

# *A Ford Script*



Club Car Display at the VCC Swapmeet

November 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
<b>General Committee</b>	Lindsay Painter	027 644 7892
	Glenn Birnie	03 347 4849
	Sandra Olliver	03 359 6360
	Gill Lake	0273346031
<b>Facebook page co-ordinator</b>	Sandra Olliver	0273032300
<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:**

**Monday 18th November                      Gerry & Gill Lake's                      95 Shepherd Ave, West Melton**

**Script closing date: 20th November 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 **20<sup>th</sup> November 2024**. 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.

## CAPTAINS LOG October 2024

This month started with the annual VCC Swapmeet at the VCC grounds at McLeans Island. Our club had six model A's on display under the club banner in our usual spot in amongst the one make display section of the grounds. The event is a good opportunity to catch up with other car enthusiasts and look at all sorts of stuff for sale. I always enjoy the weekend and generally learn something new whether it is about Model A's or some make of car I haven't seen before.

On the 23<sup>rd</sup> we had Graham Evens christening run for his 1930 Ford Model A Delivery, see further story in the Script.

Coming up this weekend, the beginning of November is the Gymkhana with a run beforehand.

Looking forward to seeing you there.

Cheers Gerry

## CLUB CAR REPORT June 24

After having to jump start the car three times over the Swapmeet weekend I checked the old log book to see when the battery was last changed and found it was in 2014 so it has served us well.

Gerry was able to get us a good price on a new one so I had a couple of days with the car at home to touch up a few paint chips, firm up the drivers side mirror, clean the battery terminals and hold down frame and make a small adjustment to the passengers door latch so that it closes a little easier.

When I went to move the wind wing after fitting the battery the glass fell out in my hand. Jill was waiting to follow me to Early Ford parts and bring me home again so I laid the glass on the floor and carried on over there where George assured me they had some butanol which would secure the glass well and they were happy to fit it so I have left it with them.

I noticed that the Amp meter wasn't showing a charge so rang Peter to ask his advice. He is away at present but will check it out when he returns. The car is safe at Early Ford parts with the trickle charger keeping the battery topped up so will be unavailable for a few weeks.

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:** Peter Hyde  
1928 Roadster Pick up

## 2024/25 Subscriptions:

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

**This was due by the end of September. If you have not yet paid please pay ASAP and pay the late fee 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.

If we haven't received your subs by the end of November you will not receive the next AFord Script. Any problems please contact a Committee member.

## 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

# 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](mailto: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.**

## 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](mailto:gerryrlake@gmail.co.nz) or 0204 112 3717 or  
me (Gill) on [afordscript@gmail.com](mailto:afordscript@gmail.com) or on 0273346031



*Yesterday I had a flat tire on the interstate, so I eased my car over to the shoulder of the road, carefully getting out of the car and opening the trunk. I took out 2 cardboard men, unfolded them and stood them at the rear of my car facing oncoming traffic. They look so life like you wouldn't believe it!*

*They are in trench coats exposing their nude bodies to the approaching drivers.*

*To my surprise, cars start slowing down looking at my life like men which made it safer for me to work at the side of the road. And of course, traffic starts backing up. Everybody is tooting their horns and waving like crazy.*

*It wasn't long before a state trooper pulls up behind me.*

*He gets out of his car and starts walking towards me. I could tell he was not a happy camper!*

*'What's going on here? ' 'My car has a flat tire', I said calmly..*

*'Well, what are those obscene cardboard men doing here by the road? '*

*I couldn't believe that he didn't know. So I told him,*

*'Helloooooo, those are my emergency flashers!'*



CANTERBURY (N.Z.) CHAPTER



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

## NOTICE OF ANNUAL SUBSCRIPTIONS FOR 2024- 2025

1<sup>st</sup> 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 30<sup>th</sup> September 2024)                      \$30.00                      \$ \_\_\_\_\_

**Chapter Subscription: (if paid after 30<sup>th</sup> September 2024)                      \$35.00                      \$ \_\_\_\_\_**

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

Name: \_\_\_\_\_

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

Name/s: \_\_\_\_\_

**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

### November 3rd:

### Run followed by Gymkhana

**Location:**

Meet at New Brighton Club, 202 Marine Parade for run to Vintage Car Club Canterbury, 661 Mcleans Island Road for picnic and Gymkhana.

**Time:**

10.15 for 10.30 departure

**Organisers:**

John and Sandra Olliver. Ph 03 359 6360 or 0273032300

### December 1st:

### Christmas Dinner

**Time:**

From 5.30pm for a 6pm meal

**Location:**

224 Dunns Crossing Road (John Winchester's property)

**Cost:**

\$40pp (Payment by 20th November into club A/C)



**Bank Account 06-0805-0018320-00 (Canterbury NZ Chapter MAFCA)**

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 drink, glass and picnic chair and please take rubbish home as this is a private address

### 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**.

**[afordscript@gmail.com](mailto:afordscript@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)





## COMING EVENTS

**2025**

**26th January:**

**Location:**

**Era Picnic**

**The Girl Guide Cracroft Centre  
151 Cashmere Rd.**

Drive in through, towards the back.  
Plenty of parking, but please **do not** park on the lawn



**Time:**

Meet from 12 noon onwards

Dig out you best Era clobber and enjoy an a get together and some knot tying . And of course, Be Prepared.

Design your own run to get there.

**Cost:**

A gold coin donation to the Guides would be appreciated but not compulsory.

**Organisers:**

Russell and Wendy Genet 027 6068550

Email will be sent in the morning if weather dodgy.

**23-28 February 2025:**

**17th National Model A Ford Rally .**

**Location:**

Masterton, Wairarapa

**Ferry Bookings:**

The person to contact for best price ferry tickets is:

Tony Hirst 021726711

[tony@cookstraitcrossings.co.nz](mailto: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



*A local policeman had just finished his shift one cold November evening and was at home with his wife. "You just won't believe what happened this evening, in all my years on the force I've never seen anything like it." "Oh yes dear, what happened?" "I came across two guys down by the canal, one of them was drinking battery acid and the other was eating fireworks." "Drinking battery acid and eating fireworks!! What did you do with them?" "Oh that was easy, I charged one and let the other off."*

## PAST EVENTS

### October 11-13: VCC Swapmeet.

Another successful year at the swapmeet catching up with old friends and trading wares. Thank you for those members who loaned their cars for the Club Display.



### October 23rd 2024:

### Christening Run for Graham & Anne Evans 1930 Tudor Delivery.

This was a first for the club holding an event on a weekday, and what a great turnout we had, great weather and 12 Model A's and 32 diners at lunch. Plus three members came to the start to see us off. We started at Hornby Workingmen's Club car park and headed towards the airport and using the new roads around the industrial part of the airport. We then headed south of the city before heading to the Flaming Rabbit in Lincoln for lunch.

A little bit of information about Graham's car which he purchased in 1980 and when removing the motor to repair the rear main, decided to undertake a full restoration. During the dismantling he discovered that the rear seat frames were made of packing case timber and there were hinges in the rear panel. All of a sudden it was a different project now, he had a very rare NZ Model A Ford Tudor Delivery. When researching the cars history the car was first registered to the NZ Govt, Dept of Labour in December 1931. The Model A is fully restored and painted in Kewanee Green / Elkpointe Green with Straw coloured wheels. See an original advertisement on the next page.

We all enjoyed a great day and the weather was perfect too. We decided we could get used to these mid week excursions.

Judy and Kevin Straw



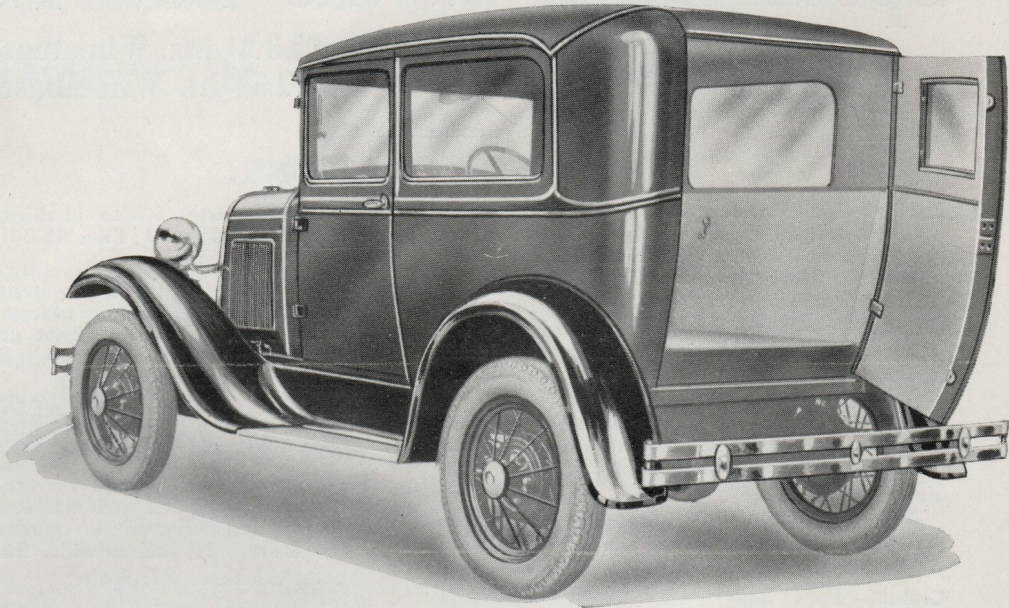
# 1930 Ford Model A Tudor Delivery



## DIMENSIONS:

Overall Length	12' 0"
Overall Width ..	4' 7"
Overall Height ..	6' 2"
Rear of Driver's Seat to inside of Rear Door ..	43 1/2"
Width inside Body	47"
Height of Load- ing Platform ..	31"
Height of Rear Door .....	43"
Width of Rear Door .....	38 1/2"
Inside Body Height .....	40"

For Prices, see Price List  
No. 18.



Commercial Tudor Delivery built on a 103 1/2 inch FORD Commercial chassis. An ideal unit for all merchants in all classes of business, and travellers who carry considerable quantities of samples. Combines passenger car appearance with capacity for samples or goods. Spare wheel mounted in front well fender.

## THE BODIES.

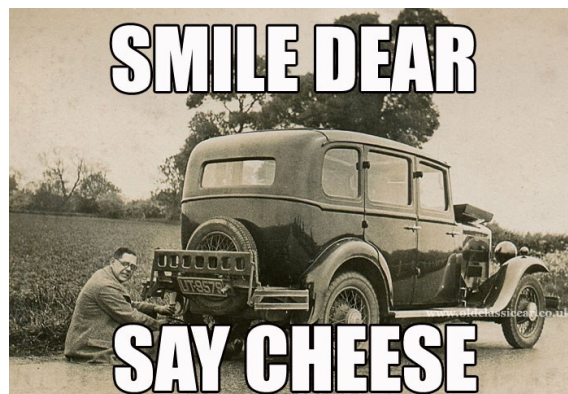
The entire line of motor bodies in this catalogue is built in our body-building factory, the largest of its kind in New Zealand, employing only skilled tradesmen. Over 27,500 square feet of floor space is devoted to the production of most of the commercial bodies supplied on Ford Chassis.

The design and construction of our standard bodies are based on their usefulness to the majority of truck buyers; special bodies and fitments are also built to suit individual needs, and in such cases drawings and specifications are supplied at no extra cost.

The wood framework of the cabs and bodies is cut out, shaped and morticed by special machinery, ensuring accuracy in assembly, and joints are, in addition, well glued and screwed.

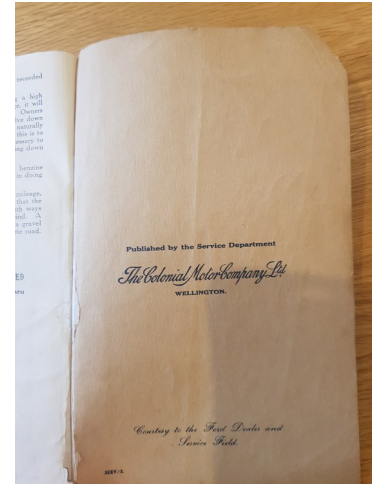
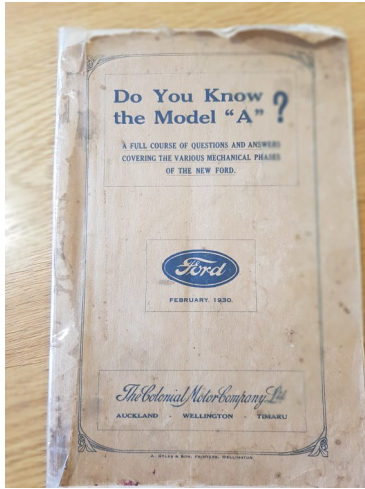
The woodwork is completely steel covered as a protection against weather. The roofs are constructed of T. & G. Timber, giving additional strength to the body, and at points where stress and weaving occurs special iron braces and plates are used.

From the viewpoint of appearance, durability, facility of handling loads, and capacity, the bodies offer unusual choice, at a cost that is thoroughly in keeping with the Ford Truck Chassis, and, without the sacrifice of pleasing appearance, provide the very best in construction and materials.



## 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 9.** How is the speedometer of the new FORD driven? What precaution is necessary to make sure that the speedometer drive is correct?

**Answer 9.** The speedometer of the new FORD is driven by spiral gears placed near the front end of the drive and under the drive shaft. These speedometer drive gears are enclosed in a metal casing, on which figures are stamped, as for instance "10-37." This means that these gears are to be used on a Model A passenger car with a 10-tooth pinion and 37-tooth drive gear, for the standard gear ratio of 3.7 to one.

**Question 10.** How is the drive shaft limited with regard to end-play in its housing? In what respect does this differ from that of the Model T FORD?

**Answer 10.** The drive shaft of the new Model A FORD is restrained from endwise movement by the two Timken tapered roller bearings which are placed on the hub of the drive shaft pinion. As these Timken bearings are opposed to each other, they take care of any possible end-play in either direction. On the Model T FORD, a ball-bearing thrust took care of the end-thrust of the pinion, while end-play in the other direction was restricted by flanged bushing in the front end of the drive shaft housing, just back of the universal joint.

**Question 11.** What special precaution is necessary when removing the new FORD rear axle from the car? Why?

**Answer 11.** It is necessary to "tie down" the rear of the chassis frame to the axle in some manner. Otherwise the "kick" of the new FORD rear spring will tend to throw the chassis frame and car body right up into the air, when the spring hangers are driven out. The axle, complete with the rear spring, may be removed from the car by removing the spring clips and lifting the body clear of the axle.

**Question 12.** Explain how you would assemble the new FORD rear axle to the car.

**Answer 12.** Place blocks of 2 by 4 inch wood under on the axle housings (under each end of the spring) for the spring ends to slide on as they are forced out by compressing the spring. Then tie a chain around chassis frame and place a long bar through loop of chain and under axle, to pull them together. Use a front axle bending bar to twist ends of springs into alignment with

## King Pins A-3010-C and Related.

**So the time has come** to replace your kingpins. Be careful, as front wheel bearing wear on the stub axle can mimic king pin wear. *A complete king pin set is pictured.* After purchasing your complete new king pin set, firstly carefully measure both of the kingpin's diameter. They must be 0.8125 (13/16") over the entire length **showing NO taper.** If they are tapered, send them back.

**In the meantime, keep all your old parts.**

It is assumed the stub axles have been removed from the front axle and are clean. Firstly, remove the old king pin bushings, by pressing out, or **carefully** cutting one side of each bush and collapsing the bush. Remove the 4 grease nipples and ensure the lube holes are not blocked.



**Next step is to install the 4 bushings**, which must be carefully pressed in place. Each bush will have a hole in the side which must align to the exit grease hole in the bush housing.

With the bushings in place, they have to be reamed and finally honed to a tight sliding fit. **Anything apart from quite a tight sliding fit is unacceptable.** This process is best done by somebody who has the appropriate reamers and honing tools. Both bushes in each axle have to be reamed and honed inline (together), where a pilot guide is required for most reamers and honing tools. Unless you have done this before I would advise not to attempt it. Find an engineering firm.

**Tolerance is honed to 0.813 - 0.8135".**

So now you have both kingpins fitted to the bushes. Don't mix them up. There is a left and right. It must be really tight.

**28-31 original axle measurements if required.**

- 50-1/2" Kingpin Center to Center
- 36-1/2" Spring Perch Center to Center
- 2-1/4" Spring Perch Boss
- 1" Factory Drop
- .8125 dia. Kingpin
- 2-3/8" Kingpin Boss
- .8125 dia. kingpin hole in the axle.



**The thrust bearing has two faces. One side revolves, the other is fixed. The revolving side must sit on the stub axle.**

With your repro set you will have been supplied with 2 thrust bearings (as above) which will be short on height. Original thrusts were 0.50". That is why you have been supplied with 4 thin steel washers to add as packing to each bearing. These washers are vital to assure the thrust bearings take the full weight of the front end. If not, your steering will be appalling.

**You may** be able to reuse the old thrust bearings if they are the original bearings this will mean using less shims. They have roller bearings, not ball bearings. The only way to tell if it is original is to measure the thickness and they should be 1/2". Thoroughly clean the inner of the bearing with cleaning fluid. Rotate the inner and test for smoothness of operation. If you think it is ok, add some grease and rotate the inner part again. If smooth it should be ok to use again.

**Shims.** The shims will take up the free space that is between the bottom of the thrust bearing and the stub axle. Free space is created by lack of thrust bearing thickness and wear that has occurred

**AUTHENTICALLY SPEAKING**



# Member Contribution

on the mating surfaces of the **axle and stub axle**. After some 96 years of use on some vehicles there has to be some wear evident.

## Assembly.

**There is no front or rear to the axle, but it must be flat.**

**King pin locking pin A-3122-C.** Insert each locking pin and wind on the nut on the rear side of the axle. The locking pin has a groove to mate with the king pin groove for exact alignment to the front brake shaft housing A-2078-C. Wind in quite firmly and tap the front side of the pin with a hammer to seat, as pictured on page one. Tighten the nut firmly again. This nut acts as a stop for the turning circle. There were 2 lengths of nut, depending on the year of the car. This nut stops the tyre hitting the brake rods on a full turn. Use the nuts that came off your car.



**If the car is on stands** you will have some movement in the thrusts under the head of the kingpins. This is because the king pin only rides on the thrust when the weight is on the wheels. You should not be able to turn the bearing when the wheels are on the ground but, when it is on a jack or stands it will rotate freely.

## When installing new king pins, firstly

determine how many shims are needed under the thrust bearing. Install the king pin and the thrust bearing. Leave the dust seal at the bottom off.

Lock the king pin to the axle with the locking nut and bolt. Rotate the thrust bearing and see how freely it rotates. Note any up and down movement. You will have up and down movement so add one or two shims. Check it again. Add shims until the bearing seems to be binding and not turning freely. Remove a shim if that is the case. The shims will take up the free space that is between the bottom of the thrust bearing and the axle. The repro thrust bearings are too thin and space is also created by wear on the machined surface of the axle and stub axle. When you have the correct number of shims added and the dust cover is not interfering. Test with the wheels off the ground, and with the wheels on the ground. Install the lower king pin seal between the axle and stub axle, which if you have done your stuff, (*that's technical talk*) will be taking no load and act as a dust seal only.

Correct installment of king pins, along with correct adjustment of the front wheel bearings is essential to safe proper steering.

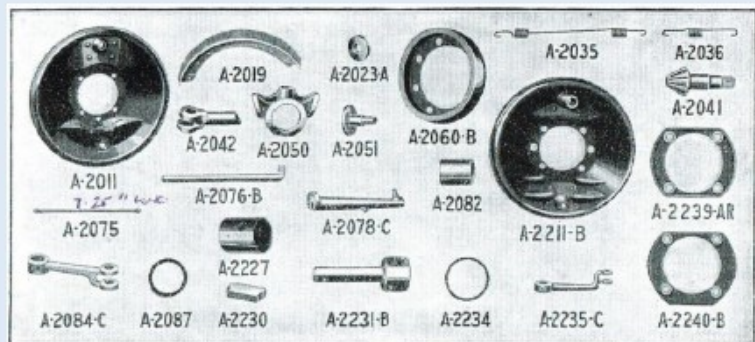
You can if needed, very carefully knurl the outer stub bearing surface to compensate for any wear. Only a **very slight knurl** will be required. As pictured. Wheel bearings when properly packed and installed, **must have a slight preload** to function properly.



To carry on with the backplate assembly.

Insert the front brake operating pin A-2075 inside the kingpin to connect with A-2078-C.

The length can be altered by adding a cupped 'pill' to obtain the required 15 degree forward angle of the arm. This is a critical



measurement and has to be correct. See your supplier.

LP

# The Birth of Ford Motor Company cont

Taken from an article by Ford R. Bryan

## 1903 First Model A Sale



The Ford Motor Company was now off and running; but company assets were quickly dwindling. Several of the stockholders had provided promissory notes instead of cash. During June of 1903; Henry Ford, James Couzens and C.H. Wills were on salaries, there were also seven hourly workers working ten-hour days, six days a week, for a weekly pay varying from \$8.00 to \$18.00. On July 11, Ford Motor Company's cash balance was only \$223.65. Their first sale was a Ford Model A to a Chicago physician by the name of E. Pfennig on July 15, 1903.

Things were changing for the better when Henry Ford celebrated his fortieth birthday on July 30, 1903. Ford Motor Company was hiring many more hourly workers.

For the period between July 23 and September 30, 1903, sales of 195 vehicles produced an income of \$142,481.72 with net profits of \$36,957. Dividends then paid amounted to \$10,000.

In January of 1904, another dividend of \$20,000 was distributed. Profits during the following year rose to over \$246,000. The chief competitor of Ford during these beginning years was Oldsmobile who was producing over 3000 cars per year.

In the small Mack Ave plant production was limited to about 1700 cars per year. A much larger plant was needed.

By April of 1904, attorneys Anderson & Rackham were handling the Ford Motor Company purchase of a Beaubien St site for \$23,500, and overseeing the building of a much larger factory to cost \$76,500.

## 1904 Ford Motor Company was recognized as a successful automobile manufacturer

Now that Ford Motor Company was recognized as a successful automobile manufacturer, it was immediately pounced upon by the Association of Licensed Automobile Manufacturers who claimed that Ford Motor Company owed them a royalty on each automobile based on the patent granted to George H. Selden in 1895. Although 27 well-known auto manufacturers including Oldsmobile and Cadillac were paying a royalty on each car; it was Ford Motor Company that refused. Although the court battle lasted for eight years, Ford Motor Company finally won the case. It is often said that the early success of Ford Motor Company was due to the combination of James Couzens who could not assemble a Kiddy Kar, and Henry Ford who could not manage a grocery store. Together they had the talent needed to make a success of Ford Motor Company.

## Wanted

WANTED FOR 28/29 MODEL A:

Fan Shroud



JOHN OLLIVER 02102532177 or 0273032300

## 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)
4. Three piece dinner suit ,single breasted ,fine wool 42" chest
5. Five Maroon waistcoats one 12-14 three 38-40
6. Two Gold brocade waistcoats ,one 12-14 ,one 38-40

Please phone Shirley (03) 332 7225

Lucas tyres 19" & 21" \$345 including GST.

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