

A Ford Script



Threatening clouds at the VCC Daffodil Run

September 2024

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

COMMITTEE

Club Captain	Gerry Lake	0204 112 3717
Vice Club Captain	John Olliver	03 359 6360
Treasurer	Annette Painter	027 644 7892
Secretary	Russell Genet	0276068550
General Committee	Lindsay Painter	027 644 7892
	Glenn Birnie	03 347 4849
	Sandra Olliver	03 359 6360
	Gill Lake	0273346031
Facebook page co-ordinator	Sandra Olliver	0273032300
Script Editor	Gill Lake	afordscript@gmail.com
Club Car Custodian	Ken James	0212225086
Webmaster	Kevin Straw	kandjstraw@gmail.com

Next Committee Meeting:

Monday 23rd September, 7.30pm The Lake's 95 Shepherd Ave, West Melton

Script closing date: 20th September 2024

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 September 2024**. 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.

CAPTAINS LOG August 2024

The club event this month was combined with the VCC Daffodil Day Run ending with a picnic at the VCC grounds at McLeans island. It was a good day out and presented an opportunity to meet with a wider variety of car owners and share the enthusiasm of old cars.

Nice to see John Wilsons' Model T speedster.

The September trip to Kaikoura that Annette and Lindsay are organising is coming up in a couple of weeks and so far, we have thirty-four cars registered. It's going to be a weekend to look forward to.

Look forward to meeting you in Kaikoura or at the VCC Swop meet in October,

Cheers Gerry

CLUB CAR REPORT June 24

Tony Gooding borrowed the car for the VCC Daffodil Run Today, Sunday 25th August, Well! soon after we arrived at the VCC grounds Tony arrived with an interesting tale about the car.

They set off for Rolleston but on Johns Rd the car started to wander a bit. Oh oh! a flat tyre. Ah well just change the wheel. Oops the spare is a bit soft!

Pressing slowly on to the nearest garage only to find that the tube in the spare had moved in the rim and couldn't be pumped up! Fortunately fellow member Nick Narby was following along and had three ! spare wheels on his car. So with two 19 inch and two 21 inch wheels they were able to make it to the VCC grounds. Tony has already removed the offending tyres both only just warrantable and given the car an oil change. Two new tyres will need to be purchased and fitted. Work will start on that tomorrow. Please make use of this wonderful club asset and help us cover the running costs. Happy Motoring, 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

Welcome to New Club Member: Craig White

1930 Pick up

2024/25 Subscriptions:

You should now have received your annual subscription payment form and information.

This is due by the end of September or a **late fee applies as per the instructions.**

PLEASE don't forget to return your filled in form to the club email, by post or by giving it to a committee member. We need these forms for our records and to keep an updated contact list.

I have included the subscription form and instructions in this months script on pages 6 and 7 in case anyone has not received them

The Carbon Offset Scheme



This scheme allows club members to help offset the carbon produced by driving their Model A's. The scheme is voluntary.

All donations are sent to Trees for Canterbury which produce and plant native trees in the Canterbury area. At present this is the most appropriate way for us to help offset vehicle emissions. Apart from offsetting emissions trees provide many other benefits and Trees for Canterbury are a recognized non-profit charity.

We would like you to consider the future of the planet and your descendants living on it by entering an amount in the box on the accompanying subscription form.

Ken James will again produce a windscreen sticker recognizing you have contributed. Any questions contact:

Russell Genet 02102761588 or Ken James 0212225086

Dad, when he puts the car in reverse:
"Ah, this takes me back." →

-DB Dad joke #25.



Happy Father's Day

DAD JOKES

[DAD JOKES]. NOUN

May cause
uncontrollable
laughter or extreme
embarrassment.

Dad, thanks for responding to my Father's Day text after I texted mom to tell you to look at your phone.



someecards

NOTICES

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.

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.**

Note from your Committee:

If anyone has an idea for a run / event, all suggestions will be gratefully accepted.

Membership List



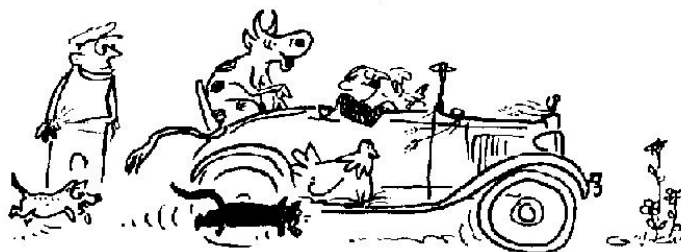
With the return of this years subscription forms we are compiling an up to date membership list with address, phone number/s and email.

We have had quite a few requests for this list.

Prior to this list being shared with members could anyone who **does not want this information shared** please contact:

Gerry on gerryrlake@gmail.co.nz or 0204 112 3717 or

me (Gill) on afordscript@gmail.com or on 0273346031



CANTERBURY (N.Z.) CHAPTER



P.O. BOX 4212, CHRISTCHURCH, NEW ZEALAND.

NOTICE OF ANNUAL SUBSCRIPTIONS FOR 2024- 2025

1st August 2024

Hello again everybody, following on from the AGM, please find attached this year's subscription notice. It was agreed that this year's subscription will be **reduced to \$30.00** as the base subscription, \$2.00 additional for joint membership, and an extra \$1.00 for family.

It is important that this notice is filled out and returned to the Gmail address indicated on the form or posted to the Club's **P.O. Box 4212 Christchurch 8140** noting your sub payment, together with other payments you may wish to make.

Include any changes to your address, contacts, or vehicle status so that our records and membership list can be updated where necessary.

Please use internet banking **or** deposit at an ANZ bank using your **Christian** and **surname** as reference.

We do not have Eftpos or credit card facilities.

Points to note:

Replacement Name Badges. The cost of badges is \$15.00 to cover cost of manufacture and postage.

Carbon Emissions Contribution. It has been agreed by members at the AGM that this **voluntary** contribution should be continued as a means of showing the club's recognition to the offsetting of carbon emissions. The funds will be forwarded to Trees of Canterbury to enable purchase and planting of trees on our behalf. Your committee will endeavour to arrange an opportunity for our members to join with **Trees of Canterbury** to plant the trees provided by our funding

Script- printed copies. The majority of club members now receive the Script by email with the benefits of reading or printing off in colour. Some members choose to have the Script booklet copy (black and white) posted as well as receiving it by email.

Due to the rising costs of printing and postage the annual fee for a printed script will **increase to \$50.00**

For the few members without access to email, there will be no additional charge and a copy of the script will still be posted. The script is also available on our website to be downloaded.

Thank you,

Annette Painter

Treasurer

027 644 7892

CANTERBURY (N.Z.) CHAPTER

Model A Ford



Club of America

P.O. BOX 4212, CHRISTCHURCH, NEW ZEALAND.

NOTICE OF ANNUAL SUBSCRIPTIONS FOR 2024- 2025

Please email this form, filled out, to 'canterbury.nz.mafca@gmail.com'

Chapter Subscription: (if paid before 30th September 2024) \$30.00 \$ _____

Chapter Subscription: (if paid after 30th September 2024) \$35.00 \$ _____

Joint Membership: Spouse/Partner. (Optional) \$ 2.00 \$ _____

Name: _____

Family Membership: (Optional) \$ 1.00 \$ _____

Name: _____

Subscription Total \$ _____

Additional Optional Payments

Name Badges Number required _____ (x \$15 each) \$ _____

Names for Name Badges, if ordered: _____

Voluntary Contribution to Carbon emissions \$ _____

A Ford Script hard copies in printed form by post at a cost \$50.00 per annum \$ _____

TOTAL AMOUNT PAID \$ _____

Payment can be made by:

Online – Bank Account **06-0805-0018320-00** (Canterbury NZ Chapter MAFCA)
OR by deposit at **any ANZ bank** please ask the teller to record your name.

MAFCA Member? Yes/No (Number.....)

VCC Member? Yes/No

Contact Details

Name: _____

Address: _____

Email: _____

Phone: Home: _____ / Cell: _____

Note Change of vehicle: _____

COMING EVENTS

September 13th –15th: International Model A Ford Day

Location: Donegal House, Kaikoura

Organisers: Annette and Lindsay Painter 0276447892

WEEKEND PLAN.

Friday 13th September

1 – 2pm: Lunch at Bernies Diner and Car Collection: 105 Beach Rd, Kaikoura

Lunch is optional and at your own cost. The car collection entry fee is \$10.00

5.30pm – 6.30pm: Registration and Meet'n'Greet at Donegal House: 258 Schoolhouse Road, Kaikoura Flat
Light snacks and refreshments will be available to purchase.

6.30pm: Optional meal at Donegal House. Set menu, \$27.50pp

Options will be a choice of: Pork Belly, Seafood Chowder, Irish Beef Stew, Mixed green salad (Chicken or Felafal) or Chicken Schnitzel.

Saturday 14th September

9.00am : Assemble at Donegal House for group photo

10.00am: Departure for Rally which will be an adventure around the Kaikoura District, with a stop for a picnic lunch

You will need to provide your own lunch for the day, however you can pre-order a picnic lunch from Donegal House.

Toilets are available at our lunch stop

Afternoon: Fyffe House, 62 Avoca Street, Kaikōura

This will be an opportunity to visit Fyffe house, (admission included in the Rally cost), and to have another group photo taken

5.30pm onwards: Meet at Donegal House prior to Rally dinner

6.30pm: Rally Dinner

Sunday 15th

Breakfast: Optional cooked breakfast at Donegal House (\$20.00pp, own cost)

10.30am: Visit Car Collection. Admission of a donation to St Johns included in the Rally cost.

Please arrange your own accommodation.

There are quite a few accommodation options at Donegal House including hotel rooms and caravan sites.

Otherwise there are many other options in Kaikoura

International Model A Ford Day: Sept 13th—15th 2024 RALLY REGISTRATION FORM

EVENT DATES 2024

Friday 13th September:	1 - 2pm:	Lunch at Bernies Café. Food at own cost. Optional Car collection \$10.00
	5.30 – 6.30pm:	Registration and Meet'n'Greet at Donegal House
	6.30pm:	Optional dinner at Donegal House (\$27.50 / Own cost) (Options on previous page)
Saturday 14th September:	Morning:	Run with picnic lunch (BYO or Lunch can be pre-ordered from Donegal House)
	Afternoon:	Guided tour of Fyfe House (included in rally cost)
	6.30pm:	Rally Dinner at Donegal House (\$45.00 pp) Meet from 5.30pm on.
Sunday 15th September:		Cooked Breakfast option at Donegal House. (\$20pp own cost)
	10.30am:	Visit to car collection (Donation to St Johns, included in Rally cost)

Please Note : Final close off date for your entry is Friday 31st August

DRIVER :		
Phone :	Email:	Mobile :
Address :		
Suburb :	City :	Post Code :
PASSENGER INFORMATION.		
Navigators name :		
Passenger name(s):		
VEHICLE INFORMATION		
Vehicle Body Type:	Year:	
Registration Number :		
Membership of which Model A Club (if applicable) :		

ENTRY FEES.

Vehicle and Driver	Vehicle entry	\$25	
Driver	Rally Dinner	\$45	
Navigator	Rally dinner	\$45	
Passengers / Supporters	Rally dinner per each	\$45	

Your total entry costs are: \$ _____

Please note that no meal refunds will be available if cancelled after 31st August 2024

Please **indicate** for catering purposes if you would like any of the following:

Dinner Friday night: Number attending: _____
 Picnic lunch Saturday: Number required: _____
 Breakfast Sunday Morning: Number attending: _____

METHOD OF PAYMENT

Internet banking number: **06 0805 0018320 00** Reference is **Kaikoura** and Your **Name**.
 Completed entry form may be Emailed to : woodwormnz@gmail.com
 Or Posted to: Annette Painter: 5 Goldrush Lane, Rolleston, 7614

CONTACTS

Annette and Lindsay Painter: Principal Organisers Ph: 027 644 7892 woodwormnz@gmail.com
 Gerry Lake: Club Captain Ph: 0204 112 3717 gerryrlake@gmail.com
 Barry and Kaye Stuart: Kaikoura Contact Ph: 03 3196115 stuart4@xtra.co.nz

COMING EVENTS

October 11-13:

Location:

Cost:

VCC Swapmeet.

Vintage Car Club Canterbury, 661 Mcleans Island Road.

Entry to the Swap Meet \$5 per day, or \$10 for a 3 day pass, paid on entry.

Gates open from 7am Friday, Saturday and Sunday.

Advertising of complete cars for sale beside the main display area

Entry through VCC main entrance and follow the signs, cost \$10 for the weekend paid on arrival.

NO DOGS allowed on site or in parking areas

October 23rd (WED):

Location:

Details:

Christening Run for Graham Evan's Van.

Meet at the Hornby Club Parking area at 9.45 for a 10am departure.

This will be a run finishing at a Café for lunch.

Please email gaevans@xtra.co.nz or phone Graham on 0273207948 by Friday 18th Oct, to advise him if you will be attending, as he will need to let the café know numbers in advance.

November 3rd:

Location:

Gymkhana

Kermit and Jan's, Waterholes Rd.

Details in the next script.

December 1st:



Location:

Christmas Dinner

\$40pp

Era dress (optional). Judging for MAFCA ladies and men's fashion cups

Please bring a \$10 present each (recycled or second hand if possible)

BYO: Own glass and picnic chair and please take rubbish home as this is a private address

224 Dunns Crossing Road (John Winchester's property)

(More details in the next script)

COMING EVENTS

December 4th

Children's Christmas Party

Time

5.00pm

Location:

Motorcycle Corner, Vintage Car Club, McLeans Island

Bring your own tea.

Santa will be there with a gift for children 10 years and under. Please email, phone or text Gill Lake the name/s, sex and age/s of any children attending by Nov 15th.

gillcakes95@gmail.com or **0273346031**

Please note: (If you have a child attending who is over 10 years and whom you would like to receive a present from Santa, please supply this yourself, wrapped and with the child's name on it)

2025

26th January:

Era Picnic

Details to follow

23-28 February 2025:

17th National Model A Ford Rally .

Location:

Masterton, Wairarapa

Accommodation is selling out quickly so get yours booked asap

Ferry Bookings:

The person to contact for best price ferry tickets is:

Tony Hirst 021726711

tony@cookstraitcrossings.co.nz

Please send email, including

- Your name
- Meet you are going to
- Dates of travel
- Vehicle Rego and type
- Number of people travelling
- Club you belong to

PAST EVENTS



25th August

VCC Daffodil Run

This year's Daffodil run was attended by hundreds of car enthusiasts once again and a very decent number of Model As representing our Club.

There were 5 different starting points throughout Canterbury, with a short and long run leaving from each point. The run/s from Roppleston actually went out past the fields where most of the Daffodils are grown for Daffodil Day in Canterbury.

With people leaving from 5 different starting points, a message was sent out to our members to meet up at Motorcycle Corner at the VCC grounds for the picnic if people wished. We had a good turnout and despite the sky looking very ominous managed to have a very pleasant time before the rain started.



Member Contribution

DISPROVING THE “BATTERY DRAIN ON CONCRETE FLOOR” MYTH

It's amazing that this myth still survives in the 21st century. The short version of this falsehood is that concrete floors can magically drain the charge from a typical lead-acid battery. This is a complete fairy tale. Any battery will tend to discharge naturally over time. The reality is that this discharge process is accelerated by dirt and corrosion formed across the top of the battery case. To prove this point dig out your digital voltmeter that can accurately read in 0.01 volts. Set the two meter probes on the plastic lid of the battery at opposite ends (not touching either terminal). The dirt offers an electrical path between the terminals on the battery which will slowly discharge as the battery sits. This is what drains a battery – not the concrete floor or any other type of surface the battery or the vehicle happens to be sitting on. Clean your battery and keep a small trickle charger hooked up and it will always be ready for use.

Keep in mind that a battery that is allowed to sit unattended for long periods of time will self-discharge, even if the battery top is kept scrupulously clean. This is another reason to always use a trickle charger. If the battery is allowed to sit discharged for long periods, this will cause sulphation, which is the formation of lead sulphate crystals on the plates. When this occurs, the battery will eventually fail. Batteries are built to be used and not sit unattended for long periods. So if the vehicle or battery is left unattended for long periods of time, it's best to place it on a trickle charger and prevent sulphation.

Hemmings tested the battery on a late model Chevrolet Tahoe that was pretty dirty. Placing the probes of the digital multimeter across the plastic battery top revealed a voltage reading of 0.173 milli-volts. Allowed to sit for perhaps several months, this constant discharge could easily bring an otherwise good battery to its knees.

From Garth Moore as seen on “Hemmings Daily”.

The original Michelin Man from 1898.

The Michelin Man is white because rubber tires are naturally a grey/white color. It was not until 1912 that carbon chemicals were mixed into the white tires which turned them black. The change was structural, not aesthetic. By adding carbon, tires became more durable.

Michelin also began reviewing restaurants so that more people would travel further distances in their cars to eat at these restaurants. This in turn would wear down their tires faster, and force them to buy more.

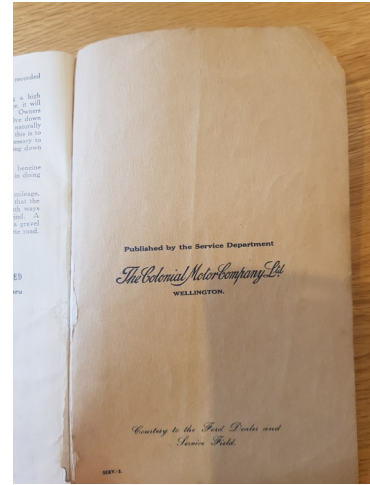
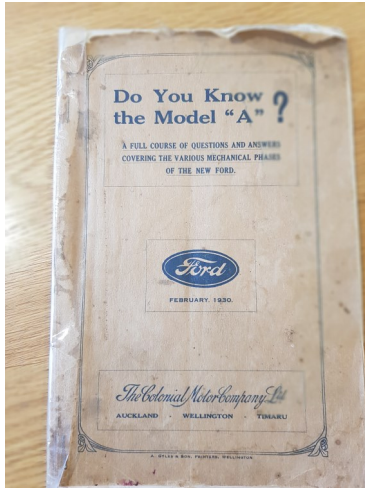
The Michelin star system goes up to three and has the following criteria:

- 1 star:** "A very good restaurant in its category".
- 2 stars:** "Excellent cooking, worth a detour".
- 3 stars:** "Exceptional cuisine, worth a special journey".



Member Contribution

André Kraenzlin has been diligently copying out pages from the following book for members enjoyment. There will be a few Q & As each month. Thank you for this André.



DO YOU KNOW THE MODEL "A"?

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

ARTICLE 2

REAR AXLE ASSEMBLY.

Question 2. How is the pinion fitted on the end of the drive shaft? How does this differ from the manner in which the pinion is fitted on the Model T drive shaft. How would you remove the Model A pinion from the drive shaft?

Answer 2. The pinion is fitted on the Model A drive shaft on a very long, gradual taper. With such a very long taper, both the end of the drive shaft and the bore of the pinion have to be made very accurate.

Having decided on this construction, the FORD engineers made absolute accuracy of manufacture imperative, and these parts are made to Johansson standards. The gradual taper means that the pinion is an exceedingly tight fit on the drive shaft, and very unlikely to work loose in service. The pinion is removed from the drive shaft by means of a mandril press.

Question 3. In what respect does the new FORD differ in the finish of the drive shaft, between the front and rear bearings, from that of a Model T FORD? What is the purpose of this?

Answer 3. The drive shaft of the new Model A FORD is "finished" all over. The drive shaft of the Model T FORD was left in the cold rolled condition between the machined portions at the front and rear ends. The purpose of finishing the new FORD drive shaft all over is to put it into better balance, so that there will be less whip and vibration of the drive shaft at high car speeds.

Question 4. When you find a little "flat" ground on a Model A FORD drive shaft or axle shaft, what are they for? What is the purpose of this?

Answer 4. The little "flat" ground on new FORD drive and axle shafts is to form a flat surface on which a Brinell test (forcing a hardened steel ball against the shaft to make a dent in it) can be used. This Brinell test shows that the steel has been tested for accuracy of hardening, and quality of material, by measuring the size of the "dent." This proves that the steel is up to the high standards of FORD quality.

EXHAUSTED?

AUTHENTICALLY SPEAKING

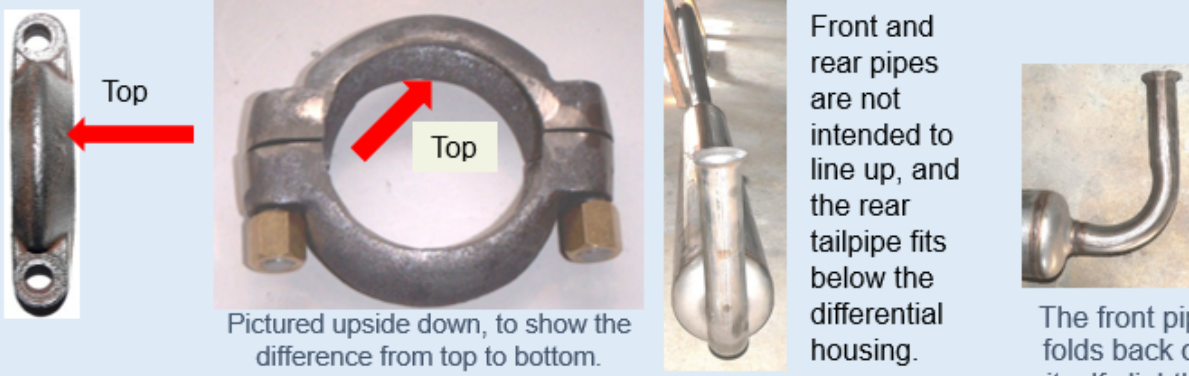
You shouldn't be if your exhaust system is fitted correctly.

Manifold Exhaust Clamp fitting. Right-hand drive, & some LHD.

Some of the reproduction manifold to muffler clamps need to be worked over with a Dremel tool. They should look like they are a matched set and have to make close to a perfect circle when the halves are placed together. Do a dry fit first on the manifold to see if the clamps are actually able to fit tightly together, and then do the same on the muffler flange. Then start the fitting process of fitting using a jack to support the bottom of the 'U' bend directly below the clamp. It is a lot easier if the floorboards are out of the vehicle, as you can then see the actual alignment.

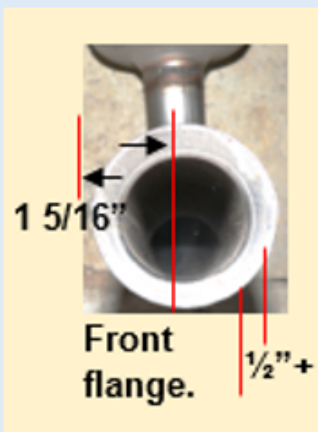
Two vital points that have to be corrected to obtain a good seal.

1. The clamp must be installed up the right way with the large side of the clamp to the top.



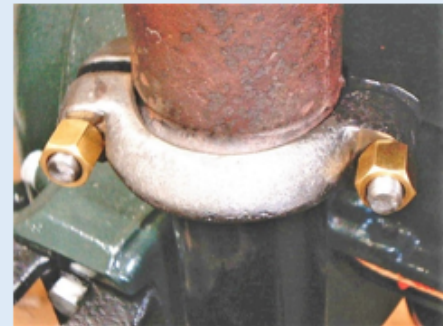
Pictured upside down, to show the difference from top to bottom.

2. The flange on the muffler must be $\frac{1}{2}''+$ or $1 \frac{5}{16}''$ wide or leakage will occur.



For RHD weld the fastening bolts to one half of the clamp, as pictured above. With the steering box in the way it makes it difficult to hold the head of each bolt. *LHD is a breeze.*

Use 'long' brass nuts. There should be no need to add any manifold sealer to the joint, but if the flange on the front pipe is insufficient in width, then a slight smear of sealer is beneficial. 'Maniseal' is ideal. Tighten both nuts evenly. The exhaust lamp being a casting can break. *Tighten evenly.*



For RHD the clamp bolts have to point in the direction indicated to miss the depressed brake pedal. Have a dummy run first. The clamp will expand when hot. Allow for this. Watch the head of one bolt does not touch the oil return pipe if using the 'lowered' return pipe A-6645. For the manifold itself, **if all surfaces are flat**, no sealer is required, just gaskets and exhaust rings are required and must be **fitted properly**.



The rear clamp fitted. Do not fit tightly to the pipe **as expansion must be allowed for.**



The Birth of Ford Motor Company cont

Taken from an article by Ford R. Bryan

1899 Detroit Automobile Company was Founded

Funded by Murphy and several of his friends, and with Henry Ford in the position of Superintendent, (receiving a salary of \$150 a month) the Detroit Automobile Company was founded on August 5, 1899. The manufacturing plant was to be at 1343 Cass Avenue at Amsterdam in Detroit. On August 15, 1899, Henry Ford resigned from the Edison Illuminating Company, turning down a promised salary of \$1900 a year.

The first product of the Detroit Automobile Company, a delivery wagon, was completed in January 1900, and demonstrated on the streets of Detroit with considerable success.

Major stockholders, however, were pushing for a variety of vehicles and were in a hurry to make profits while Henry was beset by a number of engineering problems. His experience had not included making more than one car at a time. Several cars were produced but not at the quality Ford would have liked and at a price too expensive to sell. Henry received what appears to have been his final check for \$75 on October 29, 1900. The Detroit Automobile Company was officially dissolved in January 1901.

While Henry was with the Detroit Automobile Company, he received a letter from his friend Oliver Barthel, an attorney and draftsman, warning of the Selden patent, a legality with which Henry Ford would soon have to contend.

1901 The "Sweepstakes" racer

Henry Ford still had friends in Detroit. Some of the former stockholders of the Detroit Automobile Company retained a portion of the Cass Avenue plant so Henry could build a car of his choice. Ford had been thinking of a racer. His specialty was engines and he was convinced that racing would attract the attention necessary to establish himself in the automotive field.

With part-time help from his friends, Ed (Spider) Huff, Oliver Barthel, and C. Harold Wills, he worked around the clock. A lightweight 2-cylinder racer of 26 horsepower was finished in mid-1901. This vehicle is said to have cost about \$5000 to build, with much of the cost again covered by Murphy.

Ford drove the racer at the Grosse Pointe equestrian track on October 10, 1901, besting Alexander Winton's 40-horsepower machine in a ten-mile race. Ed Huff hung on to a running board, balancing the car on the curves, as speeds reached close to a mile a minute. Ford received a \$1000, a cut-glass punch bowl, and much publicity for his victory.



The Birth of Ford Motor Company cont

1901 Henry Ford Company is formed on November 30, 1901

With Ford's much enhanced reputation, Murphy and the other members of the Detroit Automobile Company formed the Henry Ford Company on November 30, 1901. Ford was named Chief Engineer with one-sixth of the company stock valued at \$100,000. The goal was to build a lightweight runabout to sell for about \$1000. But Henry, with "racing fever," spent most of his time on the design of a giant 4-cylinder racing car. Although Murphy had financed the 2-cylinder racer, he did not want Ford working on a larger car. To Ford's annoyance, a wearied Murphy brought in Henry M. Leland, a well respected mechanical engineer, as a consultant.

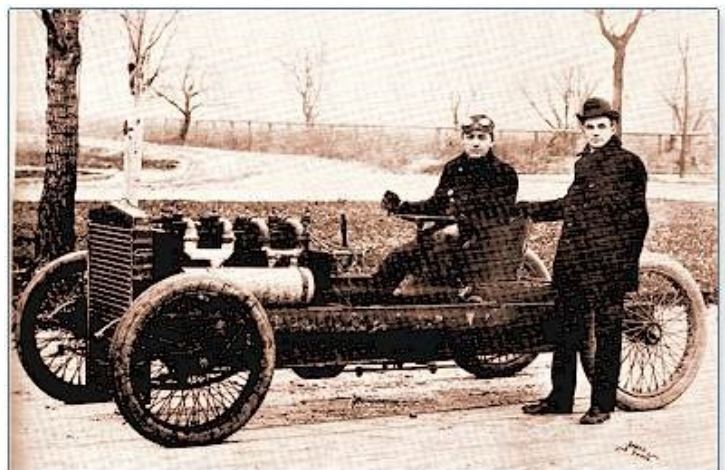


By March 3, 1902, Tom Cooper, a wealthy and well known champion bicyclist, was in touch with Ford (Cooper and Barney Oldfield had put on an exhibition bicycle race on the day of the Ford - Winton race).

Cooper wanted Ford to build him a racer and soon agreed to fund the construction of not one but two cars. On March 10, Ford left the Henry Ford Company with an agreement giving him the use his name, \$900 and the drawings for the big racer (Oliver Barthel maintains that he prepared the layout drawings for the racer, with C. Harold Wills making the detailed drawings). With Ford gone, Murphy and backers took charge at the Henry Ford Company. With Leland on board, they quickly reorganizing under a new name, the Cadillac Automobile Company.

1902 The Monstrous Ford Racer

In May of 1902, Ford and Cooper arranged for shop space at 81 Park Place in downtown Detroit. The major focus was the building of the two racers, the "999" for Ford and the "Arrow" for Cooper. Both racers were named after two fast railroad express trains of the time. In the shop there were about ten employees working ten hours a day for ten cents an hour. The first race they had in mind was the Manufacturers' Challenge Cup to be held at Grosse Pointe on October 25, 1902. Working on the cars were



Ford and his chief helpers, C. Harold Wills, Ed Huff and Gus Degener. When the "999," was ready to test, Ford, Cooper and Huff tried the racer but none was willing to drive it in a race. The car developed somewhere between 80 and 100 horsepower! Cooper got his friend Barney Oldfield to learn- to drive the "999", a task he accomplished within one week. Barney won the race and Ford's name was bigger than ever.

To be continued

For Sale

Formal Era Clothing

1. Two piece dinner suit size 14
2. Two piece Tail Coat suit Chest 42" Waist 38
3. Two piece dinner Suit ,double breasted with cummerbund (sizes as above)
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