

A Ford Script



Cartoon courtesy of Ken James

May 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: **7.00pm** May 21st @ the Olliver's, 27 Wendover St

Script closing date: 25th May 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 May 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 April 2026

The nights are really starting to draw in now as we head towards winter and hopefully the good Autumn days will continue.

Earlier this month we had a great little run organised by Michelle and Russell Dowdle to fill the gap in our calendar from the postponement of the Geraldine / Oamaru trip. Michelle and Russell felt that we should have a short run on the same weekend as the originally planned trip.

This month we have a visit to a car collection and then motor out to Oxford for lunch. Following the lunch break in Oxford there is car restoration project to view. See the coming events section of the Script.

Looking further ahead, the AGM in July will require us to elect a new club captain, vice-captain, and additional committee members. Yes, that's right new people required to step forward to help, so please give it some thought.

So, with the nights getting longer it is an excellent time to do projects in the garage before it really gets frosty.

Cheers Gerry

CLUB CAR REPORT April 2026

Nothing new to report this month.

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.**

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.

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

NOTICES

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

ERA CLOTHING SALE:



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 at the AGM on **Sunday July 12th** (See future events)

If you also have items you would like to sell, please let a Committee member know ASAP so that a list of items can be put in the Script prior to the AGM.



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

May 17th

North Canterbury Run

Visit to 2 Car collections at Russell and Gaelle Sherwin's and Alan and Barbara Hill's with lunch at the Oxford Diner in between. **Menu page 8**

Time:

Meet at the Peg at **9:45am for 10.00am 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

Please contact **John Olliver 0210 253 2177** or **Peter Bayler 027 685 5780** if you will be attending, as they need numbers for the Oxford Diner, (by **Wed May 13th**)

May 21st

Ladies Morning Tea @ Black & White Café Harewood

Location:

Black and White Café

3A Tiger Moth Rd, Harewood, Christchurch
Located on the otherside of the Bunning's Carpark

Time:

10.30am

A table has been booked at **Black & White** for 10, 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**

June 13th

Mid-Winter Xmas Dinner

Time

5.30pm for 6.00pm

Pot-Luck Dinner at Peter Bayler's home at **16 Ayers St in Rangiora.**

Bring along a dish to share. Also, BYO own drink, plates, cutlery and glasses.

The club will be providing a ham.

July 12th

AGM with Lunch at the Hornby Club

Time

Meet at 10:30am, Meeting starts at 11:00am Lunch 12:30pm

Model A Era Clothing Sale see Notices on page 5

More details to come in June's Script

Past Events

19th April 2026

Not the Dansey's Pass Run –

There was a very good turnout of members who met up for this run at the Christchurch Airport Bunnings store carpark. The route took us on an interesting tour around some of the less travelled streets of the westerly suburbs of Christchurch. The destination was The Gatehouse Café on Innovation Drive, near Templeton. As Alan is unable to drive for some months following surgery, we appreciated Lyn and Brent Miles' offer to travel with them. Both Alan and I enjoyed travelling through suburbs that we seldom see.

The café owners had set aside a room for our group. As a result of the size of the group, we also spilled over into adjoining rooms. The menu offered a tasty variety of options.

This run was a great opportunity to catch up with other Club members in a very pleasant atmosphere. We would like to thank Michelle and Russell Dowdle for arranging an enjoyable and interesting outing at short notice.

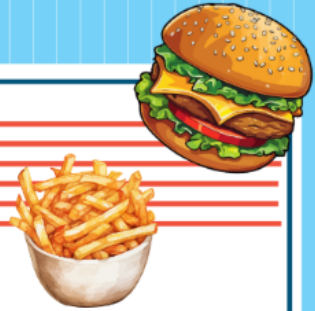
Barbara and Alan Hill



Menu for North Canterbury Run on May 17th



DINER OXFORD MENU



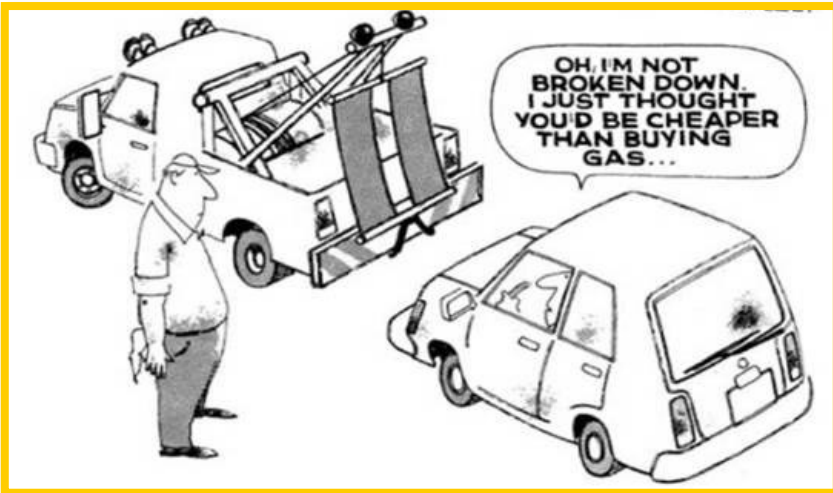
Lunch 11:30am-3:00pm

Homemade Seafood Chowder	\$26.90
Homemade creamy seafood chowder with x2 toasted garlic bread.	
NZ Coast Blue-cod & Salad	\$37.90
Homemade battered blue-cod served with tartare sauce, seasonal salad and Fries.	
Countryside Ribeye Steak	\$38.90
Ribeye Steak the way you like cooked with your choice of garlic butter or mushroom sauce served with seasonal salad and Fries.	
Oxford Beef & Bacon Burger	\$28.90
Homemade Beef Pattie, crispy bacon, caramelised onions, tomato, beetroot, cheese, lettuce, BBQ sauce served with Fries	
Crispy Chicken Burger	\$27.90
Homemade Crispy Chicken, tomato, onion, beetroot, cheese, lettuce, Chipotle Mayo served with Fries	
Blue-cod Fish Burger	\$28.90
Freshly Battered Bluecod, tomato, beetroot, onion, cheese, lettuce, Tartare sauce served with Fries.	
Crispy Chicken n Bacon Salad	\$24.90
Served with seasonal salad, homemade crispy chicken, bacon, pumpkin & sesame seeds, with Honey Mustard dressing & Chipotle Mayo.	
American Diner Hot Dog	\$26.90
Delicious hot dog sausage inside a toasted bun with caramelised onions, cheese, ketchup, and mustard sauce served with Fries.	
Diner B.L.T Sandwich & Fries	\$26.90
Toasted panini bread with crispy bacon, lettuce, tomato, topped with Aioli & Tomato sauce served with Fries.*GF available	
Cheesy Loaded Wedges	\$19.90
with Bacon, Cheese, Sour Cream & Sweet Chilli	
Crispy Chicken 'N' Waffles	\$25.90
Delicious Waffles served with homemade crispy chicken tenders with Sweet Chilli and maple glaze.	
Bacon Butty	\$10.90
Bacon sandwich on brown bread.*GF available.	
<u>Appetizer</u>	
Wedges with Sour Cream & Sweet Chilli	\$13.90
Fries with Tomato sauce & aioli	\$10.90
Onion Rings	\$12.90

ALL FOOD IS MADE IN KITCHEN THAT HANDLES GLUTEN AND OTHER ALLERGENS, PLEASE LET US KNOW OF ANY DIETARY REQUIREMENTS, AS NOT ALL INGREDIENTS ARE LISTED.

Member Contribution by Ken James

Ken has provided us with some humour about the current fuel crisis which we probably all need! Thanks, Ken



Fishing scales and a length of string.

(Now, if that doesn't light your fire, nothing will.)



I used to live next door to an old Ford mechanic. Now deceased. He would relate tales of how fast he could do a valve grind on a Model 'A' or V8. Quite remarkable.

Just turned 17, I had just purchased my first Model 'A', a 1930 Fordor Sedan. He was all over it and showed my all sorts of things, that in those days I had no idea what he was talking about. Apart from valve grinds, he was a diff. man, and he told me he has overhauled well over 100 diffs in his lifetime and probably more, as he lost count.

He said if I ever needed to work on the Model 'A' diff. I would need a set of fishing scales and some string. This had me really puzzled and his idea I used many years later after his death.

This is his tale and it really works.

After replacing any necessary diff. parts he said the correct assembly and preload was the most important and must be undertaken in two steps.

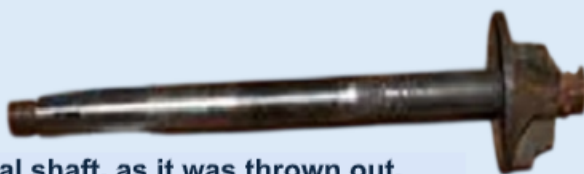
First step was the preloading of the pinion bearing separate from the crown wheel. Tie a loop in the end of the string and wind the other end around the pinion gear. Put the scale hook into the string loop and adjust the locknuts A-21950-B when the scale says 4 lb pull, then lock the nuts and test again. He said with new bearings go to 5lb preload. He did not like new pinion bearings. Sometimes you have to have a few tries to get it right.

Now, the crown wheel and preload on the carrier bearings. *The bearings are the same as the pinion bearings.* It's a matter of gaskets between the axle housings and the banjo housing. Again, trial and error and it takes some time to get it right. Again, wind the string around the crown wheel or attach to a carrier nut and obtain the 4lb preload. If the 4lb cannot be obtained, then remove and add a thinner gasket to obtain the 4lb preload. Or visa versa. If not correct, try again until you get it right.

My friend had used this method all his life with no diff. failures. He told me that the V8 diffs, were tricky and more preload was required, depending on any bearing wear.

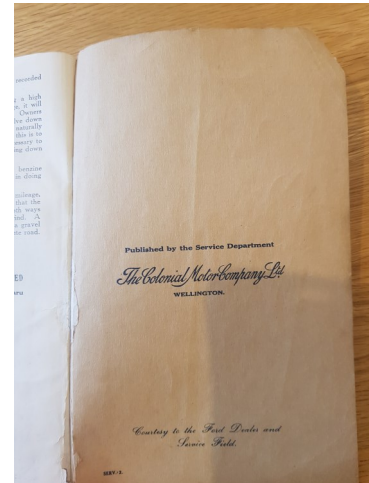
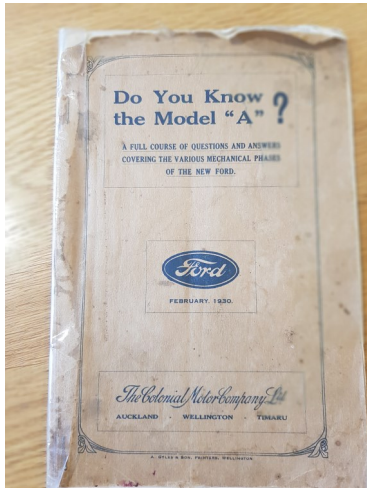
Another tale about a friend of mine, also deceased. (We will call him Mike.)

He had started his apprenticeship as a fitter and turner in a very prestigious machine shop. His first job on his lathe was to produce a new water pump shaft for a customer and was supplied with the old shaft for dimensions. After quite some time he produced the new shaft and handed it to the foreman to give to the customer. The foreman bust out laughing. Mike had produced the new shaft as an exact replica of the worn shaft. Wear groves and all.



**Not the actual shaft, as it was thrown out.
This is just an example.**

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 15. How much clearance is allowed between the FORD brake linings and the drums? Why is this so much less than that allowed on many other makes of cars?

Answer 15. The clearance allowed between the drums and linings of the FORD four-wheel service brakes is .011 inch.

The reason that FORD brakes operate without drag and friction with so little clearance (as compared with 1/32 inch or more for other cars) is due to the fact that both the inside of the brake drums and the outside of the brake linings are ground smooth and true, eliminating high spots. Both front and rear wheels are mounted on roller bearings, holding the drums concentric with the brake shoes. The high standard of workmanship in the manufacture and fitting of FORD brake parts is a contributing factor in lessening the clearance required.

ARTICLE 7.

EMERGENCY BRAKES.

Question 1. How are the Emergency Brakes operated?

Answer 1. The Emergency Brakes are operated by a lever located in the centre of the floor board in front of the gear shift lever and carried in a support that is an integral part of the transmission housing cover.

Question 2. How is the hand control lever connected to the brake shoes?

Answer 2. The hand control lever is connected to the Emergency Brake Shaft Assembly by means of a non-adjustable pull rod, which passes under the centre cross member and on the right-hand side of the universal joint.

The cross shaft assembly is mounted in two Phosphor bronze bearings between the chassis side members, directly behind the centre cross member (which passes directly behind the gear box) and on its outer ends are carried two Shaft Side Lever Arms, which are curved to allow them to pass under the chassis side frame members. To these ends are attached the Emergency Brake Cross Shaft to Rear Axle Rods, by means of adjustable clevises and pins, and the rods are connected to the emergency brake operating levers. These are the small levers mounted on the rear brake using plate assembly and nearest to the axle.

The Emergency Brake Cross Shaft is lubricated by two Alemite Zerk fittings.

Carini: I Rebuilt a Model A Engine in Third Grade... Twice

(Story copied from the Hagerty Insurance Webpage)

by Wayne Carini

November 2024

I was pleased to learn that Ford's Model A is one of the top 10 cars insured by Hagerty. I'm not surprised; after all, Ford produced more than 4.8 million of them between 1928 and 1931. They are great vintage cars to own—simple to work on, easy to find parts for, and genuinely fun to drive. People love riding in the rumble seat. Nice models can now be found for less than \$25,000.

I've been around Model As my whole life. My father, Bob Carini, started the **Model A Restorers Club of America** in 1952, when I was only a year old. After he served in World War II, he came back home and worked at a local gas station in South Glastonbury, Connecticut. A farmer asked my dad if he could paint his Model A that was sitting out behind his barn. Dad agreed, but he went to the extreme and completely restored it instead of just painting it. He had another car that was very original that he copied, and he really made the car nice.

When the farmer came to pick it up, my father gave him a bill. I don't know how much, but let's say it was \$200. The guy went crazy and said, "You can keep it. It's not worth that much money to me." So my father ended up with the car. Later, he went to a car show in South Windsor, Connecticut. There were Duesenbergs and Packards, and a lot of brass cars there. Dad was told, "That's just some old used car. You can't enter the show with that. This is a classic car show." Dad was not happy about this. He was with a friend, and on the way home, he told him, "I'm going to start a club that they can't come to. I'm a Model A restorer, and I'm going to call it the **Model A Restorers Club.**"

In my youth, Dad was known for his quality restorations; he did a lot of Packards and Lincolns and Duesenbergs, all kinds of classics. He worked at a Ford dealership when I was growing up, and he got a dealer book that listed every Ford dealer in the country. On weekends, he'd take his station wagon, an old '49 Plymouth wagon with a car trailer, to every Ford dealership in the area, buying up new/old stock parts. He'd get radiator shells or a fender for cheap, because the Ford dealers didn't need them anymore.



Wayne Carini and his father, Bob, in June 2013 with a Model A town car restored in 1958. After 55 years, the car still looked great. (Photo courtesy of Wayne Carini)

Carini: I Rebuilt a Model A Engine in Third Grade... Twice

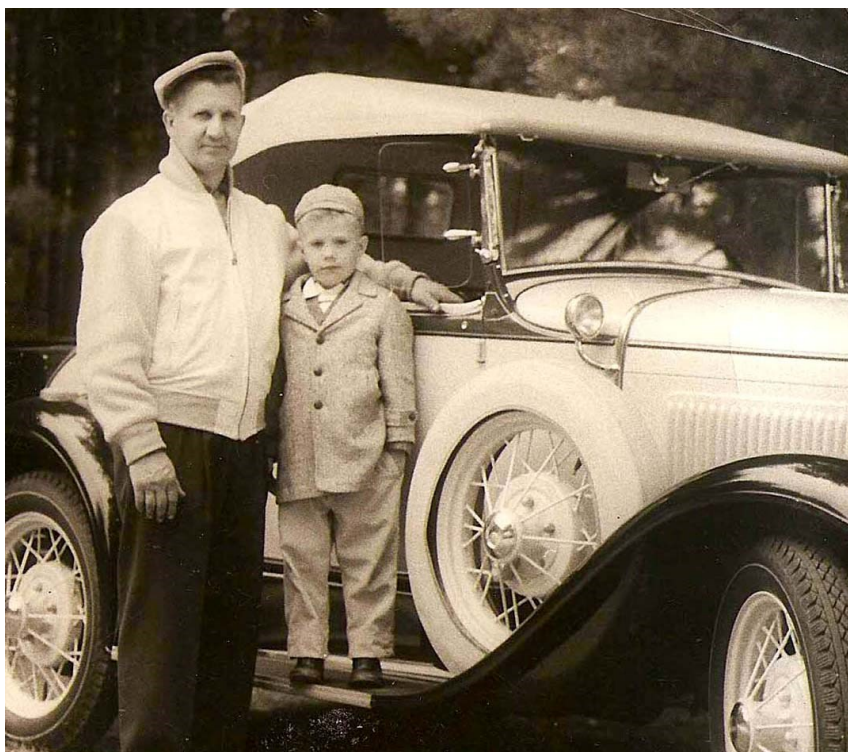
(Story copied from the Hagerty Insurance Webpage)Continued

He became really well known for the Model A Restorers Club. When Esther M. Larson, a famous New York fashion illustrator, was looking for a Model A for her son to work on for the summer, she learned about Dad's reputation and got in touch with him. She ended up getting very involved and started a museum in Union, Connecticut, called the Captain Paul House Model A Museum. Eventually the museum had every year and every model of Model A that was ever built.

When I was in third grade, we were assigned a show-and-tell project about what we did during the summer. I said, "Well, I rebuilt a Model A engine by myself." The teacher called me to his desk and told me, "Wayne, you didn't have to exaggerate so much." I asked him, "What do you mean, exaggerate?" He replied, "It's impossible for someone your age." I went home and told Dad, and he said, "Well, if he doesn't believe you, we'll bring in a Model A engine on a stand, take it apart, put it back together, and start it up for him."

I went back and told the teacher. He said, "If you can do that, I think it'd be great!" Dad helped me take the engine to the classroom, where I took the whole engine apart. Dad was there in case I needed help loosening bolts and so forth. Within three days, I had disassembled the engine and put it back together. The teacher was astounded.

Model As have been such an important part of my life, because they were an important part of my father's life. We went to Hershey every year; Dad was such a fanatic about his restorations that we used to carry a floor jack onto the show field, jack up each tire, and turn each one so the Ford script on the hubcap was perfectly horizontal and the valve stem was sticking straight up in the air. That's how fanatical he was—every aspect had to be perfect, and he'd win first place every year. It was amazing. That was his goal in life, to win trophies. He had so many prestigious wins and awards that he started giving away some of his trophies to cars he admired at various shows. Dad lived to be 93, and every time I see a Model A, I think of him and smile.



Bob and Wayne Carni

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



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

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 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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