and each front wheel should have a fairly heavy drag, but not set so solidly that it cannot be turned by hand. Under no circumstances should the front wheels be set solid enough to lock, as whenever this condition is experienced, the driver immediately loses control of the car.

**Question 8.** What is the diameter of the brake drums? The width?

**Answer 8.** The diameter of the FORD brake drums is 11 inches and the width of the brake lining is  $1\frac{1}{2}$  inches.

**Question 9.** Why are all brake drums of the same size? What are the advantages of this?

**Answer 9.** All brake drums are of the same size, making them interchangeable side for side. Also the brake shoes are all of the same size and interchangeable, making it easier to obtain quality replacement parts at low price. The FORD brake drums are finished by grinding; another example of the high quality of FORD manufacturing practice.

**Question 10.** What are the functions of the flange or curved rim on the edge of the brake drum?

**Answer 10.** The flange around the outside of the brake drums serves to strengthen and stiffen them allowing them to be made of lighter steel. The increased stiffness also tends to prevent vibration and squealing of brakes, so noticeable in many other cars. Another function of the flange on the brake drum is its action as a "slinger," preventing mud and water from entering the brake mechanism.

## Fast Eddie Pullen and the Phoenix Flyer:

A Desert Dash Into Automotive History by John Emmering

(as seen in the “Going Places” newsletter of the Columbus, Indiana, MAFC)



*Driver Eddie Pullen*

When the Ford Motor Company wanted to prove the mettle of its brand new 1928 Model “A,” it didn’t turn to test labs or wind tunnels. It turned to a man who already knew how to coax speed and stamina out of a machine: retired champion race car driver, 45 year old Eddie Pullen.

Beginning in 1912 Eddie had made his fame racing Mercer automobiles. In time he switched to Hudsons and Duesenberg's before retiring from competition. Ford enlisted Pullen to take on the punishing desert stretch between Los Angeles and Phoenix—an unforgiving expanse of heat, dust, and open road to show the world exactly what the Model “A” could do.

Pullen chose a bone-stock 1928 Tudor Sedan, motor serial no. 1283, and gave it a name as bold as its mission: “The Phoenix Flyer.” With little more than fuel, grit, and mechanical confidence, he catapulted the car from Los Angeles toward Phoenix—448 miles of relentless terrain—in just eight hours and fourteen minutes. Averaging 58 1/4 mph, according to reports the Flyer occasionally surged to an astonishing 76 mph, impressive numbers for a factory fresh automobile cutting through desert winds.

After a quick refuel in Phoenix, Pullen turned the Flyer back west. The return trip proved a tougher challenge, with headwinds hammering the sedan across the sand-flat horizon. Even so, the Model “A” completed the reverse run in eight hours and fifty minutes, sealing the out-and-back feat as one of the era’s most striking demonstrations of automotive durability.

## Fast Eddie Pullen and the Phoenix Flyer: A Desert Dash Into Automotive History by John Emmering

(Continued)

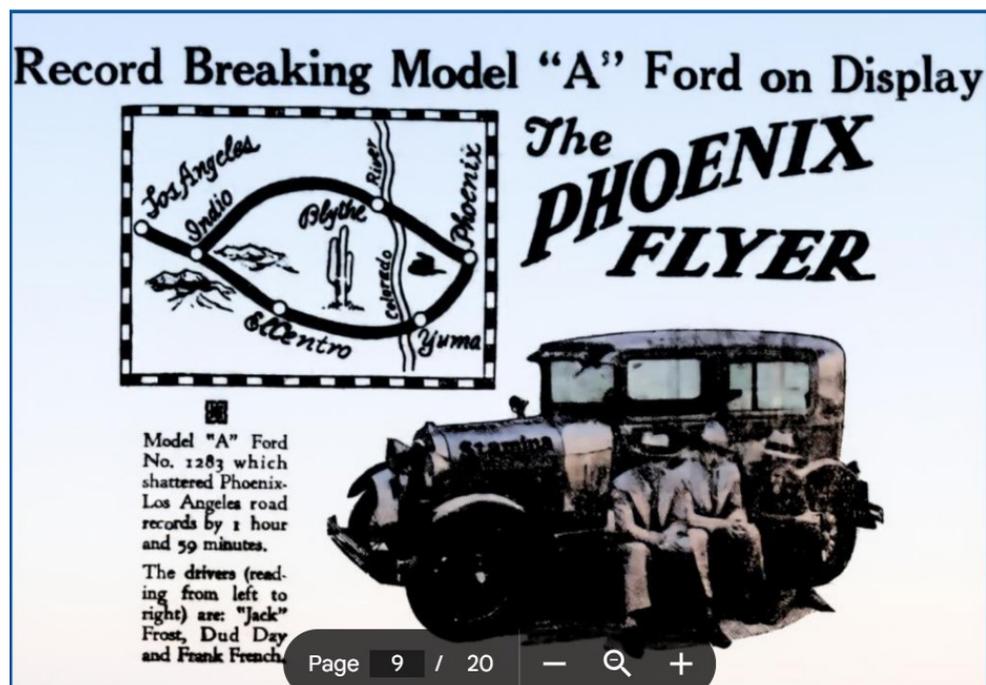
But Pullen was just getting started. Back in California, he aimed to push the Phoenix Flyer even further. On the Muroc dry lake—now legendary among speed enthusiasts—he piloted the same car around a six-mile circular track for 500 grueling miles, maintaining an average speed of 62.51 mph.

It was a test not just of speed, but endurance, punishing both driver and machine in the barren Mojave

Three years later, in 1931, the Flyer once again took to the desert for a second Los Angeles–to–Phoenix–to–Los Angeles run. This time, Pullen shaved two hours and twenty-four minutes off his original round-trip time, pushing the car’s average speed to 61.03 mph—an extraordinary improvement for a machine that had by then logged 64,000 miles.

Perhaps it was the break-in. Maybe it was the driver. More likely, it was the Model “A” itself—a testament to Ford’s engineering and Pullen’s unshakable faith in its capability. Whatever the reason, the Phoenix Flyer secured its place in automotive lore: not as a stripped-down racer or a factory experiment, but as a stock 1928 Ford Model “A” Tudor that conquered desert miles with the heart of a champion.

After the race the Model A received its unique markings and was displayed by Ford dealerships in the Southwest as a testimony to the speed and endurance and reliability of the Ford Model A automobile.



# For Sale

## *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**

### **1931 Ford Model A coupe.**

Registered with a current wof , this drivable car is a two seater, left hand drive, manual, petrol car. It is in tidy condition and is garaged in Rangiora.

Please contact, **Clara Narbey** to view, **021 298 6844.**

\$27,000 ono



**For Sale**

## **ANTIQUUE FORD PARTS**

**THE MODEL 'A' SPECIALISTS  
DEREK & JUDY THOMASON**

**492 MAIN ROAD HOPE, R.D.1,  
RICHMOND, NELSON  
PH / FAX: (03) 544 7826**

**Email: [antiqueford@xtra.co.nz](mailto:antiqueford@xtra.co.nz)**

**OPEN 7 DAYS if HOME**

**Large range of new and original parts at  
REALISTIC PRICES**

### **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](mailto: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



## 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
- Competitive prices on all Model A parts.
- We also import larger items on indent. Air or Sea.

**GET A QUOTE BEFORE SELECTING YOUR SUPPLIER!!!**

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All prices Include GST