

Chapter Members of:



# MODEL A TORQUE

Month: April 2018

Issue Number: 2018/04

**Galaxy of Cars Gymkhana, Western Springs, Auckland, NZ**



**Welcome to the North Island Model A Ford Club Inc.**

The purpose of our club is to enjoy, restore, preserve and protect the Model A Ford automobile and to foster a spirit of good fellowship and family participation through the use of the Model A Ford.

Membership is open to anyone with a sincere interest in the Model A Ford. Ownership is not a prerequisite.

Website: [www.modelafordclub.co.nz](http://www.modelafordclub.co.nz)

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Newsletters are sent **monthly**. If you have not received an Issue, please notify the Editor, [nimaafc@outlook.com](mailto:nimaafc@outlook.com)

## “A” Captain’s Comment

Holidays are always full of anticipation, thrill and enjoyment, frustration and inevitably the time for home. After all there is no place quite like home and the snugness of one’s own bed. A “special Thank You” to those who carry the extra burden while absentees are away, and for the extra energy in ensuring a full and interesting activity program for all members with their club endeavours.



Think that this is a Model A? Well it’s a model A ok but not quite as we expect. 270 tonnes all up weight with 150 tonnes of payload. The tyres stand 4 metres tall and cost approx. \$43,000 each. That’s close to the value of our cars but I am not sure that they roll as far as ours do! Climbing the Kalgoorlie Super Pit golden inclines from 600 metres deep 24 hours per day is serious work and there are normally four rotations of new tyres every year each vehicle. It’s hard to imagine Henry Ford would have had visions of the AA growing to this size even if it was on steroids.

Lots of new interesting activity coming up folks with (1<sup>st</sup>) the Eden Gardens visit a special for all new club members. Everyone welcome. Also, great attendance and interest in the club tech night at Pioneer Aviation with Steve demonstrating the importance of method, precision and patience when restoring old aircraft. -- A virtue that we would all like to possess when working on our As.

Time to be thinking about the Te Anau National Rally, how we get there? What needs to be done beforehand? Special preparations and maintenance issues? It is a long drive and it requires special planning to ensure we all arrive back safely. I know that if we break down we can generally manage it on the hoof but the excitement of the experience rarely sets in until well after the event. Remember Boy Scouts, -- be prepared.

Happy and safe motoring

***Cheers, Hugh Hulse***

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**The Club extends a warm Welcome to the following New Members:**

Michael Sheene (Half Moon Bay)

Terry & Rachel Kawiti (Hamilton)

Hope you can join us at Eden Garden on Sunday 15<sup>th</sup> April!

## Treasurer's Report

The bills are all paid, all the subscriptions received and acknowledged, the database is up-to-date ... so, now there is just Newsletter Editor, Kay Palmer's diplomatic reminder that I need to write some words for this space.

Two things. Firstly, a reminder of the good value provided by the Club's annual subscription (Individual or Family) of \$45. This coming Sunday, 15 April, a couple can join fellow Club members at the outstanding Eden Garden in Epsom. You save up to \$20 by not having to pay entry fees! And I won't even mention the monthly newsletters included in the \$45 subscription, plus regular events to catch up with fellow owners of the very durable, magnificent Ford Model A.

Secondly, some interesting figures. As previously mentioned, the very helpful Manager of Statistical Analysis at the NZ Transport Agency (NZTA), provided the following Ford Model A registrations as at 31 August 2017 –

Location	On Hold	Licensed	Total
North Island	218	539	757
South Island	169	327	496
Unknown	14	26	40
<b>TOTAL</b>	<b>401</b>	<b>892</b>	<b>1293</b>

Thanks also to help from Club member Justin Bicknell, below are Ford Model A exports to New Zealand.

	Phaeton	Deluxe Phaeton	Roadster	Roadster Rumble	Coupe	Business Coupe	Sport Coupe	Cabriolet	Tudor	Fordor Leatherback
1928	1458	N/A	166*	*	50	27	122	N/A	905	228
1929	1165	N/A	274	61	74	N/A	83	3	460	213
1930	1124	3	459	143	166	N/A	62	29	892	N/A
<b>Total</b>	<b>3747</b>	<b>3</b>	<b>733</b>	<b>204</b>	<b>290</b>	<b>27</b>	<b>267</b>	<b>32</b>	<b>2257</b>	<b>441</b>

	Fordor 3 Window	Town Sedan	Pickup	Roadster Pickup	Deluxe Delivery	Commercial Chassis	AA	AA 131	AA 157	OVERALL TOTAL
1928	N/A	N/A	0	418	N/A	257	590	N/A	N/A	<b>4221</b>
1929	365	25	0	538	0	290	926	N/A	N/A	<b>4477</b>
1930	537	517	1	408	1	414	0	435	137	<b>5328</b>
<b>Total</b>	<b>902</b>	<b>542</b>	<b>1</b>	<b>1364</b>	<b>1</b>	<b>961</b>	<b>1516</b>	<b>435</b>	<b>137</b>	<b>14026</b>

\* The 1928 Roadster total includes both with and without rumble seat versions.

There were no imports in 1931.

There is evidence of imports from Canada and England in 1932, but exact numbers are not known at the present time.

The majority of Model A's imported into New Zealand were exported by Ford of Canada in CKD (Completely Knocked Down) form and assembled at the Colonial Motor Company's plants at Auckland, Wellington, and Timaru. Evidence suggests there were also a small number of imports from Manchester and Dagenham in England, and also some private imports.

Working with total exports to NZ of 14,026 and accepting there would have been some additional exports in 1932, plus private exports and imports in the subsequent years, the above figures suggest around 9% of Model A's have survived in NZ, in a drivable state.

Given too there are a number of Model A's about as work-in-progress rebuilds, the percentage figure may well increase. Interesting isn't it.

One final point of interest. In 1900 there were 2000 car makers globally. Today it's well below 50.

Safe motoring everyone!

Ralph Levinson





## SECRETARYS REPORT

### NIMAFC Committee Meeting

*held*

**TUESDAY 03 APRIL 2018 – 6.35pm**

**55 Victoria Street, Onehunga**

**Meeting Chaired by: Hugh Hulse**

**Present:** Hugh Hulse; Errol McAlpine; Karen Thomas; Ralph Levinson; Kay Palmer; Bruce Stratton; John Castle; Shaun Bellamy; David Heilbron.

**Apologies:** Nil

#### **Correspondence: Inwards**

Newsletters from various Car Clubs; Restorer Magazine – MAFCA; Notification of Art Deco Day at Highwic House 8 April 2018.

**Outwards:** Sunshine card sent to Bruce Snowsill.

#### **Treasurers Report:**

Cheque Account: \$4285.01; Savings Plus \$5031.77; Term Deposit \$18,823.76.

There have been three resignations – Murray & Jan Burt; Lloyd Davies; Jason & Liz Roberts.

We welcome two new members – Michael Sheene and Terry & Rachel Kawiti.

**Editors Report:** All is going well in this area. If you have any technical tips to share with other members send them through for publishing. A reminder that we do have a free classified advertisement section for members if you wish to buy/sell.

#### **Club Events Report:**

- **Eden Garden** visit 15 April. The Club has hired the Garden Room adjacent to the Café. Alan Minson Club founder and Life Member will give a talk on the Club's beginnings, assisted by John Castle, Fellow Life Member. This will commence at 1.30pm. The entry to the garden is free for Club Members due to Club hiring the Garden Room for this afternoon gathering. Name badge to be worn as identification. One of the aims is to welcome our new members to the Club and give them an insight into the Club's foundation.
- **Steel n Wheels** – Pukekohe 29 April. It is important that all Club Members attending this event notify Karen Thomas of their name(s) registration and model of car as these need to be registered along with entry form prior to the day.
- **Tech Night** – 5<sup>th</sup> May. Unfortunately, we do not have a confirmed venue at this stage but something will be planned for this date.

#### **General Business:**

1. Due to a NZ Post restructure of postal box services and the closure of Owairaka Post Boxes, the Club has changed its postal address. Our new Club Address is PO Box 99-249, Newmarket, Auckland 1149. All outside Clubs have been informed of this change.
2. There have been some changes made to the Website which the Committee have approved.

**Meeting closed** 8.56pm

**Next Meeting:** 01 May 2018

Karen Thomas  
Secretary NIMAFC

Email: [mosseykar@gmail.com](mailto:mosseykar@gmail.com)



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## Upcoming Event Calendar

April 2018

M	T	W	T	F	S	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

May 2018

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	24	25	26
27	28	29	30	31		

**Next Club Event: Sunday 15 April 2018 – Eden Garden 1.30pm to 4pm**

**Invitation to all Club Members – with a special invite to New Club Members**

**Venue:** Garden Room, adjoining the Café, Eden Garden, 24 Omana Avenue (off Mountain Road), Epsom. Parking is available near the Garden's entrance, at the end of Omana Avenue.

**Special Guest:** At 1.30pm Club founder and Life Member, Alan Minson, will explain the Club's beginnings in 1972. Fellow Life Member, John Castle, will also talk on the Club's 'early days'

**Cost:** The usual Garden entry is \$10.00 (Seniors, \$6.00), however **entry is free** as the Club has hired the Garden Room. At the Garden entry, explain you are with the Model A group meeting in the Garden Room.

**View the Garden:** Your choice. Either before lunch and the Guest Speaker at 1.30pm. Or following our Garden Room get-together at 1.30pm, you may like to wander around the Garden (closes 4.00pm).

**Suggestion:** Come early and have lunch in the Café (own cost). Please no picnic baskets.

**Background:** 54 years after a group of volunteers committed to creating a 2 hectare (5 acres) garden in the overgrown former Winstone quarry site on the side of Mt Eden, Aucklanders and visitors from all over the world continue to discover the magic that is Eden Garden.

We are especially hoping new members will join fellow NIMAFc members at this event. You can choose whether to bring your Model A or modern.


### Coming?

Please advise Shaun Bellamy, email [shaun-di@bellamy.net.nz](mailto:shaun-di@bellamy.net.nz) home (09) 292 7707, mobile 021 272 2551,



## Upcoming Event Calendar

### North Island Model A Ford Club Events

<p>Sunday 29 April</p>	 <p>Please see Page 9 for more details. Register by Friday 19<sup>th</sup> April.</p>
<p>Wednesday 2 May</p>	<p><b>Club Tech Night – Demonstration of Overdrive Units (Model A Modification)</b> Presented by Ross Bolton (NIMAFC Member)</p> <p><b>Where:</b> Sunnybrae Auto Services Workshop, 37 Northcote Road, Northcote (behind Z Service Station). Short drive, Northcote Road Motorway Exit – Northern Motorway <b>Time:</b> From 6.30pm <b>Details:</b> No open toed footwear – please wear covered shoes Pizza for Supper (\$2 coin per person, to cover cost of pizza) Tea/Coffee provided as usual</p> <p><b>Enquiries to Bruce Stratton, Phone 027 485 3634</b></p>
<p>Saturday 21 July</p>	<p>Mid-Winter Christmas – Ryders Theatre, Avondale, Auckland</p>
<p>Saturday 25 August</p>	<p>Prize Giving Dinner – Auckland. An important event for the NIMAFC, mark the date in your diaries now!</p>
<p>Sunday 26 August</p>	<p>Swap Meet – Run by North Island Model A Ford Club, Auckland</p>
<p>September</p>	<p>International Model A Ford Day (more details to come) – <b>'NZ - first in the world to celebrate!'</b></p>

### OTHER EVENTS OF INTEREST

<p>Sunday 29 July (tentative date)</p>	<p>Henry Ford Memorial Day and Swap Meet, Hamilton (Claudelands Events Centre, Gate 3, Brooklyn Road. Details of the day to come.</p>
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**MAFCA NATIONAL CONVENTION  
RENO-SPARKS, NEVADA  
JUNE 24 – 29 2018**

**Hosts: Northern California Regional Group**

This is a wonderful opportunity to visit Model A enthusiasts at their best. Information galore – anything you wanted to know about a Model A this is where you will find the answer. For those already attending enjoy yourselves – for those contemplating the idea wait no longer contact Karen Thomas Club Secretary, and the information awaits you. Phone 027 419 0191



For more information – view

<http://ncrgmafca/2018MAFCAConvention/2018index.html>



**Contact:**

Email – [southernlakesmodela@gmail.com](mailto:southernlakesmodela@gmail.com)

Leone Ward  
Secretary

**SOUTHERN LAKES TE ANAU  
MODEL A NATIONAL MEET  
15 – 19 APRIL 2019**

As Te Anau is a busy little township, we recommend booking your accommodation as soon as possible. There are plenty of accommodation options – from holiday homes, motels, camping grounds etc. Most will be within walking distance of the venue. The Destination Fiordland website offers an extensive range of accommodation options and online booking service – <https://www.fiordland.org.nz/where-to-stay/>. If you do need any further assistance with accommodation, please phone the Fiordland I-Site on 03 249 8900 or email them at [fiordlandi-site@realjourneys.co.nz](mailto:fiordlandi-site@realjourneys.co.nz).

Please contact Hugh Hulse (email: [gatland.park@xtra.co.nz](mailto:gatland.park@xtra.co.nz)) if you would like to discuss further:

- Travelling together to the Rally in Te Anau
- Transport options for the 'A'
- A trip into Milford Sound via bus

Please see details on Page 20 – special accommodation offer for Rally participants




**PROUDLY PRESENTS THE**  
**5<sup>TH</sup> ANNUAL HAMILTON**  
**SWAP MEET**  
**AUTOMOTIVE PARTS & COLLECTABLES**

**SUNDAY 29<sup>TH</sup> APRIL 2018**

**NEW & USED AUTOMOTIVE PARTS AND ACCESSORIES**  
**AUTOMOTIVE MEMORABILIA & COLLECTABLES**  
**MODELS, BOOKS AND BROCHURES**

**\$10 SELL SITES / \$30 COMMERCIAL SITES**  
*(First 30 sellers get free admission into museum)*  
 Undercover Sites Available For Model And Book Sellers  
 Bookings Essential - Call Ed On 027 204 7112

All other enquiries please phone Richard on 07 843 6398 or 021 205 3863

**\$5 PUBLIC ENTRY (NO EFTPOS) CHILDREN UNDER 15 FREE**

**HALF PRICE ENTRY INTO THE MUSEUM ALL DAY!**

**GATES OPEN 7.00AM**      **SELLERS FROM 6.00AM**  
 (OR SATURDAY BY APPOINTMENT)

**CLASSICS MUSEUM CAR PARK - 11 RAILSIDE PLACE, FRANKTON**

NZ PETROL HEAD & FEBRUARY 2018 - 61

**North Island Swap Meets - 2018**

Date	Town/Region
22 April	Whangarei
8 July	Rotorua
6 October	Fielding

**South Island Swap Meets - 2018**

Date	Town/Region
5 May	Ashburton
1 September	Waimate
12 to 14 October	Christchurch



**For more information, please drop Errol a line:**  
 Email: [errolmac@xtra.co.nz](mailto:errolmac@xtra.co.nz) Or Mobile 027 4543 983



# STEEL 'N' WHEELS

**WAIUKU**  
**SUNDAY 29 APRIL**  
**10am – 2pm**



Come along and join your Club for four hours of adrenalin pumping action. This event has something for everyone. The North Island Model A Ford Club has always been well represented at this event so do not disappoint us, mark the date on your calendar.

On display are cars, hot rods, bikes, the Kumho Jet Car and NZ Freestyle FMX motorbikes doing extreme stunts. Take a look at the Armed Offenders Squad and NZ Police Dogs along with the Fire Service. Another on display is a car crush – watch what happens to the street car racers when they break the law. Chainsaw racing - V8 Bottle-O Chainsaw & Harley Chainsaw.

Listen to the live bands including the 'Hot Diggity' Bluegrass band, local rock band 'Mind Over Matter' and the 'Sunset Coast Big Band', a Kids carnival, 'Franklin Rockers' Rock n Roll dancers. Add to the variety there will also be a huge Food & Craft Market. Bring the family for a fun filled day.

Gold Coin entry per person. Remember your gold coins to ensure the continuation of this wonderful community event.

Parking will be available in the Waiuku Business Park opposite Z Service Station on Kitchener Rd, at the View Road School, Kevin Lawrence Reserve, behind the Library / Service centre on King St and in Victoria Ave. Disabled parking is also available next to the St John Ambulance headquarters in Constable Rd.

**PLEASE FORWARD YOUR NAME plus YEAR and MODEL OF CAR** to Karen Thomas, Secretary before **Friday 19 April** if you are attending. It is important that we supply the organisers with an entry form along with these details.



Karen Thomas, Secretary NIMAFC

## Galaxy of Cars on Sunday 18<sup>th</sup> March

The North Island Model A Ford Club was represented by 10 cars. All looking perfect, parked proudly on display.

This was a charity fundraiser, with all proceeds going to the Piha Surf Club. An opportunity for the public coming along to view the variety of cars on show and to see what a Model A Gymkhana is about. This year the Chevrolet Club took up a Gymkhana Challenge.



Vs



There were 4 obstacles including testing precision reversing skills, and for the Navigator, waitress skills wearing a 1920s themed apron. Lots of fun and laughter. The morning session decided the 4 qualifiers for the afternoon drive off (after lunch). Congratulations to the North Island Model A Ford Club, overall winners on the day!

1<sup>st</sup> place to Rob & John (Ford), 2<sup>nd</sup> place Ross & Grant (Chev) 3<sup>rd</sup> place Terry & Joss (Ford)

Well done everyone for taking part (you are all Winners for having a go!)

Special Thanks to the Gymkhana Marshalls for helping on the day.

The Club Supporters enjoyed a posh (Gatsby style picnic) under the Gazebo. An amazing array of tiered china plates with sandwiches and yummy delights. Background music set the scene.



There was a steady stream of public walking by to view the cars. A dress up basket proved a bit of fun for a few families, adding a fedora hat, braces, headband and feather boa for a photo next to the Fordor.

Thanks to all NIMAFc participants for getting into the spirit of the day, whether dressing up Era style or sharing your Model A passion with the general public.

Well done to the Triumph Car Club for winning 'Best Car Club' on the day, celebrating their 30<sup>th</sup> Anniversary.

*Thank You for your support  
Stephen Upson & Kay Palmer*



## Photo Gallery – Galaxy of Cars



## PIONEER AERO LIMITED – TECH NIGHT

ARDMORE AIRPORT – WEDNESDAY 28 MARCH 2018



*Just like the Flyer indicated – words like ‘Awesome’ understate the Pioneer Aero Tech Night.*

Rather than prattle rhetoric, check their website [www.pioneeraero.co.nz](http://www.pioneeraero.co.nz) as proof of silent achievers. Our passionate host, Steve Cox, Co-Owner and Fitter Turner by trade and an accomplished Engineer had us all entertained with question and answers for well over 3 hours on aviation history of manufacturing military aircraft. The quirky comparisons with English and USA engineering, sounds similar to the automobile world.

The Quonset hanger built approx. 1939 with plywood and black pitch as the roof construction would have stored several DC3's and still intact at Ardmore Airfield. Since its inception Pioneer Aero Warbird Specialists have undertaken thousands of hours rebuilding many aircraft from total wrecks. Make no mistake this specialised business is serious about full quality restoration with deadlines and 13 craftsmen all perfecting originality better than during the pressure of war. Imagine the state of buried or sunken aircraft being totally rebuilt for clients around the world. These guys have a reputation to uphold.



*Pioneer Aviation Hangar*

From special tooling, the art of shaping and heat treating aluminium the knack of holding a heavy Tungsten buck tool on the inside and the riveter on the outside all working in unison (or you hope it is) can become a costly exercise.

Sub-assemblies, Allison V12 1710 cubic inch engines, variable pitch ideology, under carriage, wings, prop shafts etc were there for us to view.

Whilst some info and photos remain ‘classified’ this company has an amazing research area and library of Microfiche prints which are legendary (we can’t tell you it all). Thanks to our aviation spy Bruce Stratton for co-ordinating this evening. Don’t forget to check their website – it’s a career minefield. Keep your ears peeled back when you hear them and see them fly overhead.

*David Mossman  
NIMAFC Member*



*Steve Cox with his students*



**Steve Cox discussing engine features**



**Pioneer Fuselage Panels**



**Allison 1710 Crankshaft**

## The Great Container Sale – by Rob Brown (NIMAFC Member)

Like many others in our club, I helped load these containers when Errol purchased the Veteran and Vintage business from Rod Welch about eight years ago. To help unload them was an opportunity not to be missed, so the Friday was spent by four of us dodging showers and blocking the driveway with a vast array of parts.



This was probably the largest collection of 80 to 100-year-old Ford parts to be seen again in New Zealand.

The load inside this container became denser the further in we went. There was not enough room outside to spread everything out, so we stopped when it was safer to climb the pile. Gearboxes beneath a small mountain of Model A backing plates and brake drums were not uncovered until well in to the weekend.

Some of the wooden boxes used to store parts are collectable themselves. Battery boxes, PKR nail boxes and a forgotten brand of Scotland's finest. With two chassis and all the panels available, an almost complete Model T could probably have been created from the collection. There is definitely no shortage of Model T Ford flywheel magnets, steering columns or Model A hubs and backing plates.

The second container housed a few heavy items such as engine blocks and AA diff parts, but was mainly boxes of smaller items. Interesting wondering what became of the Model A's behind the 22 radiator shells.

Back on Saturday morning at 8.30 and Linda was already at the barbeque ready for the crowd that soon arrived. Some quite large piles of individual purchases soon appeared, and the last customer left at 7.45pm on Sunday.

If you are wondering about future parts for your Model A, then don't worry, there is still a large quantity of new and used parts in Errol's shed.



## The Great Container Sale

### The Great container content sales at Veteran & Vintage has been and done,

WELL WELL, what an outstanding success, first shopper arrived on Sat at 7.35am. At one time there were approx. 80 folk all foraging about. Several piles of stock were built up during the following early hours and duly priced and deals done, due to the relatively low costs involved each shopper returned several more times, large car, van, truck loads left the premises with the shopper to return again on the Sunday to top up again. Some quantities purchased were 27 of 30/31 radiator shells, 10 of B model carburetors, 25 wooden spoked Model T wheels, a dozen assorted Model T fenders, a dozen assorted Model A fenders, 12 model T front axles, 150 of 19" tubes, mobile chassis complete with a front cowl, and masses of boxes with all sorts in, etc, etc, etc.

My ever supportive wife Linda had the first of 60kg of sausages ready to go at 7.45am sat and did so all sat until 5.30pm. Then again on Sunday from 9.00am finishing at 4.30pm. 20kg of onions, 9 loaves of bread, 4 lit milk, 2 jars of coffee all served with a massive smile.

Next out goes a very BIG thank you to, Rob Brown, John Castle, Bill Hulse, Bill Quelch, several days for the setting up and the following cleanup days. But The biggest thank you goes to my wife Linda thanks for your support and huge help through the whole venture

***Cheers Errol McAlpine***



**You have to see the funny side.....**



**Murphey's Law applies to signs as well**

*Signs seen in a publication: Lonely Planet – Ultimate Sign spotting*

**An on the serious side.....**

Source: NZTA website – Reminder, a couple of New Zealand road signs:



You may turn left, but first give way to any pedestrians and vehicles.



You must not make a U-turn.



# New Zealand's Changing Motor Industry in the Early 1900s

## Source

Eric Pawson, 'Cars and the Motor Industry – A Motorised Society'

Te Ara – the Encyclopaedia of New Zealand, <http://www.TeAra.govt.nz/en/cars-and-the-motor-industry/> (accessed 22 February 2018).

## Background

Historically, the car was the ideal transport solution for New Zealand's small rural population, dispersed over a relatively large land area with rugged terrain. Low-density housing in towns and cities led to the car also being the favoured choice of transport in urban areas.

The McLean Car Act 1898 legalised the operation of motor vehicles, provided they were lit after dark and did not go faster than 12 miles (20 kilometres) per hour. That year William McLean of Wellington had imported two Benz cars made in Paris, New Zealand's first motor vehicles. Resourceful Customs Officers levied duty of £75.00 on the two vehicles. It was another two years before the first car was imported into Auckland.

In the early 1900s cars cost more than senior public servants earned in a year, so the initial market was limited to professionals, especially doctors and wealthy sheep farmers. The first car in central Canterbury was owned by the Rockwood Station run holder, who had to send to Sydney for the petrol.

## Registration

Cars needed to be registered and licensed by a local authority from 1905. From 1925 owners had to register their motor vehicles with a nationwide register. By 1929 there were around 150,000 motor vehicles on the road. New Zealand had one car for every 10 people, second only to the US (1:5) and ahead of Australia (1:15) and Britain (1:47). Cars were becoming more affordable and their numbers reflected the country's prosperity in the 1920s, when brands from North America were the most popular. From 1925-29, 83% of new cars into New Zealand came from Canada and the US.

## Tariffs

In 1907 the government introduced a 20% tariff (import tax) on cars that arrived in New Zealand already assembled, to protect local coachbuilders and car assemblers. During the First World War, the tariff was reduced to 10%. From then until 1924, more cars were imported assembled than unassembled.

## Assembly

Car assembly has its roots in pre-car trades. In the early 1900s coachbuilders and wheelwrights quickly moved into building bodies for imported motor vehicle chassis.

One such firm – Rouse and Hurrell of Courtenay Place, Wellington – took up a Ford Motor Company agency in 1908. It was renamed the Colonial Motor Company in 1911. In 1922 Colonial built New Zealand's first specialised car assembly plant in York Street – a steel box of 9 floors, based on the Ford assembly works in Ontario, Canada. At over 30 metres high, it was Wellington's tallest building at the time. Smaller assembly plants were built in Auckland and Timaru.

Between 1935 – 1937 Ford took over assembly of its own vehicles in Seaview, Lower Hutt. Housed in an impressive 8000 square metre industrial building, some components of which were shipped from Canada in kitset form, the cavernous building included the latest technology – a glass curtain wall to throw natural light into the structure. A huge Ford logo was affixed to its Art Deco inspired front.

*Continued next page.....*

## New Zealand's Changing Motor Industry in the Early 1900s... continued

### Car dealers

Ford was one of the first car manufacturers to have a wide network of NZ dealers and distributors. There were 27 Ford agents in 1914, 42 the following year and 82 by 1929, when significant numbers of Model A's were being imported.

### Driver Licensing

Annual licensing of all drivers commenced in 1925. The Transport Department was established in 1929, responsible for road safety and car regulation.

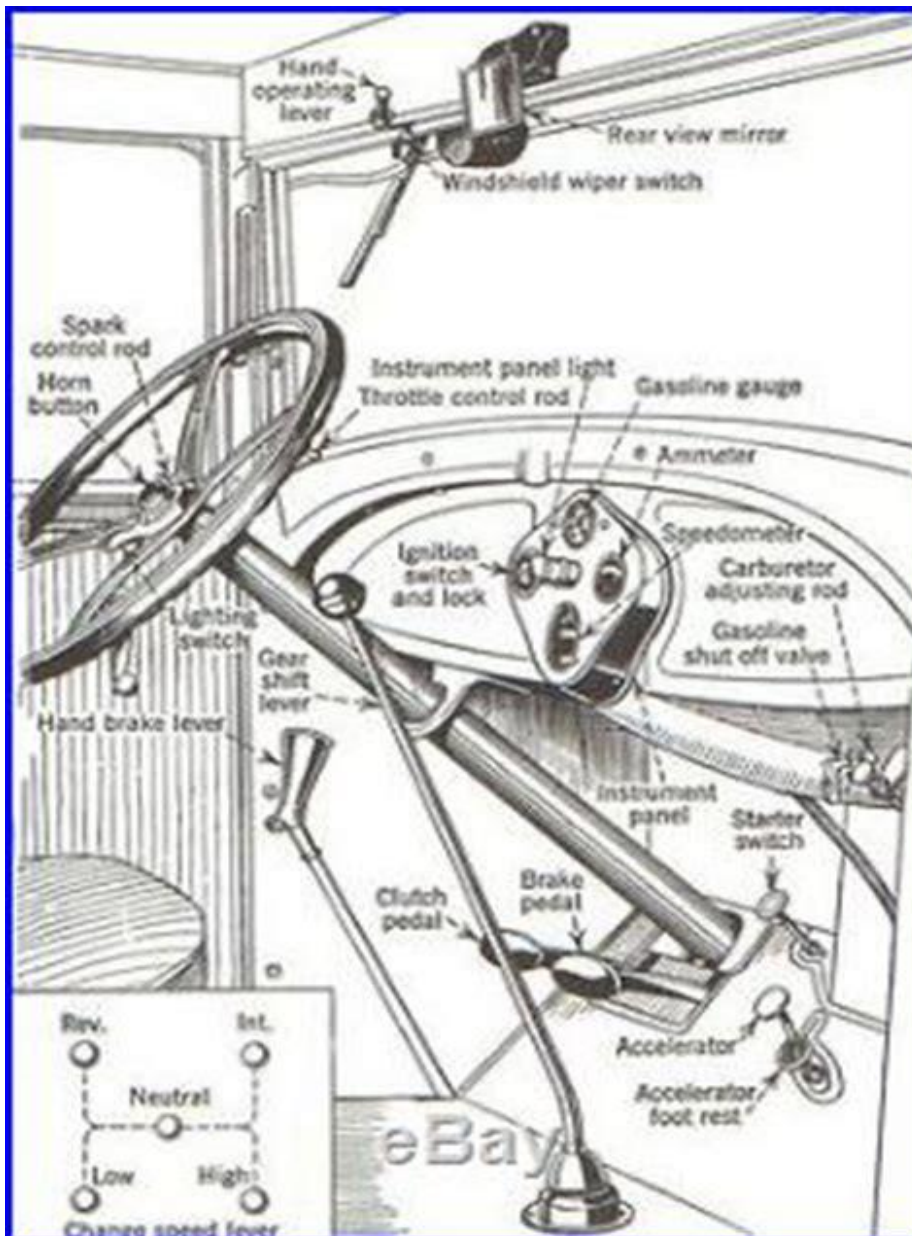
### Compulsory Inspection

Compulsory inspection, now known as Warrant of Fitness, was introduced in 1931, initially for passenger service vehicles such as buses and later for goods vehicles and school buses. From 1937 this requirement was extended to private cars.

### Accident Insurance

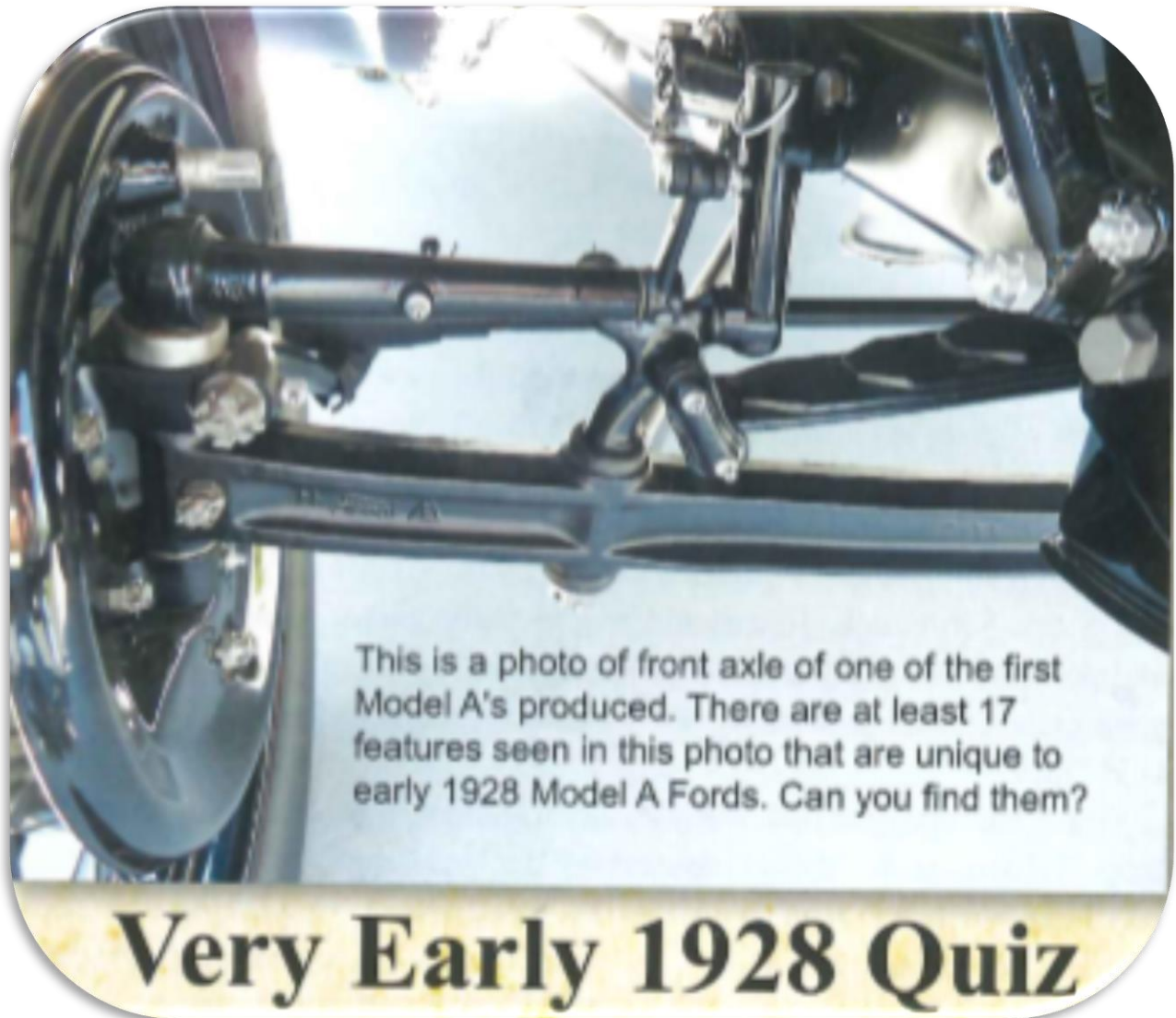
From 1928 drivers were required to have insurance to cover damages from death or injury to others. The premium was payable to a nominated company with the annual licence fee.

### Ralph Levinson





Official Publication of the Model "A" Restorers Club



**List at least 17 features seen in this photo that are unique to early 1928 Model A Fords.**

*See answers in next month's Newsletter*

## Te-Anau Accommodation – Special Promotion (submitted by NIMAFC Member, Terry Costello, on behalf of Dean Costello)

### Option: Te-Anau Lakefront Backpackers

#### Features:

- A reduced rate for the National Rally attendees
- Please book online (including a generous discount)
- You may want to consider extending your stay for the Highland Games which follow the Rally
- There is a big garage available if you need to make any running Model A repairs
- Refurbishment is undergoing including an ex motel block that is part of the complex
- Ample Parking and easy walk to the main shopping centre

#### How to book:

- For the Model A group discount (20%) to apply – you must book through the website [www.teanaubackpackers.co.nz](http://www.teanaubackpackers.co.nz) or directly with our reception on 03 249 7713 or [res@teanaubackpackers.co.nz](mailto:res@teanaubackpackers.co.nz) **Not through** Booking.com, **Expedia**, **Hostel world**, **i-site** etc as we cannot offer the same discount. We will take payment for your accommodation at the time you check in.

#### Room types (and pricing):

- 5 x Double with + ensuite - \$120.00
- 2 x Triple (Queen bed and Single Bed) with Ensuite - \$120.00 for 2 -\$145.00 for 3
- 1 x Double with no ensuite but shared Bathroom with twin (Good for 1 couple and 2 Singles) also has own kitchen. Dbl -\$88 Twn- \$88
- 4 x Double no ensuite shared bathroom \$88.00
- 2 x Twin room with bunks - \$88.00
- 8 X 4 bed Share + ensuite (4 x single beds) - \$35.00 pp
- 1 x 6 Bed share + ensuite - \$34.00 pp



Autumn is upon us, and temperatures are starting to cool, time to add a wrap to your favourite 1920/30's style outfit. Here's a few ideas.....



[Pinterest.com](#)



[vivavintageclothing.com](#)



[vintagedancer.com](#)

## Sunshine Report



**SUNSHINE REPORT**

*"A day without a smile is like a day without sunshine!  
And a day without sunshine,  
is like night".*

Join with me. I am spreading sunshine to those out there who are feeling grey or not on top of their game. I have not been informed of any members who are unwell but just in case there are, remember, nobody needs a smile so much as the one that has none to give.

*Karen Thomas  
Secretary NIMAFC*



## Solving an Intermittent Ignition Problem

Woody Hardman, Evergreen, Colorado

Don't give up on an intermittent problem. It is common to look for the most obvious rather than the simplest possible cause when having a problem. By careful thought, study, and the process of elimination, my son Jim and I finally found a very simple problem causing intermittent ignition. But first we repeatedly checked every obvious possibility for the problem that was causing a persistent and frustrating intermittent ignition.

We have a 1931 steel back Victoria which we purchased from Chuck Peters, an early-days writer of several technical articles published in *The Restorer*. Our ground-up restoration, discussed in *The Restorer* Vol. 56, Issue 6 page 32 was completed about a year ago. We now have 1,147 miles on the odometer since completing the restoration. She is known in the family as "Vicky". How original is that?

Over the last few months, while cruising along, we have experienced several roadside breakdowns involving ignition problems. We first thought the car was vapor locking as it would start up again after cooling for a few minutes. The problem persisted and eventually started to occur irrespective of the temperature conditions. One time, we actually suspected the timing gear had failed (a small backfire and immediate loss of power). However, by removing the timing gear cover, the timing gear was found to be all right. On a couple of such occurrences, we discovered that although with reduced power, we could still drive the car without overheating and get to a safe place to work on the problem. Each time we had such a breakdown, we would get the crank out, pull the timing pin and retime the engine. This happened several times. Each time, the engine would start right up and run perfectly. Then 10 or so miles further, the same thing would happen again. This was very frustrating as the timing did not seem to be off each time we went through the timing pro-

cedure. We went through this routine several times and each time could not understand how the timing could suddenly slip while driving.

During one re-timing exercise, upon very close examination, we found the inside of the distributor cam was worn down and sloping to the inside at the contact surface with the retaining lock screw. We discovered we had apparently used a round stock-soft metal lock washer and figured that may be the slipping point, although it didn't make much sense. Nevertheless, the cam was replaced using a good star washer, but not surprisingly the problem still persisted. Then on one occasion, while contemplating the problem and preparing to re-time the engine yet again, we just waited for about 10 minutes to let everything cool. To our pleasant surprise, the engine started without our doing anything and ran normally. After several similar events, our attention turned to the ignition coil. We thought maybe it was failing at high temperatures and then would begin functioning properly after cooling off. After changing the coil, the problem still persisted. At that point, the complete electronic ignition setup was removed and we reverted back to the original distributor. No change.

Next, although it didn't seem likely, we went back to the carburetor and vapor locking as the possible problem. The carburetor was replaced and a 2 inch ABS elbow and pipe was added in order to draw cool air from the radiator area. We found the manifold/tailpipe connection was a little loose so that was corrected at the same time. The problem persisted and seemed to get worse, occurring more often, even sometimes upon initially starting the car.



North Island Model A Ford Club is a registered Chapter Member of the **Model A Ford Club of America (MAFCA)**.

At that point, it clearly had to be an electrical problem, so we went back to investigating the complete electrical system. We checked everything for continuity with a meter and found no breaks or problems anywhere. Finally, we realized that with all the painting we do in a restoration, the problem could be a poor ground connection from the engine back to the battery that may be temperature sensitive. Realizing the new motor mounts separate the engine from the battery with rubber pads and paint, a second ground strap was added connecting the positive terminal of the battery to the bell housing. That did not solve the problem either.

After considerable more pondering about the entire experience and being determined to win the battle, we finally decided to completely replace the primary wiring in spite of the satisfactory continuity checks. Well, as we started removing wires from the starter terminal/fuse strip, the very first screw touched with the screwdriver seemed loose. This screw just happened to be to the dedicated wire going to the electronic ignition. We tried to simply tighten the screw and found that it was actually broken with only about one thread holding it to the fuse terminal. The remaining part of the screw was drilled out and the screw was replaced. Finally, the problem seems to be corrected. After all of the frustration and my wife's complete loss of confidence in the Vicky, I think we have finally solved the problem. I took the car for a 20 mile drive with no recurrence of the problem.

We think the "loose connection" was just barely making contact but soon become a point of increased temperature and the breakdown would occur. Every time, when things cooled down, everything worked properly again.

Let's think about the electrical system in the Model A. It is easy to find out about the relationship between electrical resistance and temperature. One does not need a Ph.D. in electrical engineering to understand. Simply, remember two basic electrical equations. First, the most basic electrical equation one learns is Ohms Law ( $V=I \times R$ ), voltage equals current times resistance. When a constant voltage (6 volts in a Model A) is impressed upon a circuit (the primary electrical circuit), the amount of current that flows from the battery through the ignition coil and then eventually back to the battery is controlled by the resistance of the primary circuit wiring or the most resistive point in that circuit. Second, the conductance of a wire is the reciprocal of the resistance ( $C=1/R$ ). If the resistance increases anywhere in the primary circuit at any time, for whatever reason, the conductance will decrease. So, when and if there is any point in the Model A primary circuit where the temperature is allowed or caused to



increase such as at an intermittent "short," the resistance will increase and the conductance will decrease almost linearly, i.e., the current flow will decrease proportionately. With such an occurrence, the output of the induced high voltage secondary circuit between the ignition coil and the distributor will be similarly reduced and or restricted.

We learned early on in our investigation of our problem that the spark seemed to be very weak and varied between the four spark plugs when the breakdowns occurred. This explains the engine continuing to run without overheating but with reduced power. While reading everything we could find and querying many experts, we read of suggestions ranging from "it's the condenser" to believe it or not that we may "have the wrong valve caps".

Well, with all of these experiences, we now have a good ground connection, a good breathing system to the carburetor, the mani-

fold to exhaust pipe connection is tight and secure, and we have gone back to the electronic ignition and the original coil which was new when this all started. We have a good primary electrical circuit free of any loose connections and we feel certain the intermittent ignition problem is resolved. We now only have the remaining need to restore my wife's confidence that Vicky is again reliable.

The car, which was under renovation for three years, has a model B engine, Mitchell overdrive, new maroon/ black paint with vermillion striping, and new upholstery. We look forward to several years of reliable travel in Vicky and hope this report of our experience with an intermittent ignition problem may help someone else with a similar problem. Always check the simple things first and yes, we still have the same valve caps in place and they are working fine.

## Classified Advertisements

*There is no charge for members selling their own items. Items will be advertised 3 times unless renewed or cancelled. Business size commercial ads are \$25 per year. For business ads contact Ralph Levinson (09) 578 3000.*

NIMAFC member, Lindsay Mackereth from Matamata, has decided to sell his very smart 1930 5 Window Coupe.

1930 five window coupe. Registered in NZ. Beautifully restored. Ground up restoration. Expressions of interest and further information, please contact Lindsay Mackereth, Ph 0276 024420



### For Sale

## 1929 Model A Modified Pick Up Truck.



Synchro Gear Box  
Triumph Overdrive  
Extended Cab  
Excellent Condition  
Number Plate: A PICUP Negotiable  
Many Extras  
Price \$35,000 Neg:  
Phone Craig Stevens 0274-801-917

### For Sale – 2 items

Fur coat, mink, full length, excellent condition. \$ 180.00.  
Fur boa. As new. \$ 50.00 Phone 07 8550323 (Dave Collins)



## AUCKLAND CAMS

[www.aucklandcams.co.nz](http://www.aucklandcams.co.nz)  
Camshaft Machine Shop  
Unit 1, 32 Moselle Ave  
Henderson, Auckland  
Henry van Vugt  
Mobile 0274 -860400  
[aucklandcams@xtra.co.nz](mailto:aucklandcams@xtra.co.nz)

Courier Delivery address  
251 Don Buck Road, Massey, Auckland  
Competition/Race/Rally/Performance Camshafts

An advertisement for 'Veteran AND Vintage Spares and Repairs Ltd'. The background features a vintage car. The text includes: 'RESTORATION SUPPLIES TYRES & BODY PANELS', 'Specialist | Model T & Model A 1907-1931 16" Tyres black and white wall', and contact information for Errol & Linda McAlpine: 'P 09 832 9818 | M 0274 543 983', 'E [vet.vin@xtra.co.nz](mailto:vet.vin@xtra.co.nz) www.veteranvintagecars.co.nz', and '1127 Scenic Drive, Swanson, Waitakere, Auckland'. There is also a small 'MEMBER' logo.





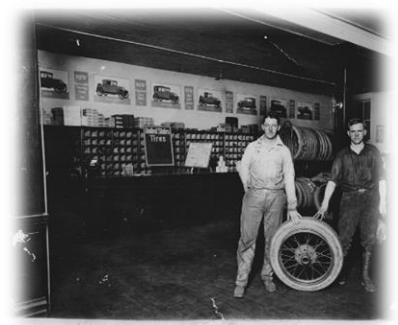
### What's New at the Museum?

There has been some recent redecorating in the Parts Department of the Museum. There had been a donation of 4 framed colour drawings and John Marshall was inspired by those to recreate the "New" signs as seen in the photos. Once those were done, they were hung alongside the donated drawings, reframed and looking like the original pictures.

We are always striving to keep our museum fresh and new for those returning to the museum for another look and especially for those who are coming for the first time. If you have been thinking about a trip to the museum, why not make plans to join us for Model A Day. If you can't make it for Model A Day, the museum is open 7 days a week. Anytime you happen to be in the area, come by for a visit.

Thank you for your continued support of the Model A Ford Foundation by both item donation and monetary support.

**Marsha Quesnel, MAFFI Trustee**



### From the NIMAFC Editor:



If you are passing through Paeroa, I recommend a look in 'The Vintage & Retro' shop in the main street. I purchased a nautical style daywear dress to wear at the Art Deco Festival in Napier.

An interesting visit to Pioneer Aviation, recently, being the 'Rose amongst the Thorns'. I even got to sit on an aircraft seat in the lunchroom. A great start to the Easter break, before flying to Wanaka, for 'Warbirds over Wanaka' (highly recommended). A highlight was the special visit from the United States Air Force, opening the show with a fantastic jet display. Also, an impressive line-up of Packards on display, some visiting from the States, and on tour in the beautiful NZ. The cars were immaculate.

Then returning home to work on the Club Newsletter. Fantastic to see a flood of information arriving into my email inbox

[nimafc@outlook.com](mailto:nimafc@outlook.com). Please keep the articles, photos and information coming in. Your contributions are really appreciated, and I get a lot of satisfaction from compiling a Newsletter with content I hope most of you will enjoy. Excellent variety this Edition, technical, event reports, and educational. A reminder, if you want to buy or sell a Model A related item, please send an advertisement for inclusion in the Classified Advertisement section.

**Hope to see some of the Ladies at Eden Garden to enjoy a walk amongst the picturesque gardens!**

**Best Wishes, Kay Palmer (NIMAFC Newsletter Editor).** The views and articles expressed in this Newsletter are the views of the authors and may be reprinted provided acknowledgement is given. Where articles have been reprinted, the NIMAFC recognises those authors and thanks them for allowing their article to be used in our Club Newsletter.

## Officers of the Club/Committee

Position:	Name:	Contact details:
Club Captain	<b>Hugh Hulse</b>	Email: <a href="mailto:gatland.park@xtra.co.nz">gatland.park@xtra.co.nz</a>
Vice-Captain	<b>Errol McAlpine</b>	Phone 027 4543 983 Email: <a href="mailto:errolmac@xtra.co.nz">errolmac@xtra.co.nz</a>
Secretary	<b>Karen Thomas</b>	Phone (09) 443 5253 or 027 419 0191 Email: <a href="mailto:mosseykar@gmail.com">mosseykar@gmail.com</a>
Treasurer/Memberships	<b>Ralph Levinson</b>	Phone 021 1727 637 or (09) 578 3000 Email: <a href="mailto:ralphlevinson1@gmail.com">ralphlevinson1@gmail.com</a>
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General Committee (Events & Tech Nights)	<b>Bruce Stratton</b>	Phone 027 485 3634
General Committee (Club Records & Assets)	<b>John Castle</b>	Phone (09) 479 4135
General Committee (Events/Health & Safety)	<b>Shaun Bellamy</b>	Phone (09) 292 7707 or 021 272 2551
General Committee (Health & Safety)	<b>David Heilbron</b>	Phone 027 2966 266 or (09) 528 9709
Historian	<b>Paul Smith</b>	

If interested in joining the NIMAFC – please contact Ralph Levinson, (or any of the above Committee).



### ***IMPORTANT MESSAGE***

#### **CHANGE OF CLUB POSTAL ADDRESS**

As of Monday 12 March 2018 the Post Office Boxes at Owairaka are no longer active. New Zealand Post are restructuring their Post Box service in the Auckland area and a number of them have closed or are being transferred to the larger more prominent Post Offices.

Please note the new PO Box number for the North Island Model A Club will be:

**North Island Model A Ford Club Inc.  
PO Box 99 249  
Newmarket  
Auckland 1149**

Karen Thomas  
Secretary NIMAFC