

# A Ford Script



Sample page from Judi Straw's collection of Model A Era Clothing

See page 10 for more details

August 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 19th August, 7.30pm

The Ollivers.

27 Wendover St

**Script closing date: 20th August 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> August 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 July 2024

This month was the Canterbury Model A club AGM. It was well attended and followed by a lunch and great catch up.

Some of the key points to pass on from the meeting are as follows:

- Treasures report: the club is in a healthy position with a small gain showing for the year.
- Club car: this also operated with a small profit for the year, but it must be noted that there no major expenses.
- Club rules: as mentioned in the agenda that was sent out prior to the meeting, a rule was added in to bring us into line with the old Incorporated Societies Act. Basically, it means by adding the rule we conform to requirement and therefore don't have to pay tax on our investment.
- Also, on the matter of club rules, there has been a sub committee formed which will look at what is needed to update our existing rules to comply with the new Incorporated Societies Act. These changes will be required to be passed at the next AGM as they need to be in place by 2026.
- The "A Ford Script" postage and printing costs have been going up quite significantly and as a result the costs will now be \$50.00 to print and post them out for the year.
- The annual subscription to be a member of the club is going to be reduced from \$35.00 down to \$30.00 base cost for the next year.
- Judy Straw kindly donated three volumes of Model A era clothing fashion books to the club. If you want to know what the right look for period clothing is then I think you will find what you need here. Thank you, Judy for your hours of research and compilation.
- Club officers and Committee: the positions of Captain, Vice-Captain, Treasurer and Secretary remain the same. There were some changes to the committee, three people stepped down and Gill who is doing the Script and attends the committee meetings came on board. Thank you to the three members who stepped down for your effort and assistance over the last year.

Looking forward to seeing you out on the next club run.

Cheers, Gerry

## CLUB CAR REPORT June 24

There has been no usage of the car or repairs this past month.

Please make use of this wonderful club asset and help us cover the running costs.

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.

## NOTICES

- Note from your Committee:** If anyone has an idea for a run / event, all suggestions will be gratefully accepted.
- 2024/25 Subscriptions:** You should have just received your annual subscription payment form and information.
- 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.**

## 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.

## Tech Nights (or gatherings)

A number of members have voiced an interest in restarting Tech Nights, or something similar. If this is something you would be interested in and have ideas on what format this could take, could you please phone Gerry Lake on 02041123717.

## COMING EVENTS

### August 25th: Breakfast Run combined with VCC Daffodil Day Run

**Location:** See advertisement below

**Optional:** Meet **9am @ Robert Harris Rolleston** for a cuppa and a chat. If you want breakfast you will need to pre-order this. Robert Harris ph: 03 3479000

**Suggested donation to the Cancer Society of \$10.**

**Canterbury** – Join us for a series of short & long runs starting at 5 locations, all finishing at the VCC grounds Mclean's Island. Runs leave each location below at between 10am & 10.30am:

- Amberley-Better Half Cafe, 14 Ashworths Beach Rd
- Cashmere Club, 50 Colombo St
- New Brighton Club, Cnr Marine Parade & Hawke St
- Rolleston, Selwyn District Council Car Park, Norman Kirk Drive
- Rangiora Southbrook Park Car Park, South Belt.

Afternoon public display at VCC grounds, McLeans Island from 12pm.

Coffee available at start points & BBQ lunch can be purchased at VCC grounds.

\$10 vehicle Entry- all fees donated to local Cancer Society.

Enquiries to Colin Hey Email: heywelseley699@gmail.com.

**Daffodil Rally for Cancer**  
Sunday 25 August 2024  
"DRIVING OUR HISTORY"

It's the Vintage Car Club's National Day and across New Zealand, hundreds of vehicles will be on the road or on display to raise money for your local Cancer Society.

**Everyone welcome!**  
No matter what kind of vehicle you drive

To find out more about your local Daffodil Rally for Cancer visit: [www.vcc.org.nz](http://www.vcc.org.nz)

**VCC**  
VINTAGE CAR CLUB OF NZ

**Cancer Society**  
Te Kāhiri Matapakupuku a Aotearoa

Map locations: FAR NORTH, NORTHLAND, WAIKATO, SOUTH WAIKATO, KING COUNTRY, TARANAKI, WANGANUI, HOBOWHENUA, NELSON, WEST COAST, NORTH OTAGO, CENTRAL OTAGO, SOUTH OTAGO, BANKS PENINSULA, ASHBURTON, WAIRARAPA, SOUTH CANTERBURY, Otago, HAWKES BAY, GIBSONIA, ROTORUA, TAUPO, HAWKES BAY, CENTRAL HAWKES BAY, WAIKATO, NORTH SHORE, EASTERN BAY OF PLENTY, BAY OF PLENTY, WAIKATO, SOUTH WAIKATO, KING COUNTRY, TARANAKI, WANGANUI, HOBOWHENUA, NELSON, WEST COAST, NORTH OTAGO, CENTRAL OTAGO, SOUTH OTAGO, BANKS PENINSULA, ASHBURTON, WAIRARAPA, SOUTH CANTERBURY, Otago, HAWKES BAY, GIBSONIA, ROTORUA, TAUPO, HAWKES BAY, CENTRAL HAWKES BAY.

## COMING EVENTS

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

**Location:** Donegal House, Kaikoura

**Organisers:** Annette and Lindsay Painter 0276447892

#### WEEKEND PLAN.

#### Friday 13<sup>th</sup> 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 14<sup>th</sup> September

9.00am – 10.00am: Assemble at Donegal House

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 a group photo taken

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

6.30pm: Rally Dinner

#### Sunday 15<sup>th</sup>

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 31<sup>st</sup> August**

<b>DRIVER :</b>		
Phone :	Email:	Mobile :
Address :		
Suburb :	City :	Post Code :
<b>PASSENGER INFORMATION.</b>		
Navigators name :		
Passenger name(s):		
<b>VEHICLE INFORMATION</b>		
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 31<sup>st</sup> 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:

### VCC Swapmeet.

**Location:**

Vintage Car Club Canterbury, 661 Mcleans Island Road.

**Details:**

Site bookings for the 2024 Swap Meet close on 23 September Application and payment must be completed, no site tickets will be issued after this date.

**Cost:**

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 20th:

### Christening Run for Graham Evan's Van.

Details in the September Script

### November

Run to be finalised

### December

Christmas Dinner early December, more details soon

Children's Party early December, more details soon

## 2025

### 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:**

Information about discounted ferry bookings coming in the September Script



## PAST EVENTS

### AGM:

The AGM was held on the 21st July at The Elmwood Trading Co. It was well attended and many enjoyed a meal afterwards.

The election of officers and committee resulted in a few changes with 3 Committee members standing down and one being elected.

Russell Genet will remain in the secretary role.

Annette Painter will remain as Treasurer.

Sandra Olliver will remain as Facebook Page Co-ordinator and

Kevin Straw as Webmaster

Gill Lake will continue as the Script Editor.

The following prizes were awarded by Ralph Biggs:

- Lynton Withell Cup for Attendance: Gerry and Gill Lake
- Avon City Ford Trophy (Afternoon Trial): Gary and Fiona Learmonth
- Rex Chennery Trophy for Gymkhana: Dean Yeomen
- Brian Dixon Cup for Ladies Gymkhana: Kayleen Yeoman
- Rosalie Bayler Memorial Era Picnic: Pam and David Dacombe
- Mark and Debbie Smith Club Captains Award: Annette Painter
- MAFCA Ladies Fashion: Sandra Olliver
- MAFCA Men's Fashion: John Olliver



# Model A Era Fashion Collection

Judy Straw has put in many many hours researching and compiling an amazing 3 volume collection of Model A fashion. She has kindly donated this collection to the club. She has requested that it be looked after by the Club Captain or other committee member. At present Gerry and I have it in our possession.

It is a very thorough collection of accurate fashion for the era with many ideas and hints to achieving the correct look.

If anyone is interested in looking at these please contact Gill or Gerry Lake.

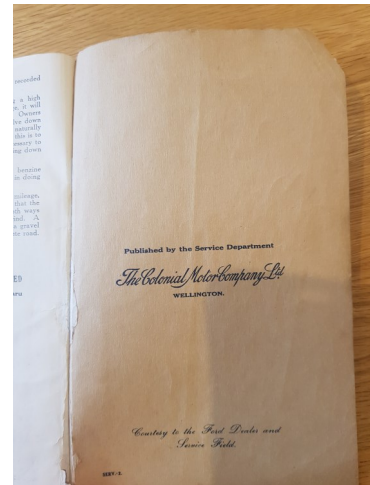
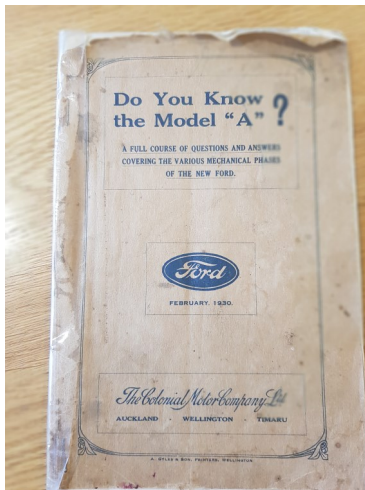
Also, if anyone is interested in an afternoon / evening with Judy to talk about the collection and to tap in to her expertise please call Gill on 0273346031.

Below are some sample pages from the collection:



## 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

#### THE FRONT AXLE.

**Question 14.** What is the size of the spindle pins or king pins?

**Answer 14.** The spindle pins of the new Model A FORD are 13/16 inch in diameter, by 5-5/16 inches long.

**Question 15.** What can we say of the accuracy which these spindle pins are manufactured? What precaution is necessary in fitting them?

**Answer 15.** These spindle pins are ground to within limits of accuracy of .0005 inch, or less than one-fifth the thickness of a human hair. Consequently they fit the bushings very snugly, and care should be taken that they are free from grit and dirt before tapping them down into place.

**Question 16.** In what kind of bearings is the spindle pin mounted?

**Answer 16.** The spindle pin is mounted in two bronze bushings, lubricated by Alemite Zerk fittings and easily replaced after long wear.

**Question 17.** What kind of bearings take the end thrust, due to weight of car, between front axle and spindle knuckles?

**Answer 17.** The end thrust (due to the weight of the car) between the steering knuckles and the axle, is carried on Timken roller thrust bearings, which result in very easy steering.

#### REAR AXLE ASSEMBLY.

**Question 1.** What precaution is necessary in assembling the Model A rear axles? Why is this so essential?

**Answer 1.** Before assembling the parts of the new FORD axle, all parts should be wiped absolutely clean. This is essential because the parts are so accurately fitted that any dirty grease would destroy the accuracy of the fit, and interfere with the smooth efficiency of which the new FORD axle is capable.

AUTHENTICALLY SPEAKING

## Spark Throttle Control Rods and Inlet Manifold Toggle.

I have had in my possession over the years quite a few original spark and throttle control rods. All were completely worn out with all spring tension gone making the overall length measurement very difficult and many had been badly bent. I did have all RHD new rod lengths, but with a computer overhaul, the information had disappeared. I would have thought close to 6"



unknown  
LHD  
welded



for the 2 short rods and for the longer rod. The long rods I have shortened and have all been a great

success and worked well. Probably more good luck than good management. I have always purchased LHD rods and shortened the long rod to suit, but this is an individual fit, as most vehicles have a sloppy inlet manifold toggle and the fit of the toggle on the toggle shaft is always worn. The repro arm ends containing the spring appear to be all aluminium and don't last long. The Australian rods that are proposed being made at the moment hopefully

are all steel.

The toggles seem to have many different arm lengths and shapes to the point where it is hard to find two the same and they are always bent. The only way to eliminate play is to pull the toggle shaft from the inlet manifold, make a new one and install. (See picture). Re-bush the toggle to a reasonably good fit to eliminate all play. I don't bend the spark rod arms, as I don't want Henry Ford to turn in his grave and they look really horrible. With the spark and throttle lever arms behind the steering wheel, welded round (as described more fully below) where they engage the quadrant (this means their removal) and with the steering quadrant grooves slightly deepened with a 3 cornered file, then you have a complete control and a good 'click. click' with their movement.

The distributor must be held firmly in position, or play will occur and some distributor bodies (A-12015) don't have the slot for the distributor top plate arm (A-12151) to move full movement, in usually one direction. You need more advance than retard.



Some of the repro distributor tops have the slot way too short. If you have one of those, you'll know because the spark adjustment will not be able to move all 10 notches on the column before

## Member Contribution

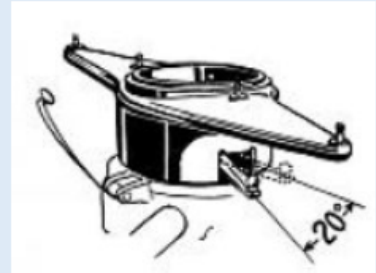
the upper plate linkage arm hits the ends of the slot in the top cap. A Dremel tool makes quick work of that to open the slot.

My thought is that the slot is not a stop but indicates the limits of the full range of the **spark** advance lever.

Most likely if you have a two-tooth steering column the column will need to be rotated for the correct range of motion. If it's a 7 tooth you may need to bend the arm on the steering column that the linkage fits onto. A pair of pliers will bend it.

I've bent several of them and have not had one break on me.

If the car has a Two Tooth Steering Column (usually 1930/31) where the outer column tube is held on to the steering box with a clamp just above the top of the box, loosen that clamp as well as the clamp holding the tube inside the car. Now, you can rotate the column tube clockwise or counterclockwise so that the distributor plate lever can be made to hit both stops on the distributor body cap at either end of the spark lever travel at the steering wheel. Once this is done, it is necessary to reset the timing with the timing pin and rotational setting of the distributor cam.



If you have a distributor body with the wrong dimension width of the slot, when you go to set the steering column tube, you may get the distributor plate lever to hit both stops BUT you won't get full travel at the spark lever at the steering wheel. So, to set the timing 100% correctly, the distributor plate lever has to hit both stops AND the spark lever at the steering wheel has to have full travel from fully retarded position (all the way up) or fully advanced (all the way down).

My reason for being adamant about not filing the slot is that the distributor plate lever not touching one of the two stops in the slot does not indicate that the width of the slot is wrong. It usually means the steering column tube is mis-aligned. Conclusion is that the slot should measure very close to 1.00" and be concentric with the center line of the **spark** terminals.

**Having difficulty** in getting the two control rods to pass through the exit tunnels on the steering column housing? Red arrows. Next page.

Here's the secret.

Remove the two control rods by pulling them through the steering shaft top bush A-3517. Weld the flat spots where they touch the quadrant and grind round.

The two lower arms (as below) are tightly pinned in place. Remove the two small arms pins and springs.

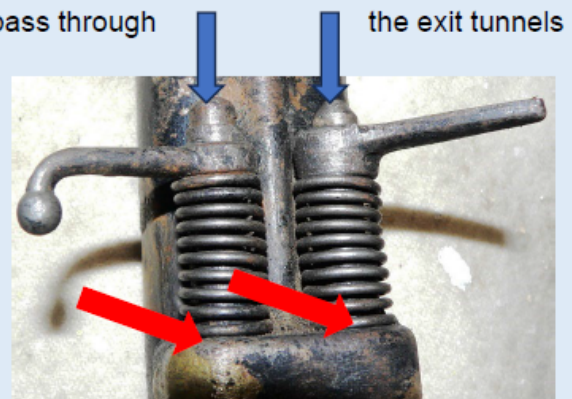
(Punch out the small pins) These parts are all

available in sets if you lose parts. Usually, the control rods are both tight to remove from the top bush and some CRC will help.

**Now this will sound strange.** Centre punch the ends of each rod and using a 1/16" drill bit. Drill a small shallow 1/16" hole in the end of each. (Blue arrows). You may wish to nickel the two rods at this stage to look really nice to match the dash panel.

Push the two control rods through the new or good condition top bush and down to near the exit points on the steering column. Using a small unwanted screwdriver, grind a point to the end, and push the screwdriver unto one exit hole until you make contact with the control rod hole previously drilled. Once the screwdriver tip has entered the small hole, gradually bring it through the exit tunnel and do the same with the second.

Fit the springs and toggle arms and re-pin. This is easier said than done. The spring must be compressed considerably to get the pin to enter the hole in the end of the control rod. You will now have very good control of your spark and throttle movement. Each click will give you either an increase or decrease in throttle and exact spark control while driving or starting. **Note.** Starting does not need full retard. 3/4 retard is ample.



# The Birth of Ford Motor Company

Taken from and article by Ford R. Bryan

This article first appeared in the Dearborn Historical Museum's Dearborn Historian newsletter in early 2003 (the year of the centennial of the founding of Ford Motor Company).

## 1879 Michigan Car Company Works

At age sixteen, without his father's consent, walked into Detroit and obtained work at the Michigan Car Company Works where streetcars were built. Henry's father then arranged for Henry to become an apprentice machinist at the James Flower & Brothers Machine Shop. In 1881, Ford was working for the Detroit Dry Dock Company where he learned a great deal about heavy industry. By 1882 he was back on the farm operating a small steam traction engine for a neighbouring farmer, and soon after repairing such engines built by the Westinghouse Company.

## 1888 Ford marries Clara Bryant

While home on the farm Henry Ford met Clara Bryant and the two were married on April 11, 1888. They set up housekeeping on an 80-acre farm given to Henry by his father.

## 1891 Edison Power Plant

Henry Ford accepts a position with Edison Power Plant

Henry, however, had no intentions of farming the land as his father would have expected. Instead, Henry spent the next two years using a steam engine to cut wood off his land and that of his neighbours. After having built a "honeymoon" cottage on their farm, it was rather shocking to Clara to find Henry, in September 1891, wanting to move to Detroit to accept a \$40 a month position as night operating engineer at a substation of the Edison Illuminating Company. The position at Edison appealed to Henry because he would be learning electrical engineering. By October of 1892, Henry was called upon to take charge of maintenance of steam engines in the main downtown Edison Illuminating Power Plant at \$75 per month.

## 1893 First Gasoline Engine

Ford was intrigued with gasoline engines. His first simple and crude engine was operating by December 1893, on the kitchen sink of the Ford's rented Bagley Avenue home. On Christmas Eve 1893, with Clara dripping in the fuel, Henry ran the little engine for less than a minute. Thus, Henry had now determined the principles of the gasoline engine.

## 1896 The "Quadricycle"

Henry's maintenance position at Edison now allowed him a great deal of time to experiment in building a variety of gasoline engines. With help from his friends Ford experimented with various engine designs. In considerable secrecy, his first vehicle, the "Quadricycle", was assembled in June of 1896 in the woodshed behind #58 Bagley Avenue.



# The Birth of Ford Motor Company cont

## 1896 The "Quadricycle" cont



The woodshed at 58 Bagley in which Henry Ford assembled the "Quadricycle" in June of 1896, and then had to widen the door to get the rig out of the building.

During that same summer, Henry was invited by his boss, Alexander Dow, to attend a meeting of Edison Illuminating Company executives at Manhattan Beach in New York. At the meeting Ford had an opportunity to discuss his gasoline automobile with Thomas Edison. Surprisingly, Edison, who usually advocated electric vehicles, told Ford that with his gasoline engine he was headed in the right direction. Edison's remarks were a tremendous stimulant to Ford. Dow, however, a strong advocate of electricity for motive power, wanted no hazardous gasoline on his property.

Soon after Henry Ford built his first automobile, the 1896 Quadricycle, he sold it to finance construction of his second car, this 1898 runabout. Ford's second car improved upon the Quadricycle in almost every respect. It was sturdier and more sophisticated. It featured a two-cylinder engine with a better carburetor, a more efficient cooling system, and a stronger geared transmission.

While still employed by Edison and working on an improved vehicle, Ford began thinking seriously of manufacturing gasoline automobiles. Ford found he needed considerable financial help if he were to go into the business of building automobiles.

Henry's friend, [Detroit] Mayor William C. Maybury, introduced Henry to many of the notables in Detroit.

## 1899 60 Mile Demonstration Ride

In July of 1899, Ford had an opportunity to drive wealthy Detroit lumber merchant William H. Murphy on a 3-1/2 hour, 60 mile demonstration ride to Farmington, Pontiac and back to Detroit thus gaining his first strong financial backer.

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)
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" \$310 including GST.

To order phone 035447826 or email [antiqueford@xtra.co.nz](mailto:antiqueford@xtra.co.nz)

## *Rushmore Motors (NZ) Ltd.*

**Veteran, Vintage, Post Vintage & Classic Vehicle Marketing.**

### **Rushmore Motors NZ Ltd.**

**Vehicle marketing professionals. We specialize in marketing older vehicles in good condition.**

**New Zealand's leading vehicle marketing company. 40 years' experience. Listing is free to vehicle sellers, with no hidden costs.**

*From our huge client database we endeavour to match sellers with buyers. We may have an immediate buyer for your vehicle. Contact us now if you have an older unwanted vehicle in your garage and would like your bank balance greatly enhanced.*

**027 2245 045 inc a/h.**

or [rushmoremotors@xtra.co.nz](mailto:rushmoremotors@xtra.co.nz)



## For Sale

### NEW MODEL A FORD SHOCK ABSORBERS

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

Better road handling, 4.75/5.00 R 19" American Classic blackwall tyres, 4.40/4.50 R 21" American Classic , enough for one car.

Phone Jack, 03 352 6672, or 0274 322 041 Christchurch.

## ANTIQUFORD 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**

### 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



## Mufflers



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