

A Ford Script



Castlepoint Lighthouse with Model A's parked up on the beach at low tide. National Rally Feb 2025

March 2025

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

Canterbury New Zealand Chapter. PO Box 4212 Christchurch New Zealand

COMMITTEE

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Next Committee Meeting:

17th March 2025

Painters

5 Goldrush Lane, Rolleston

Script closing date: 20th March 2025

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 March 2025**. 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 March 2025

We have just returned from the national Model A meeting that was based in Masterton and covered much of the Wairarapa.

The whole rally was a great experience from leaving Christchurch to returning a just over week later. We clocked up plenty of miles on runs that saw a variation of between 80 and 144 miles each day. Had to come home and have a rest and let the car cool down.

Driving back from Picton and along the Kaikoura coast was easy, but when we came over the Hunderlees, we hit temperatures going into the thirties and that would have well and truly baked on that mud that I managed to collect in abundance in the rally going over to Castlepoint on the Wairapa coast.

Many thanks to the North Island Model A club for organising such a great event.

Looking forward, Kevin Mercer has been working on a great weekend for our Model A's down in Geraldine at the end of March, see details in "coming events".

There is also a report in the Script from the Federation of Motor Clubs on progress with getting the warrant of fitness moved out to yearly intervals for vintage cars. Please read this through and hopefully you will see that it is of great importance that as many of us as possible send a submission in to support the proposal. The view is that the government is more likely to move on this when they see there is large amount of support for the change.

Cheers Gerry

CLUB CAR REPORT March 2025

Hi everyone. I am writing this report on the 16th as I will be away tomorrow for a few days. The car has not been used in the last month so at this point of time not much to report.

I checked the car over yesterday to make sure it was in good condition for Wes to pick up on Wednesday for the National rally. The tyre pressures were very slightly low as the car has been sitting for some time. I have advised Wes to check them again after a short run.

Russell has kindly agreed to be there to hand the car over to Wes on my behalf.

All the best to all who are attending the National rally. I hope you get good weather and all goes well.

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

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.

Blast from the past



Snippet supplied by Peter Bayler

NOTICES

Message from the Federation of Motoring Clubs Inc. (FOMC)

After many years of discussion and effort, we now stand on the threshold of major positive change that we have all been seeking!

On Monday 24 February, the Federation of Motoring Clubs Inc. (and other key organisations) received a letter from the Minister of Transport (Hon. Chris Bishop). The Minister's letter formalises his [media announcement](#) on 9 February and announcing that the public submission process for 12-month WoF (all light vehicles 40 years and older, including Motorcycles) & CoF (all privately owned heavy motorhomes) is now open and closes at 5pm, April 4: [Letter from the Minister of Transport](#).

Please pay close attention to each of the following points which will guide you to maximise the impact we can all have:

1. Read the Minister's letter closely, note the link to the "[Vehicle Standards Compliance Amendment 2025 Consultation](#)" page on the NZTA website, where you can complete the submission survey. The Agency has provided supporting the following two references to assist you with your submission: [Consultation discussion document](#) [Draft rule amendment](#)
2. **Please forward this email to all your club members. It is essential it reaches as many owners of vehicles as possible, so they have an opportunity to make a submission.**
3. Please put maximum effort into your submissions, both as a club and as individuals. The progress that we have made collectively and so quickly reflects the efforts that the Government is making on our behalf, and we have a clear responsibility to respond accordingly. **We only have one opportunity to influence the decision!**
4. There are two ways you can make a submission: (i) Use the [online survey](#) on the NZTA website, answer the simple questions and optionally include personal comments. The online survey can be used for both club (Organisation) and Individual submissions. (ii) Write your own submission and email it to rules@nzta.govt.nz. We have prepared the following two templates to aid your submission: [TEMPLATE for INDIVIDUAL](#) [TEMPLATE for CLUBS](#) *The Microsoft Word templates are normally downloaded to your "Downloads" folder.*
5. Within your submissions, feel free to add your own comments and suggestions with regard to the annual WoF proposals, perhaps including personal reflections such as the savings in time and effort that the changes will mean for you, or the levels of personal expense that you invest annually on your vehicle(s), your low annual mileage, and other "stories". Also consider adding:– The number of vehicles aged over 40 years you own;– The average annual mileage of these vehicles and mileage between WoFs (illustrating there is little opportunity for wear and tear between the 6 monthly inspections);– How often these vehicles pass their WoFs first time, and a description of their condition and your maintenance regime– The compliance costs associated with obtaining these WoFs; e.g. the actual WoF cost; the time spent obtaining inspections, and the distance travelling to WoF inspectors especially if you live some distance from a WoF inspection cen-

NOTICES

Message from the Federation of Motoring Clubs Inc. (FOMC) cont

6. **IMPORTANT: You must provide your name in the submission. If your name is missing, the submission will be rejected as invalid, as it needs to be from a person.** Email address is optional.

If you also own a heavy motorhome (GVM > 3,500 kg), we encourage you to also make a separate CoF submission for your Motorhome. The Motor Caravan Association (MCA) are also members of the FoMC and will be providing a detailed submission in support of this proposal.

The Federation is privileged to have been an integral part of this latest and long-awaited development, and it behoves us all to play our part in this submission process which in turn is an integral part of the regulatory change process.

Please also encourage your members to **share this advisory with all your automotive friends and fellow enthusiasts** beyond just your fellow club members. Get them to be part of this great process! Even more so, encourage them to join your club, or get their club to [join the Federation of Motoring Clubs](#)

12-month WoF's and CoF's are just the beginning and we need as many clubs and their members to ensure further communications reaches as many enthusiasts as possible in a timely manner.

Rest assured that the Federation itself will be making its own comprehensive submission on our collective behalf, complementing the efforts of all clubs and members as above. This Federation submission is likely to be completed mid-March and will be distributed to all clubs at that time.

Finally, in case you missed them, here are the two TVNZ reports:

[Announcement of 12-month WoF & CoF's on OneNews by the Minister of Transport Hon. Chris Bishop at the British and European Car Day, Trentham on Sunday 9 February](#)

[12-month Wof & CoF's with David Lane on TVOne Breakfast on Tuesday 25 February](#)

Very best wishes, and thanks for all your great support.

Garry

Garry Jackson, President
NZ Federation of Motoring Clubs Inc.

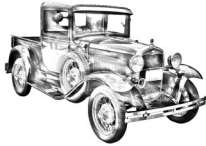
E: garry.jackson@fomc.nz

February 25, 2025.



COMING EVENTS

2025



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

28—30 March:

Weekend in Geraldine

It is imperative that everyone has booked their accommodation as there is a Multi-sport challenge in Geraldine this weekend as well. Please contact Kevin Mercer if you are having difficulty.

Programme

Friday 28th March

Travel to Geraldine

2p.m. visit Geraldine Vintage Car & Machinery Club (If we have 10 or more **\$10 entry** each)

6p.m. Drinks & Dinner **House of Hop** SH 79 (selected early start, as we have a big day tomorrow)

Please pre-order your meal **Pre-order menu on next page**

Saturday 29th March

Leaving Geraldine at 9a.m. sharp (most likely starting opposite Geraldine Camp Ground)

9.25 Photo Stop Waitohi Bush Reserve (15mins)

9.40 Photo stop Richard Pearse Memorial (15 mins)

10.00 Morning Smoko Pleasant Point Domain (30 mins)

11.30 Visit Holme Station (20 mins)

12.20 Lunch Cave Village Green (40 mins) **Bring your own**

13.20 Visit Model A collection

14.30 Latest leave time

16.30 Latest time back to Geraldine (we will try to get everyone away by 14.20 and back by 16.00)

18.30 Dinner **Catered** at the Geraldine Vintage Machinery Club
\$45pp Drinks BYO

Sunday 30th March

9.00 Meet at Farm Shop Café for Breakfast

10.30 Short run, great views

11.00 Garden visit Parkhurst Farm

12.00 Say Goodbye

Organiser:

Kevin Mercer 0272009474

Registration Form on page 9

COMING EVENTS

28—30 March: Weekend in Geraldine

Please select meal from the menu below and add to registration form

Set Dinner



BREWERY & RESTAURANT

Mains

Battered Catch* DF (count of 15 portions only)

HOH Beer batter | market fish | slaw | fries | tomato sauce | tartare \$32

Prawn Salad DF

Prawns | asian dressed greens | spicy mayo | crispy noodles

Pork Ribs* DF (count of 15 portions only)

St louis pork ribs | sticky bbq glaze | straight cut fries | house slaw \$38

House Beef and Beer Smash Burger*

HOH O.G. smashed beef pattie | double cheese | double bacon | onion rings | mustard | BBQ sauce | pickles | fries & sauce \$29

Desserts

Fudge Brownie

Dark chocolate brownie | berry coulis | Kāpiti vanilla ice cream | whipped cream \$15

Cheesecake

House cheesecake | whipped cream | Kāpiti vanilla ice cream \$15

Barkers Sundae

Chocolate, caramel, strawberry | Kāpiti vanilla ice cream | nuts | Whittakers sante bar \$15

Available: Thurs / Fri / Sat 5pm-9pm

**Please note our gluten free dishes are made with gluten free products. We are not a gluten free kitchen.*

***Our menu also offers a range of vegetarian V, vegan VE, and dairy free DF options for some dishes, please ask your server*

COMING EVENTS

Geraldine Adventure 28-30 March 2025

Drivers Name _____

Navigators Name _____

Model _____ Rego Number _____

It is necessary to **pre-order your meal on Friday**, see the menu on previous page, **payment on the night**.

Friday Night Dinner Selection #1 _____

Friday Night Dinner Selection #2 _____

Saturday Night Dinner Number of people _____

At \$45.00 per person _____

Entry per car \$10.00

Total _____

To cover the costs of the visits and printing there is a **\$10 per car entry fee**, please pay with Saturday Dinner to:

CANTERBURY NZ MAFCA

06-0805-0018320-00

Use your **Surname** and **Geraldine** as reference.

If there are more than 2 people in your car, please let me know what they require.

Please complete and email this form to; khmercercer@xtra.co.nz

Entries close **Sunday March 23** for Catering purposes.

April 27th:

High Country Run

Location:

Lake Taylor via Harwarden.

Fuel and takeaway coffee available at Harwarden.

What to expect:

Great scenery, nice picnic spot with toilet and sandflies!

Wonderful company.

Meeting time and place to be advised.

Organisers:

Russell & Wendy Genet

May 25th:

Afternoon / Evening Run

Glenn and Heather Birnie will be organising this.

Details to come

June 28th

Mid Winter Christmas

Annette is looking into Venues and menus

July 13th

AGM

PAST EVENTS

23-28 February 2025: 17th National Model A Ford Rally . Masterton, Wairarapa

The following is an account with a local flavour of the week spent in Masterton and it's surroundings. Wes Hartley is doing a larger write up for MAFCA which he will kindly be sending to us and which I will publish next month.

Well, what an action packed week we had and beautiful weather for all but one day when the drizzle and then rain was a nice change from the heat.

There were 42 people from the Canterbury Club with 20 Model As and 1 Modern car.

There was a small but impressive contingent from overseas as well with 8 people from Australia, 4 from the UK and 2 from the US.

The committee had organised a great programme which showcased the beautiful and varied scenery the Wairarapa has to offer as well as some amazing and varied places to visit including 2 Wineries, a Greek Orthodox church, a Heritage village, a private vehicle collection and the fascinating Fell Locomotive museum.

The venue was excellent and the dinners delicious, with some very interesting speakers.

We had a few winners in the various competitions as follows:

Concours:	Touring. 1st Kevin Straw 1931 Town Sedan. Modified. 1st Roger Devlin 1930 Tudor.
Competitive run / Pukaha Questionnaire:	3rd Fiona & Garry Learmonth.
Hubley Racing:	8th Margaret Michelle
Wednesday night Quiz:	2nd Garth & Pauline Moore 3rd equal, Gerry & Gill Lake

Here a few of the many photos taken over the week



PAST EVENTS

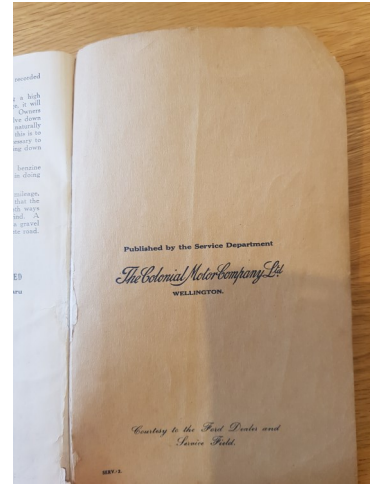
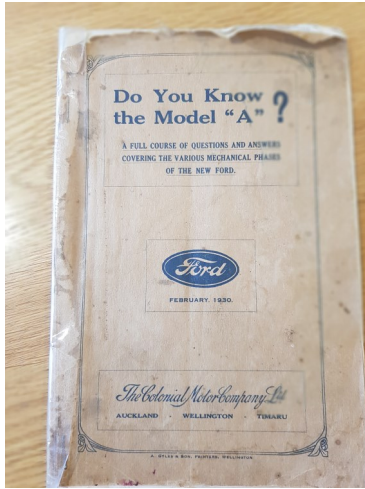


PAST EVENTS



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 17. What kind of lubricant, and how much should be placed in the Model A rear axle?

Answer 17. A heavy transmission or rear axle oil, such as 600-W or its equivalent, should be used. The rear axle should be drained every 5,000 miles by removing the lower, hollow-headed plug. Use end of shifting spanner supplied with car for this purpose. It should be refilled to the level of the upper plug opening.

Question 18. What keeps the rear wheel from coming off, in case the axle shaft should break?

Answer 18. The axle shaft holds the rear wheel in position on the outer roller bearing and, if the axle shaft should happen to break, the wheel could come off.

Question 19. Are axle shafts apt to break? If not, give several practical reasons why not.

Answer 19. The new FORD axle shafts are not apt to break-for these reasons:

1. The weight of the car is carried through the roller bearing directly to the axle housing, so that there is no "bending strain" on the axle shafts due to the weight of the car. Engineers know that a shaft that is bent, first in one direction and then in the other, is three times as apt to break as a shaft strained only in one direction.
2. The new FORD four-wheel brakes act directly on the wheels and no braking strains are transmitted through the axle shafts. Consequently, there is not the strain of skidding the wheels or chattering, which tends to cause the breakage of axle shafts on cars having transmission brakes.
3. The new FORD axle shaft is of large diameter. A small increase in diameter means a large increase in effective strength to resist torsional strains.
4. Better quality of heat-treated steel.

Member Contribution by Les Pearson

The Model 'A' Distributor.

AUTHENTICALLY SPEAKING

Wear points. What to look for, for accurate ignition timing.

Your distributor is really the heartbeat of your engine's performance, and this vital piece of equipment must be regularly maintained in good operational condition.

Wear points. Pictures from left 1 to 4. The amount of backlash in the distributor (when turning the cam) will depend on the amount of wear in the ends of the intermediate distributor shaft, (1 & 2) Notice this joint is a 'D'



section joint and can only be united in one position, as the tongue and groove are offset. Distributor and oil pump drive

gear (3) and the amount of wear on the center camshaft gear teeth (4). In many cases the backlash will 1/2" or more.



The distributor cam itself can wear and give unequal point openings. To check, turn the engine over (*not by the fan blade*) and check each point opening. They should all be equal.



Cam tool is essential to hold the cam in place to obtain the correct timing.



The underside of the cam showing teeth to grip when tightened down with the locking screw.



The upper shaft A-12178 and its associated bronze bushings A-12132 must be in excellent condition to rotate the cam evenly. The bushings are lubricated by a spring-loaded oiler A-12135. The top bushing is not lubricated too well, where wear can take place.

This is where a **drilled cam shaft is a real advantage, as at right.** Suppliers have them and they work well. With the cam shaft lubricated in two places, your shaft will have a very long life. The top shaft and cam screw is drilled to allow lubrication to the top bush.



The timing can be adjusted to move the backlash to the counterclockwise side so that it doesn't affect the timing. For a quick and fairly easy fix, first set the points at .022. Remove the sparkplugs to remove compression resistance. Remove and reverse the timing pin. Turn the engine over with the hand crank until the timing pin falls into the indentation on the cam gear.

Loosen the screw that holds the points cam and adjust the points cam so that the trailing edge of the rotor tip points at the number one contact in the distributor cap body with NO clockwise backlash. It will probably take a few tries to get the cam tightened so

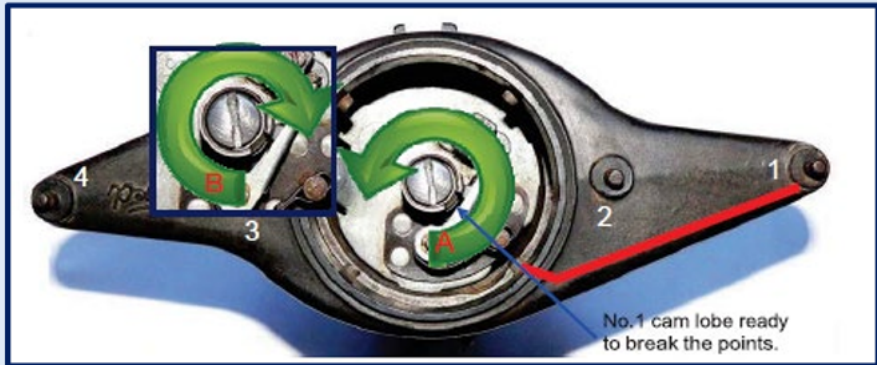
Member Contribution by Les Pearson

that it points correctly after tightening. In other words, all backlash will need to be in the counter clockwise direction after tightening of the cam so as not to affect the



timing. That is really all that there is to it. Try it, what do you have to lose? If you set the timing exactly the way described, you should, unless

you have other problems, then have good power and throttle response. The car should then run well at speed with the spark not fully advanced and you can retard the spark as necessary for low speed and to control timing knock if in a strain. With this method you don't need to be concerned with the timing of points opening or the position of the spark lever. Unless the points cam was incorrectly manufactured, the points will be opening at the correct time, if you follow the instructions. While the spark plugs are out you may as well clean and set the gap at .035. Always polish the plug wire straps with some steel wool or such to improve conduction.



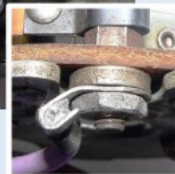
As the engine turns (with the crank, not the fan blade,) you should be able to see with the distributor cap off, all movement. The brass tip of the rotor is probably 1/2 inch wide. the trailing edge of this brass tip as the engine turns, needs to align with the number one contact in the distributor cap body. when the screw that holds the distributor cam to the distributor shaft is tightened, there needs to be NO clockwise backlash or rotation. In other words when the timing is set the TRAILING edge of the rotor tip should point at the number one contact in the cap body with NO clockwise backlash or rotation.



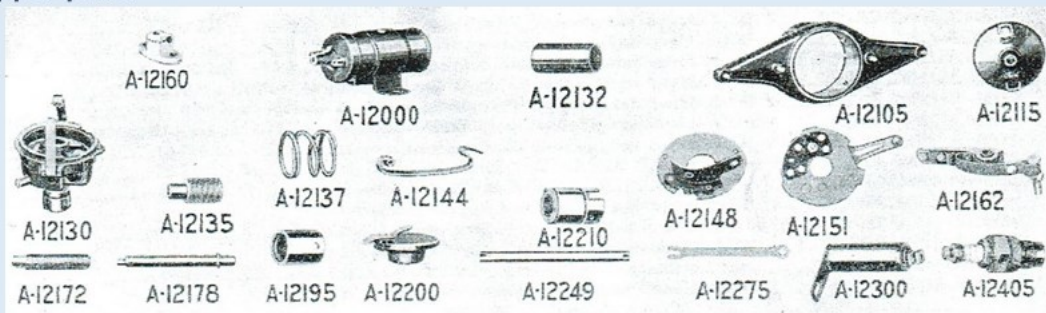
I usually don't try to explain this anymore because people without mechanical model A experience have a hard time understanding. If you can grasp what I am trying to explain you will be amazed at how good your car will run.



The condenser, which is prone to heat, can be mounted on the upper plate.



Connecting wire between top and bottom plates. This must be a sturdy but flexible wire and connections are shown.



Henry Ford - An Impact Felt

by Steven C. Stanford

(from <https://hfha.org/the-ford-story/henry-ford-an-impact-felt/>)

(continued)

Ford worked his way through the alphabet, producing various cars from A to S. Some were large touring cars whose development was demanded by his stockholders. Some, like the Model N were small, simple, and practical cars meant to have a wider appeal.

In October of 1908 Henry Ford proclaimed "I will build a motor car for the great multitude," He said this in announcing the birth of the Model T. In the 19 years of the Model T's existence, Ford built more than 15 million of the durable little cars and they were sold around the world. In fact in their time Model T's would come represent half of all the cars on the road worldwide. Imagine it today if in every parking lot across the land half of all the cars parked between the lines were Ford Fusions or Escapes! The Model T then had a tremendous impact on the way people live. It can be argued that the T was the chief instrument of one of the greatest and most rapid changes in the lives of common people in history, and it did this in less than two decades. For example, farmers were no longer isolated on remote farms. The Model T heralded an age of mechanization for the farm. Model T's were used to transport the farmer's family to town, but more importantly to transport his products to market. T's were even used to power the implements of farm production. Soon Henry Ford was producing a small tractor, the Fordson, which continued the transition on the farm that the Model T had launched. As a result, the horse disappeared so rapidly that the transfer of acreage from hay to other crops caused an agricultural revolution. The cycle of innovation and change, one of ever increasing yields and better methods of modern power farming was born.

Farmers and city dwellers alike could afford a Model T because it was affordable. It was affordable because of the rate at which it was built. The remarkable birth rate of Model T Fords was made possible by the moving assembly line and by the thousands of people who toiled under harsh and demanding conditions:

- Standing in their place along that assembly line,
- Doing their repetitive task,
- Over and over again,
- Hour upon hour,
- Shift upon shift,
- Week in and month out.

Unskilled workers cost less. They were paid less than skilled tradesman, and they were easier to replace. On Henry Ford's assembly line you kept up with the pace of production or you were gone. No one individual was so important that they were indispensable.

The miracle of production was that Ford was able to deliver parts, subassemblies, and assemblies with precise timing to a constantly moving main assembly line. This reduced the time to produce a complete chassis from over 12 hours to about an hour and a half. The subdivision of labor into small, easily repeated steps and the coordination of a multitude of operations produced huge gains in productivity. But that productivity came at a cost. The work was monotonous, hot, dirty, and often dangerous.

As the popularity of the Model T increased the factory went to two nine hour shifts, six days per week. You could have your place on Henry Ford's assembly line for the princely sum of two dollars and thirty four cents per day. But be forewarned, when 108 hours of production per week could not keep up with demand, Henry and his supervisors would gradually speed up the line.

By 1913 daily absences along the line were such that with 13,000 workers toiling away at the various assembly operations, Henry Ford needed over 1,000 extra men just to fill in for those who did not turn up for work. Further, the labor turnover at the Highland Park Plant was an astounding 370%.....

Henry Ford - An Impact Felt

by Steven C. Stanford

.....This meant that for every position in the plant, Ford needed to hire 4 men hoping one would work out and stay in the job for more than a few weeks or months. Ford went through more than 52,000 men to keep a workforce of only 14,000 working full time.

In 1913 the majority of line workers were from eastern and southern Europe and their supervisors were American born. Language became a barrier to production. Drastic measures were necessary if Henry Ford was to keep up a rate of production that would meet the ever expanding demand for his Model T. When confronted with the problem by his managers, Henry Ford declared that the simply needed to make more men.

On January 12, 1914 the Ford Motor Company announced that it would pay eligible workers a minimum wage of \$5 per day. For Ford workers it meant that their wage was going to more than double. Ford also announced that it was going to reduce the work day from nine hours to eight, giving each employee one more hour outside the factory each day. This would also permit the conversion of the factory from two daily shifts to a three-shift per day operation.

How could Henry Ford do this? The lower costs of production from the mass manufacturing of the Model T had created surplus income, estimated at over 10 million dollars. Ford felt this money should go back to his workers, in the hopes that they would be more willing to work under the harsh conditions of the assembly line. By paying higher wages, he felt he was also creating a whole new class of buyers for his product, his employees.

Henry Ford's \$5 – 8 hour day was transformative and the press carried the story to a startled the world. This was big news and newspapers from all over the world reported the story as an extraordinary gesture of goodwill. Overnight Mr. Henry Ford became a worldwide celebrity and as a result the \$5 per day pay wage became a successful public-relations tactic as well. Henry Ford would come to call it the “the smartest cost-cutting move I ever made”. Ford's plan to double typical wages sent shockwaves through other car companies and durable goods manufacturers. Critics thought Ford was insane and would soon go out of business. In the end, other manufacturers would have to follow suit and raise wages although it was a number of years before workers at the other car companies would be paid a wage similar to Ford workers.

To address the communication issue in the factory the Ford Motor Company established a school, with classrooms right in the factory that employees would attend either before or after their shift. The object of the school was to help the immigrant workers become “Americanized” or “Fordized” if you prefer, while learning to speak English. The classes were mandatory and the method of instruction was by practical example. Instructors would teach English and also provide instruction on all manner of modern industrial age living from washing their clothes and their bodies, to brushing their teeth, to keeping a clean home, to saving money in a bank to purchase that home. This was all part of Ford's idealized notion that his workers should learn to live in industrial Detroit and prosper from the experience.

The \$5 day also came with character requirements which were enforced by a new group at the Ford Motor Company, the Sociology Department. Employees in this department, called investigators, would visit the employees' homes to ensure that they were living in a way that was acceptable to the company. Employees would have to open a savings account, preferably at the company bank, so that they could save for the down payment on a home. They would have to be able to show that they could manage their finances and not recklessly spend away their new found wealth on drink and high living.

Today Henry Ford's job requirements would not be tolerated, but they did serve their purpose. They stabilized his workforce and helped them become prospering members of society. Working for Mr. Ford at the Highland Park plant was hard, dirty, noisy, and even dangerous work. In the end though, if you towed the company line and lived the company life, you could provide a good living for your family and a future for your children. (to be continued)

For Sale

- Camshaft reground stock A \$340.
- 1 front bumper 1929
- 2 front bumpers 1930
- 1 1930 fuel tank
- 1 1930 headlight bar
- 1 1929 headlight bar
- New horn bell motor mount end cover
- 7 tooth steering box
- 2 tooth sector housing with shaft
- 2 tooth sector housing and main box
- 2 bare engine blocks with caps ,
condition unknown
- Glass fuel bowls
- 1928 as new input gear multi plate
- 1928 early light switch
- 1930 tail stainless tail light new
- **1928 Pheaton owned for 55 years the
rego is on hold has many parts with it .**

David Bell

Please contact Andrew evenings only

027 602 8016

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

To order phone 035447826 or email antiqueford@xtra.co.nz

Rushmore Motors (NZ) Ltd.

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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

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.

ANTIQUUE FORD PARTS

THE MODEL 'A' SPECIALISTS DEREK & JUDY THOMASON

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OPEN 7 DAYS if HOME

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

WANTED

WANTED FOR 28/29 MODEL A:

Fan Shroud

JOHN OLLIVER 02102532177 or 0273032300



Wanted.

Light bar and the front valance below the radiator on a 28/29 model A.
Have same for a 1930 to swap or sell.

Bob Scott. 021364308 / rjscotty@gmail.com

Wanted to borrow,

Original 1930 Murray Fordor RHD woodwork for patterns. I am needing the lintel above the doors (my samples have rotted and broken), and the roof rails which hold the roof ribs, these are finger jointed. Also need a side sub-chassis rail with good detail for pattern. One side left or right hand is all I am looking for to make the jigs. If you can help please phone 3797 370 or email me george.earlyfordparts@xtra.co.nz or call and see me

George Spriggs, Early Ford Parts, 10 Grafton Street, Christchurch.



Mufflers



Mufflers as per original design and shape.

Lock formed cone as original

Original length and also long tail pipe version available

\$375.20 inc GST

- Over 2000 new Model A parts in stock
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