

Chapter Members of:



MODEL A TORQUE

Month: Mar/Apr 2021

Issue Number: 2021/ 2

Season: Summer



Gisborne Rally– See stories & photos in this edition.

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.

In this edition:

- Upcoming Events Calendar 2021 - page 2
- Something for everyone in this edition.....

Visit our website www.modelafordclub.co.nz for new events, photos and articles etc – keep up to date!

North Island Model A Ford Club Upcoming Event Planner 2020/2021

All subject to Covid restrictions <https://covid19.govt.nz/>

Date	Day	Thoughts and upcoming Events		Status
28 th April	Wed	Tech Night / Sunnybrae Autos		Booked
19 th May	Wed	Tech Night / Stuart Jordon Carburettor's & Wheel Balancing		Booked
19 th June	Sat	Ryders Dinner & Movie		Booked
August		Club Night Entertainment-Remuera Club		Pending
August		BBQ Explosion Bay		
August		Concours Judging Seminar		Pending
		Awhitu Regional Park		Pending
		Awhitu Winery		Pending
		Kaiaua Run (Neil Aston)		Pending
2022		North Island Model A Ford Club 50 th Anniversary		Pending

The committee are working on events for the upcoming year. Please keep a watch on the website www.modelafordclub.co.nz for any recent updates.

FYI – Non-North Island Model A Ford Club Events 2020/2021

If you are aware of an event coming up, please let the editor know so we can share, thank you.

Date	Day	Event
Last Sun of Every Month	Sun	Caffeine & Classics
9 th May	Sun	Steel & Wheels Waiuku
16 th – 18 th July 21	Fri - Sun	Winter Art Deco Napier

Print this page off for reminders and stick to your fridge! or keep an eye on the website for updates.

Greg Stokes 1922 Ford Model T Roadster

The Fireball Special



Retracing hot rod history, before the hot rod term was used, stripped down Model T and Model A Ford based hot rods were simply called gow jobs in the 1930's. Fast forward to today where a constantly complicated world is looking for alternative modes of transport, it is refreshing to see such a thing as a gow job being built. Inspired by the USA based stripped down T's of Multi Aldrich and later Ed Iskenderian, Greg Stokes from Auckland, New Zealand has always wanted to build something like those cars using left over Model T and Model A parts. This car is the sixth attempt at achieving the goal and comes about by wanting to build something as authentic as possible without "too much fabrication or investment" as Greg puts it.

It was over 20 years ago when Greg built a forties era Model A roadster with banger power as his first entry into hot rodding. This followed on with a few other cars and then the next banger powered car was his "Project 29" Model A pickup and despite moving on to his yellow '32 roadster, the four banger bug was well and truly still in his system. Further fuelling of the banger fire was working with customer and friend Bob Neville on his "Lucky 17" Model A speedster. "That was like the straw which broke the camel's back for me that car of Bob's, I knew I had to get back into a Model A powered car of some description and forever I had always wanted a Model A powered Model T roadster", recalls Greg.

This car was located in Sacramento, California and modified and built into what you see here over time in between jobs at GMS Hot Rods. In fact Greg had just returned from judging AMBR at GNRS last February 2020 when he was working on the Model T and injured himself. "Jet lagged and tired from the trip, and not thinking straight I tried to burn a bird's nest out of the oval Model T gas tank with a butane torch and paint thinners!", remembers Greg nearly a year later to the day. A visit to A&E resulted in his right leg and hand being bandaged for near on eight weeks as the burns healed, he was lucky it wasn't worse and hence the Fireball Special name as born.

The year 2020 was a year which many people would rather forget with Covid 19 lock downs and so on but as Greg healed he was full steam ahead working from home with GMS Hot Rods and also progressing on the Model T. "My previous Model T hot rods were things that were involving a lot of fabrication and I didn't want that, this one had to use design and fabrication techniques which would result in one left wondering if it were indeed built in the 1930s", said Greg. Utilising a T chassis and T front end with a Pete Eastwood front spring mount, Greg then kicked up the rear and stepped the T rear spring in front of the Model A rear end. This effectively lowered the car a good 12 inches and pushed the wheel base out a little.

The T body wasn't in too bad shape with some small repairs to the lower rear quarters but to keep costs down Greg opted to steel the body out with 5/8" round steel tube opposed to a wood kit from the USA. With the body, steeled out and mounted to the chassis, the Model A engine and gearbox was then mounted up and Model T steering was used. Interestingly, as many original Ford parts were used to retain the authenticity of the look Greg was after and in most cases everything was slightly

modified somehow to fit within the tight confines of the Model T. Proportionately, 21" Model A wheels were chosen to retain the spindly look the Model T was boasting.

With the bones of the car now as a roller and New Zealand out of its couple of lockdowns, the Model T was pushed to the side as Greg focussed on customer projects at GMS Hot Rods. "Most events suitable for that car had been cancelled in 2020 and the pressure was off until I heard of the return of the Jalopy Dust Up at Waihi Dirt Track Club early January 2021", says Greg. It seemed like an achievable deadline, so Greg spoke with his father Mark who was quietly sorting the motor out from a few that Greg had collected. As 2020 came to an end, Greg had collected all the parts and materials he thought he would need to embark what became known as the 10-day thrash to get to the Dust Up. "Initially, I tried to finish work for the year at GMS Hot Rods a week prior to Christmas but the reality was that I didn't wheel the Model T into the workshop until Christmas Eve – nothing like putting pressure on yourself and those near to you", remembers Greg.

As he got stuck in (which included part of Christmas and Boxing Day), it was apparent there was a lot more to be finished than what initially appeared but Greg cracked on and made the floor, finished the steering, mounted the battery and fuel tank and so on. As usual as the jobs were ticked off, the list grew as the hours diminished and the whole plan had to fall together. New Year's Day 2021 was a biggie as the completed engine was fitted into the car for the final time and fired up the following day. There was still so much to do and it was becoming increasingly touch and go if the deadline would be met. Greg and Mark pressed on and thankfully the Dust Up was postponed by one day which gave them all the time they needed to actually make it. Literally the day before the Dust Up, Greg was driving the Model T around the back lawn after he and Tania had made the seats using foam on a plywood base with grey army surplus blankets! Next up and all part of the grand plan, Greg drove the T back into the shed where he and Tania then proceeded to brush paint the body "any color you like as long as its Henry Ford black"!

It was then that the vision of this "gow job" Model T Ford roadster that Greg had for all these years came to life. As the paint was drying that night, Greg was finishing off the last few things and with a few hours sleep they headed to Waihi the following morning and you could smell the fresh paint drying! "I was happy to just have reached that point but to share the fun of racing the little car with my Dad was the best, he had worked so hard and it was good to have fun with him that day with it", recalls Greg. The little Model T gow job was a surprise as to how well it performed and sounded running dual 97 Strombergs on the banger engine equipped with a Lion Speed angle plug head, Jim Brierley cam and FS electronic ignition. The twin Y exhaust manifolds also gave it some stout audio through the three inch exhaust.

As Greg reflects on things he says the Dust Up was simply a great day of true blue hot rod fun – as it should be. But after the cars Greg has built for himself or customers, this one rates highly on the all-time fun factor. "Sure my yellow roadster is a great driver but this thing, you feel yourself smiling like a school boy when you drive it", says Greg. "It's everything I envisaged it to be and so much more!"







SPECIFICATIONS

Body: Original, all steel 1922 roadster with steel round tube reinforcing. Chopped and raked windscreen

Chassis: Original Model T Ford with 3" rear kickup and custom centre crossmember and a Pete Eastwood front spring mount.

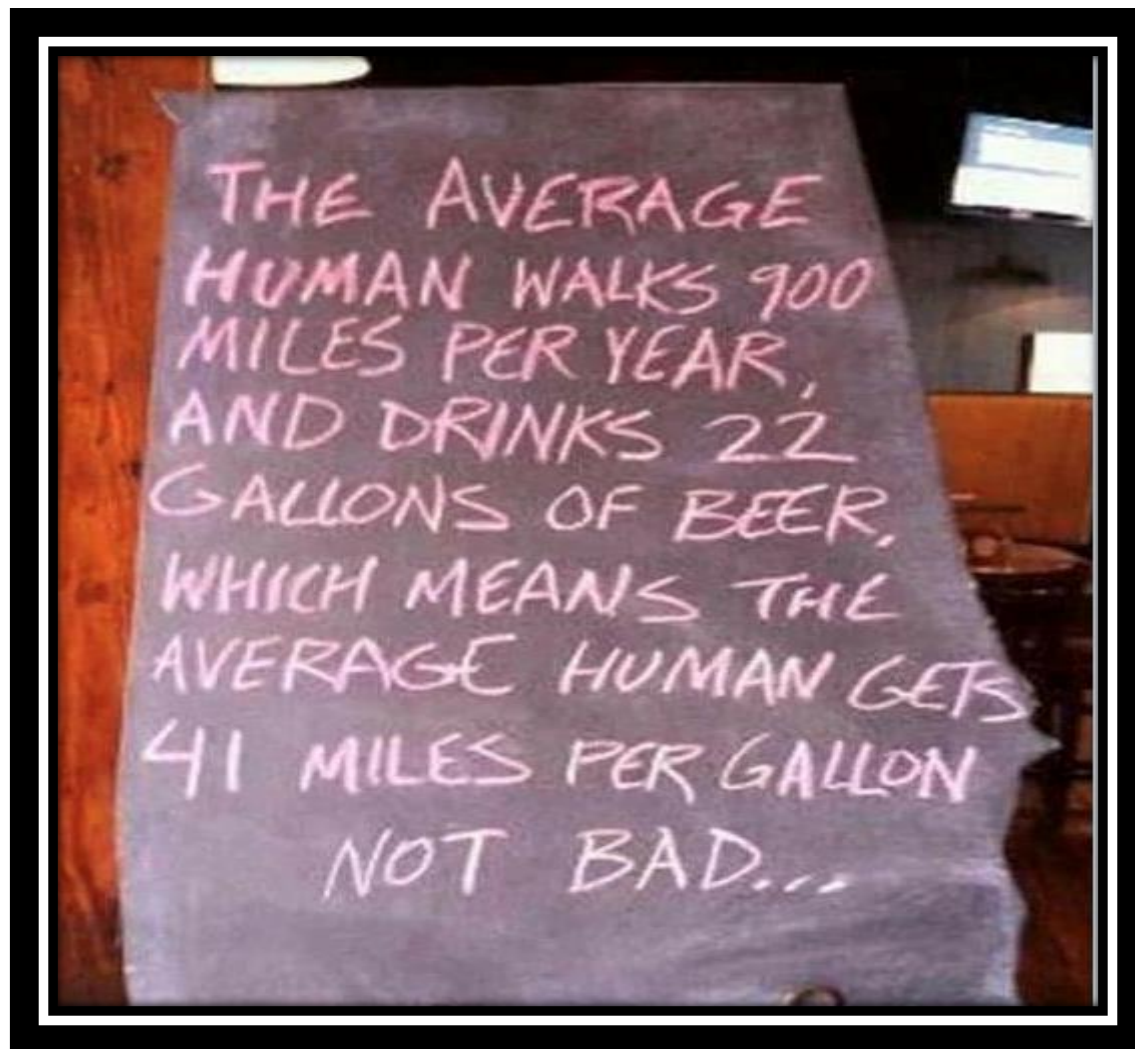
Front end: Original Model T Ford with later spindles, split wishbone and lowered front spring. Original Model T Ford steering.

Rear end: Model A Ford with Model T rear spring mounted ahead of the diff.

Engine: Original Model A Ford 4-cylinder with Lion Speed hi-comp head, dual Stromberg 97's on an Equaliser intake, dual Y exhaust into 3" pipe, Jim Brierley cam, FS electronic ignition, PowerGen, V8 water pump.

Gearbox: Original Model A Ford 3-speed.

Thanks to: Mark & Janne Stokes, Tania Foster, Mike Roberts, Steve White, Brian Webber, Dave Graham, Errol McAlpine, Trev Saran, Charlie Yapp, Clive at Stromberg, Ian Goodwin, Pete Eastwood, FS Ignitions, Jim Brierley, Ian Taylor.



The average person walks 913 miles per year, and drinks 556 glasses (27.8 gallons) of wine per year.



Which is 33 miles to the gallon; which is pretty good.

Model A Day - By Greg Stokes

For the third year now, Chris Hornblow and Shane Adlington have organised the annual Model A Day at Chris & Raewyn's fantastic property in Oratia, West Auckland. This year on Saturday 27th February, there were 48 cars in attendance which included one Model T that snuck in and additionally there was also a Fordson tractor! The diverse mix of restored or barn found stockers through to fully hot-rodded versions of Henry's finest came from all over too, Dunedin, Rotorua and Northland.

Don't think for a minute that it was a bunch of old boys either with plenty of young guys showing a strong interest in the noted Model A Ford. The informal and casual gathering was a BYO affair with the BBQ supplied by Troublebound who also supplied the minibike entertainment as well! It's an annual gig which continues to grow so be sure to quiz Chris or Shane all about it to join the fun.

This year's timing was perfect as at 9pm that night an immediate Level 3 lockdown was announced for the following day. Gotta do these events as we can folks!

Greg Stokes

GMS Hot Rods

Hot rod & custom car fabrication & design

NZ dealer for Pete & Jakes Hot Rod Parts, Brookville Roadster, Sid Chavers Bop Top & Retire Whitewall Cleaner

Phone [021 955 459](tel:021955459)

Email gregstokes1932@gmail.com

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Photos below are from the Model A Day - thank you Greg Stokes.









Captain's Comments April 2021

Model A Followers, Friends and Families

It was smiles everywhere as 120 Ford Model As and supporters congregated in the City of Gisborne for the 15th NZ National Rally. A new dawn and fresh from Covid relief, excitement was all round as old comrades greeted each other, recalled memories / experiences of the past and projected on to the new rally. The banter never ceased. What a wonderful rally. Roaming with the freedom of the Gisborne District and the lively action of the "Terrier Racing against Time" high in the hills at Tiniroto, a great time was had by all.

May I say a Special Thank You to the organising team and their band of merry helpers and volunteers as it is no easy task to put in place and execute such a sterling experience for people from all over the country. Thank you, David and Karen, for allowing your perseverance and passion to prevail. Long may the memories last. Methven in the shadow of the Southern Alps will be our next 16th rally destination in 2023, hosted by the Canterbury Chapter of MAFCA, Model A club, and another opportunity to renew acquaintances forged with lots of fun.

Holding to true rally traditions the North Island Model A Ford Club will host the following 17th 2025 event. Locations the length of the North Island are under consideration and yet to be finalized but will build on the activities of our 50th Birthday Anniversary, North Island Ford Model A Caravan, in late 2022. More information is coming as planning progresses and remember to hold the future dates.

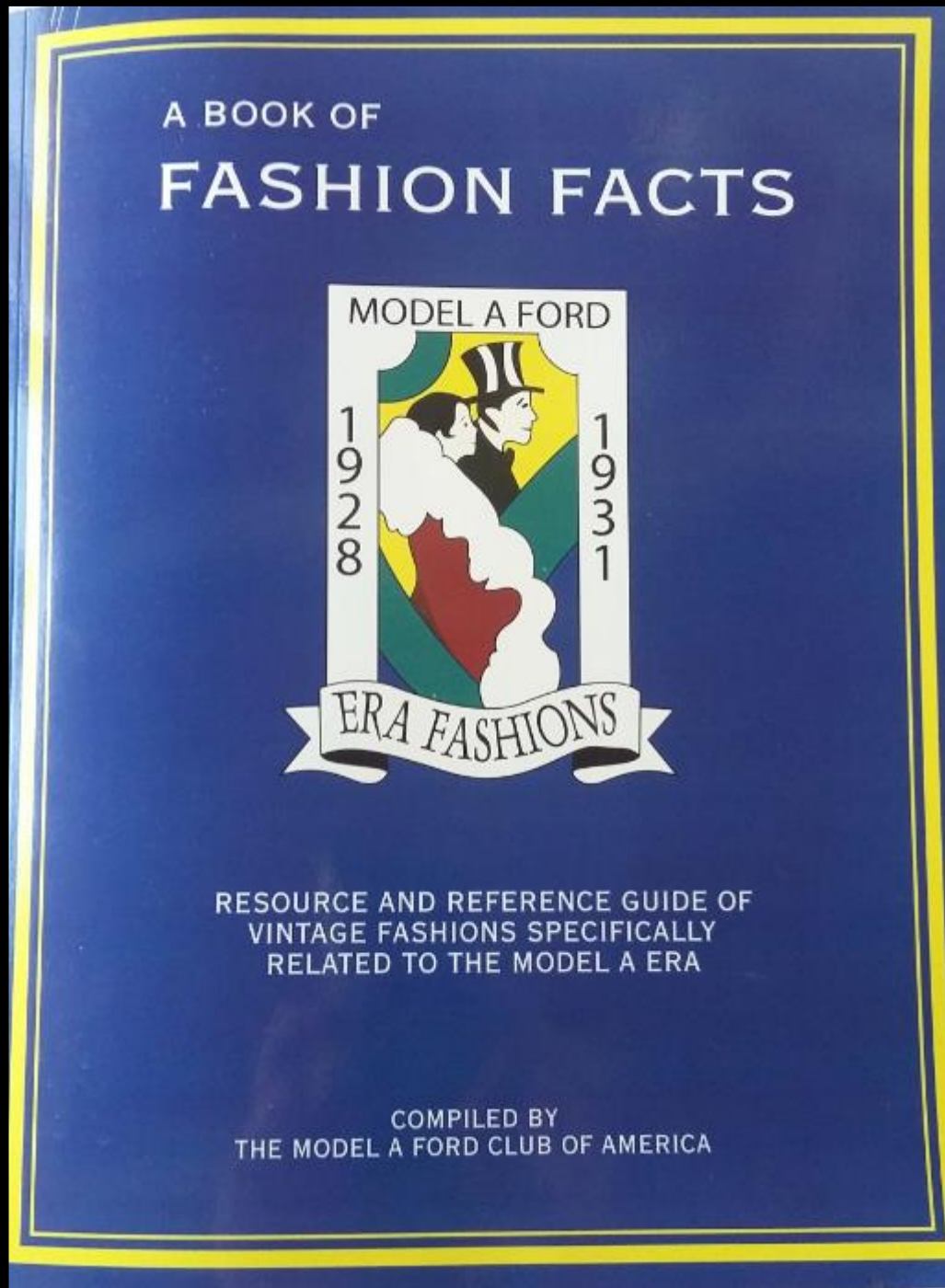
Also, great to see and share was the dynamic interest in activities of the Thames District Blokes Sheds. Old hands sharing their knowledge and experiences, opening up their workshops to others in support of the "Life Education Trust" guiding youth within the district. Thank you, Guys, for that willing contribution and assistance to our younger community members and their journey through life.

The Tasman Bubble is now with us as we attempt to reconnect with the world. The relief is contagious like Covid itself. Your willing committee is working hard to bring an even more interesting winter events schedule ahead of the administration, Awards and AGM evenings and as Club Captain on our members behalf, I thank them for their selfless endeavours and dedication to the cause.

Remember to social distance at all events, still wash your hands and stay safe. By now our basic protection habits should be second nature, but it is easy to forget in some environments. Look out for your colleagues, their wellbeing and enjoy the moments.

Cheers for now,

Hewy.



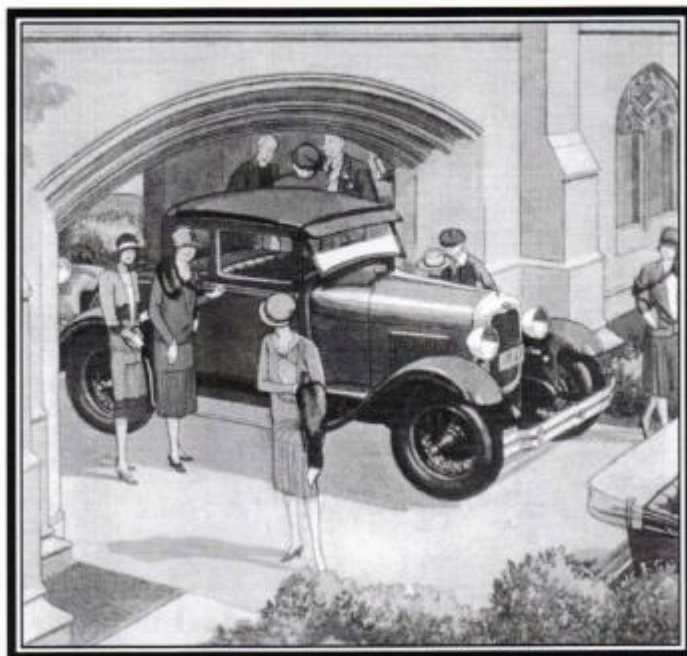
The North Island Model A Ford Club would like to thank Paul Smith for his very kind donation of the book,
"A Book of Fashion Facts"
We will endeavour to share items out of the book with the clubs' members each newsletter.

Daytime wear reflects what people would generally wear in public for shopping, luncheons, or visiting a friend. The same attire would be appropriate while entertaining visitors in one's home during daytime hours.

The etiquette of the era from 1928-1931 dictated a more formal selection of apparel for various activities, time of day, and occasion. For example, the clothes worn to do household chores would not be worn outside the home, but would be changed to attire similar to what is featured in this chapter. Men working in blue collar jobs or on production lines would often wear a tie with their work clothes. White collar workers would virtually always wear the attire found in the Men's Day Wear chapter. Even children's wear reflected the more formal attire worn by their parents during this era.

The economic downturn forced many people to conserve and recycle their clothing. Alterations were common in order to keep up with the current styles.

This chapter is arranged to show the transitional changes that occurred from 1928 through 1931.



Women's Daytime Wear 1928

1928 was the year of the short, straight skirts. The length was not mini, of course, but at the knee. Many day dresses had pleats, drapes, and flounces. A dress could give the appearance of having two skirts, one longer than the other. The waistline was dropped and defined at the hip. The top was loose, with interesting necklines, jabots and other lovely details flattering to almost any figure. The sleeves were mostly long; having buttons, snaps, or cuffs. Popular hats were snug fitting cloches. Often these hats had small brims pulled down to the eyebrow level. Wide brim hats were also popular.



A. A circular cape hangs at the back between the shoulders. A metal link belt marks the hipline. Designs of applied trimmings create an appealing look.

B. A very smart high neck finish, with a bow at the back accentuates the attractive styling of this dress. There are small ties at the wrists, and a soft drape at the hip.

Men's Daytime Wear

Men's fashions changed very little during this era. However, there were a few styling changes during this time. Suit coats fitted snugly. There was a distinct indentation at the waist, but not tight. Trouser legs were straight. The fabrics were usually a combination that included wool. Additional color was added with rayon or silk threads that were often wide enough to create a stripe or checked pattern. The pants could be bought with or without cuffs and were seen both ways all four years. Zippers were not yet used in men's pants; the fastenings were buttons. Ties were short and when tied ended above the waist. Vests were typical for most suits but were not always worn. Colors, though not flamboyant, ran the gamut. Shirts coordinated with the suits. Classic suit colors were listed as blue, brown, green, gray, black, and white or off-white for summer wear. Additionally, there were colors listed in the catalogs such as burgundy brown and hunter green. Pants were held in place with suspenders or belts. Garters were used to keep socks in place. Hats were worn outdoors and removed when entering a building. Shirts had attached or detached collars and buttons or cuff links for the cuffs.



This dressy two-piece summer suit is made of Palm Beach cloth. The colors available for this suit were gray, tan, or blue, with no pattern or with stripes.

Gisborne Rally 2021 – by David Heilbron

Sonja and I attended the 15th National Model A Ford rally in Gisborne. We had no idea of what to expect as this was the first National rally we have attended. It was also the first major test for my restored 28 van. Before I go any further a huge Thank you to David, Karen and the whole organizing crew for running an absolutely wonderful event. We are hooked and already looking forward to Methven in 2023. The 3 major runs took us through high country roads both unsealed and sealed with absolutely stunning views. The sight of 100 plus Model A's navigating these roads was truly spectacular. The evening catered meals were of a superb standard and the camaraderie shown by all was fantastic to experience. The whole Gisborne, east coast area is a friendly hidden gem that a lot of Kiwis could do well to learn from. The ladies running the terrier racing to raise funds to support breast cancer patients in the Gisborne region do a fantastic job. Even the weather could not put a damper on the high-country station run, lunch and terrier racing. We all got a bit damp, enjoyed driving the wet slippery dirt roads (or at least I did) and still enjoyed the ever-changing scenery. The Good Friday show for the public along at the show grounds was extremely well attended and plenty of interest was shown by the public in the gymkhana and assembly challenge as well as all the various model A's. The hubbly challenge was another fun night. I have a little fine tuning to do before my hubbly races again as it left the track long before the finish on every run. Also entering the Van for the judging standards under touring was a good experience and I encourage people to enter their A's for judging under the various categories. I have learned a lot from the judges' comments. Some that I knew and some I didn't. Another thing I learned was that if your A gets dirty on the roads YOU WASH IT before the next day as a dirty A is not good form. I had to borrow wash gear, or I would have been in trouble. All in All, a thoroughly enjoyable week was had by Sonja and me so once again a big thankyou to the organizing committee and all those who worked tirelessly behind the scenes to make it all happen.



David Heilbron 1928 Model A Van

15th National Model A Ford Rally Gisborne 2021 – Photos.



Motu school



Gisborne A & P Event Centre



On the car run to Mahia Peninsular



Nigel & Jacob Hawkins – what has happened here then?



Kaikino Station Tiniroto



Kaikino Station Tiniroto



Wa165 Steam Train stop at Muriwai.



All aboard the Wa165 Steam Train back to Gisborne



Bruce Miles giving the children from Te Karaka School some fun rides in Angus.



[Jos what a lovely prize!](#)



[Terrier racing track between white fences at Kaikino Station](#)

1929 Model A Tudor Ford – By Wade Alexander

I come from a family up north where my parents had a family farm at Waihou Valley (Okaihau) with a lot of family history. There were always old vehicles around and living on a farm we did learn things mechanically. For me this is how I got into cheffing starting off cooking on the farm and working at Len's Pies in Kaikohe under the original owner before joining the RNZN in 1975

My earliest memory of the 1920-30 cars were at Rangiahua when the pub was still there before it got burnt down at a family reunion.

Originally, I think the car was based in Wellington prior to 1943. From then till 1978 it had three owners till it was placed on a car lot in Nelson (Nelson Motor Court Ltd) where Mr Gibbons, Kerikeri, purchased it from and took North to his home. Due to ill health he decided to sell, fortunately my brother Scott (some of you will have known him when he was involved with the club) knew Mr Gibbons and arranged for me to purchase it for the price off about \$10000.00, with the original motor been overhauled down here at Whangaparaoa included. So, I purchased it in 1996.

In photos, shows Scott topping it up with fuel and he drove it to his place at Waihou Valley, Okaihau. Following weekend, we drove up with a car trailer and brought it back to Torbay, for me a little hair raising as never towed anything quite as big before. However, there was no problems.



Another photo shows the car being used for a Brides car over at Remuera, me with a crank handle. Yes, I do know how to do crank start.



We joined in with some of the club runs in those years whilst family were young and did do the Clubs 25th Rally, the only issues I had at that stage was a headlight which came loose in its housing and overheating which ended up in having the water pump overhauled and radiator at a later date.

I used to use the car quite a bit for a daily runner as I was a chef and also worked for a friend who had A Jim's lawn franchise when I could and helped him out. The late hours meant with Trish running kids around after school and not sure what time I would be finished she needed a car.

So, I use to drive from Browns Bay to Glenfield in it 5-6 days a week for about a year. However, I was coming home one night in the dark and had to stop at the lights at Browns Bay. When I went to take off there was a big bang from direction of motor. It was still going so I drove through and pulled over and turned it off. On inspection of the motor, I found a big hole in the side of the block where a piston had gone through it. (see photo below)



Hole in Engine

I vow and declare that if I had not turned it off it may have got me home on the other three cylinders even if they clapped out one at a time.

Errol McAlpine used to always say it had a knock so when he heard about this he was not surprised. Fortunately, a Guy from my area was driving past in his big 4-wheel drive Toyota and towed me home. Eventually I got around to taking the motor out and putting the original back into it.

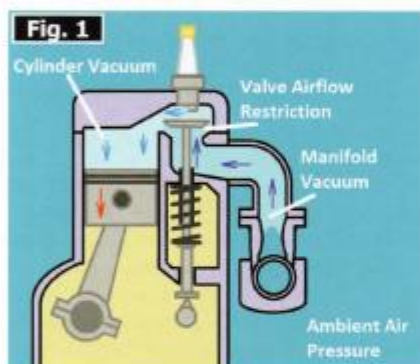
Unfortunately, as the kids grew, life got busier, and the car ended up sitting in the shed, but children grew up and flew the nest and Mum and dad can go back to old hobbies and new things. So out comes the OOGAA or should but motor won't turn over. So off comes the head and sump and other things to find out what was wrong, to find out that it was the distributor seized in the shaft, so now I have an overhauled distributor. Of course, when you don't use things, they tend to deteriorate while sitting around so there is plenty to do on it, but my main aim currently is to get it on the road as soon as I can. So, the old advice to use it or lose it comes into all sorts of things in life.

The Insidious Vacuum Leak

By Howard Eckstein, Orem, Utah

One of the aggravating problems a Model A driver can face is for his car's engine to stall upon a quick stop or when decelerating while the clutch is disengaged. This is a safety issue and it must be investigated.

There are several causes of this dangerous stalling. They include an improper float setting in the carburetor, a plugged idle jet, a poor idle screw adjustment, one or more burned intake valves or a vacuum leak. In this article, we'll just look at the vacuum leak, an often overlooked issue when trying to diagnose low speed engine stalling. An explanation of what a vacuum leak consists of is in order before looking at some of the sources.



The Principles

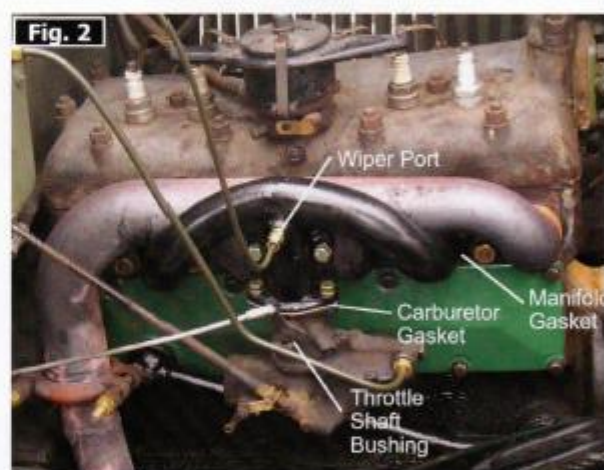
When the engine is running, a descending piston, during the intake stroke, creates a negative pressure in the intake manifold causing air to be drawn in. Due to its density, air behaves similar to a liquid and moves slower than needed through the restrictive carburetor and manifold to fill the rapidly increasing space in the cylinder. The vacuum thus created, in conjunction with the venturi of the carburetor, draws gasoline into the airflow whereupon it passes the intake valve and fills the cylinder. *In Fig 1*, the shades of blue represent the drop in density of the air where there are differing degrees of vacuum in the system.

As soon as one intake valve closes, another opens, resulting in the manifold being exposed to a somewhat constant level of vacuum. This negative pressure or partial vacuum in the manifold is often measured in inches of mercury and is greater for the same engine at sea level than it is in higher elevations due to the difference in ambient air density.

It's important that the vacuum produced in the engine is kept unpolluted by outside air except for that which is allowed to pass through the carburetor. If air is permitted to enter the air/fuel mixture after the carburetor has metered out the right amount of fuel,

the mixture is diluted with air and there is not enough gasoline in it to burn in the cylinders; thus the engine stalls. This dilution of the air/fuel mixture by air entering into the manifold system between the carburetor and the block is called a vacuum leak.

The level of vacuum in the manifold changes depending on the speed of the engine and is always greatest at idle. When decelerating or idling, the throttle is closed and the vacuum created behind it is high. When running at a fast speed, the throttle is opened, allowing more air to pass through the carburetor and thus picking up more gasoline to mix with the extra air. During fast running conditions, a vacuum leak is inconsequential.



What are the common sources of a vacuum leak? Usually damaged or misaligned intake system components and their gaskets are to blame. The offending leak will occur somewhere between the throttle plate and the engine's intake ports. The places to look are at the manifold gasket against the engine block and at the carburetor gasket. Sometimes air can get into the system through a sloppy throttle shaft bushing. A leaky vacuum hose to the wiper can be a culprit. On rare occasions, a hole or crack in the intake manifold can be the source of a leak. *See Fig 2.*

Making The Diagnosis

With the engine at idle, spray a *small* amount of WD-40 directly onto the two intake manifold portions of the main gasket. If the engine suddenly runs differently, the gasket is not air-tight. *See Fig 3.* The WD-40 won't catch fire on the hot exhaust manifold, but it will smoke a lot. (It would be prudent to have a fire extinguisher handy even though your chances of needing it are very slim.)

If the manifold gasket tests okay (that is there is no change in engine idle) the next place to try the WD-40 spray is at the carburetor gasket. This is close to the throttle bushing, so just use a tiny amount so that the gasket test is isolated. Any change in performance points to a leaky carburetor gasket. If that gasket tests okay, next try the throttle shaft bushing and so on to the plug in the vacuum wiper port.

The vacuum wiper tubing and hose assembly can be inspected for a leak with the WD-40 also. Remember to check both ends of the bulkhead pass-through fitting and look for broken or cracked rubber hose sections. Before doing the test on these components, temporarily remove the vacuum line from the manifold and plug the port to see if the engine runs better. This may save some time and effort.

Correcting The Source of the Vacuum Leak

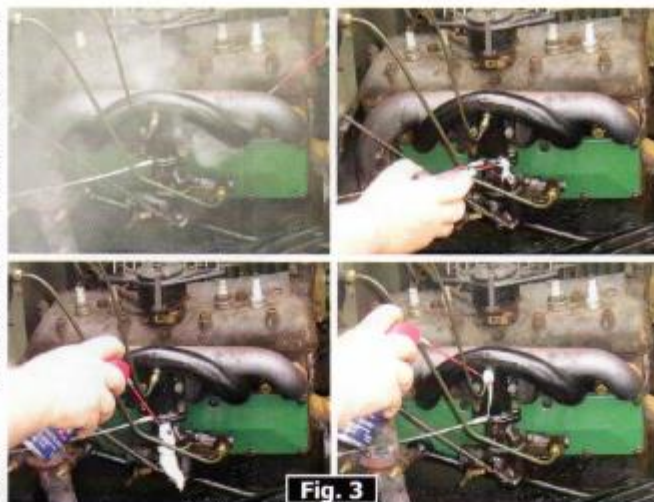
If a leaky intake manifold gasket is found, it will be necessary to remove the manifolds for a look. Clean off the old gasket material and inspect the intake manifold for cracks and flat mating surfaces. Use a straight edge to verify the planarity of the intake and exhaust ports of the manifold assembly.



The intake and exhaust manifold mating surfaces must be on the same plane. See Fig 4. If not, keep them bolted together and take them to a place where the assembly can be trued up on a surface grinder or large belt sander. If you have replaced one of the manifolds, this check is essential.

When reattaching the manifold assembly, clean all surfaces and use new gaskets with gland rings in the exhaust ports. If the manifold assembly has been ground flat, the gland rings may be too tall. Check the depth of the recesses inside the exhaust ports and in the manifold to be sure there is clearance. Grind the rings down if necessary.

For the carburetor gasket, be sure the mounting flanges of the manifold and carburetor are not damaged and are perfectly



clean of old gasket material. In Fig 5 you'll notice that someone in the past used a hacksaw blade on the carburetor mating surface for a reason unknown to the sane. If someone before you used a screwdriver to break loose a stubborn gasket, the mating surfaces may be burred and a tight seal can never be obtained. In any case, damaged flange surfaces will need to be made flat and blemish-free before a new gasket is installed.

One other check here is the condition of the threads in the carburetor flange. If they are damaged, the bolts can't draw the flanges together to obtain a good seal. Be sure the flange bolts are the right length so as to use all the threads. Damaged threads can often be dressed by running a 5/16 x 18 tap through the hole.



If needed, a thread insert such as those made by Helicoil can be installed if the threads are unusable. Always replace bolts that have damaged threads.

If a throttle shaft bushing is found to be sloppy, there are oversize shaft assemblies available from the catalogs. After removing the carburetor, disassemble the old throttle shaft by taking out the two screws that hold the throttle plate in the shaft and pull it out of its slot. You can see these parts in Fig 5. Once the throttle plate is taken out, the shaft can be removed. Take the oversize throttle shaft and the carburetor to a machine shop and have the bushing reamed to the size of the new shaft.

All of these repairs are easily performed. Remember that smooth and flat mating surfaces are really important. If a vacuum leak is the cause of your engine stalling, then once its source is found and corrected, the engine will idle smoother. It will respond better to adjustments of the idle mixture screw on the carburetor, and most importantly, from a safety standpoint, it will keep running when you bring your car to a stop.

Hi Folks,

Well, I have been let out of the bag as Auckland goes back to level 2 as it means by time you get this, I will have had a week's camping holiday at Te Muri Bay, just by Sullivan's Bay.

Hoping no hiccups for the Gisborne Rally, which I wish great success and good times for all and covid levels are kind as well as the weather gods. Though I won't be there, I also need covid levels to be kind as we are booked at the same time as the Gisborne Rally to go to Dunedin and Stewart Island to spend time with my Dunedin Daughter.

Looking forward to hearing all about the rally so don't forget to send a record of your adventures to Fiona (NIMAFC Editor) to put in the Magazine so I can read about it. Plenty of photos too.

We have had two meetings this year, last one due to Covid was again another zoom meeting which we are all getting our heads around.

Three more new members for this year are,

Eric Drabble, Warren Tait and Trevor Appleby so welcome to them and happy motoring. Please make yourself known to our new members.

Also, same to Jason Nixon and Brian Pates who joined in November last year, my apologies for not mentioning earlier.

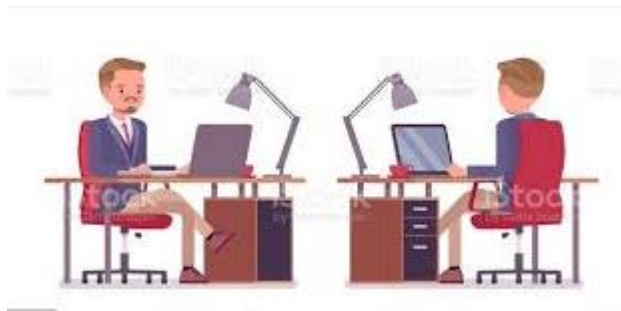
Two things of interest from our committee meetings I feel free to mention, is the Club's 50th Anniversary. A subcommittee has been set up to explore ideas on how to do this and more details will come out as it gets organised.

The other is, as from next year the committee has agreed because New Zealand Post for the last two years have put up the fees for Post Office boxes, it is time, due to the lack of mail that we get in it, to let it go and arrange an alternative address. This is just to give you a heads up, so it won't be a surprise to you.

Anyway, it's Sunday night and I have packing to do so must away.

To you all, whether rallying or other, stay safe,

Wade your secretary.



15th National Model A Rally, 28 March – 4 April 2021

Ralph Levinson

The much anticipated 15th National Model A Rally in Gisborne, is now just a good memory. I counted 228 names and 116 Model A's in the Rally Programme. An impressive number given the Covid-19 brakes on participants who would have liked to travel from Australia, the US and even the UK. Despite ominous pre-departure forecasts of rain, the weather smiled on this 15th Rally. Happily fine weather, with only one day of "liquid sunshine".

Gisborne, pop. 38,000, laid out the welcome mat for our vintage A's. Sunday registration was followed by Stonebridge wine tasting and food platters. Evening functions and the Tiniroto day were MC'd by local farmer, bush poet and tireless jollification expert, Graeme Williams. On the Hoe Down night, Graeme even had everyone up dancing, with threats of fines for those who didn't get on the floor in a dancing way!



At the Monday evening Welcome Dinner, Deputy Mayor, Josh Wharehinga, welcomed us all to this piece of East Coast paradise. John Ingram, Chair of the Turanganui (Poverty Bay) Schools' Maori Cultural Festival, performed a stirring Waiata, followed by an energetic Kapa Haka performance by local school students. Guests were left in no doubt about the warmth of Gisborne's greeting.

A week of exploring Gisborne's beating heart was in front of us, (known affectionately as "Gizzy" by local residents.)

A National Model A Rally in his home town of Gisborne, had been a long-held vision and dream of Rally Organiser, David Mossman. He knew the backroads, the hills, the beaches, the country schools and the sweet spots, casual visitors usually never get to see. And crucially, David knew he could call on local Mossman aunts, uncles and cousins to lend a hand. But visionaries need the practical support of a Rally Secretary – efficiently undertaken with a huge contribution by David's partner, Karen Thomas. Rally logistics also benefitted from a major effort by Karen's daughter and son-in-law, Kristina and Rangi Rarere. The team of Errol McAlpine, Rob Brown (with wives Linda & Trish) and Gisborne local, Tony Bartlett swung in behind ... planning for 28 March - 4 April 2021 was underway.

Monday 29 March, Concours day with 14 entries. Chief Judge, Murray Ashby led a team of 19 fellow judges who awarded points as follows –

Modified Class, Second Highest Points	Roger and Irene Devlin 1930 Tudor	(431 points)
Modified Class, Highest Points	Justin and Tracy Bicknell 1931 Coupe	(464 Points)
Touring Class, Second Highest Points	Warwick and Penelope Woollams 1930 Coupe	(422 points)
Touring Class, Highest Points	Kevin and Judy Straw 1931 Slant Window Town Sedan	(425 points)
Authentic Restoration, Second Highest Points	Martin and Alayne Rees 1930 Closed Cab Pickup	(393 points)
Authentic Restoration, Highest Points and awarded shield for "Best of Show"	Garth and Pauline Moore 1931 Victoria	(423 points)

No entries were received in the Original Unrestored Class.

A self-drive guide to points of local interest was provided in Rally packs for participants use today. Nice touch.

Tuesday 30 March, the first of the cross-country drives, over farming flats, the rocky Wharerata Ranges, with a steep decline to Morere. Plenty of forestry in this area, with trucks hauling logs to Gisborne's port. Off tarseal onto the Tunanui Road – around 40 minutes of magnificent narrow, winding, mostly gravel back-country farm road, to Mahanga Beach.

On to Mahia, with the option of driving to the end of the peninsula for views of the Rocket Lab site. Mahia locals, Will & Kathy Coop, opened their purpose-built building, crammed full of interest – a 1926 Thornycroft truck, a variety of rebuilt stationary steam engines and a chuffing 1890 4-horse Priestman, originally used to dress seed. One of 3 such steam engines left in the world. Kathy's latest pride and joy was a long oak carpenter's workbench – likely around 200 years old. Jenny and I drove to the 4-teacher Mahia School where the Principal opened the playing field gate. Our Phaeton was mobbed by bright-eyed, questioning pupils who wanted to know why the car had 6 wheels and made a funny *ahooga* sound. What did we keep in the big trunk? Why did we have no side windows? What happened when it rained?

A Hubley Challenge this evening, with elimination races resulting in Lindsay Painter as grand champion. In second place was Hugh Hulse, with Rae Emus in third. Thanks to all who competed in this fun event.



Wednesday 31 March. Inland today via Te Karaka, where local teachers and pupils spilled out of classrooms for a big welcome to their area. Bruce Miles gave round-the-block rides in *Angus*, his famous 1928 Tourer. Back to SH2, then off seal to Whakarau Road – a ‘proper’ back-country farm access road. Swooping corners, big hills, serious dips, remote vistas, once the only road linking Gisborne with Opotiki. This 40km former coaching road included fords and a variety of tongue-in-cheek entertaining signs en route, ending about 3km south of Motu township.



The MotuVation Café here had an endless supply of hot drinks and home-cooked slices, cakes and other goodies. And the tiny adjoining museum was stacked with treasures past. Any remaining appetites were dealt to at the remote 2-roomed Motu School, where barbecue sausages wrapped in bread awaited.

Many of the by now well-dusted A's continued 5kms to the Motu Falls swing bridge and Ian Storey's truck and farm machinery collection. Return route via Matawai where energy levels could be topped up with a stop at the country store. Icecreams were popular.



This evening the energetic Gisborne Country Club band and 6 singers led a Hoe Down night at the Events Centre. A memorable evening of non-stop entertainment, with the group gathering requests and singing their hearts out. How could you not enjoy this Club's passion for music and song.

Thursday 1 April. Inland to Kaikino Station, Tiniroto, with the option to turn off onto the 25km Parikanapa Road. Keen Model A'ers who had already soaked up the challenges and joys of back-country roads en route to Mahia and Motu, willingly swung left onto this unsealed loop road with views to Lake Waikaremoana.

Hosts Darcy & Pam Hamilton, the indefatigable Graeme Williams and a willing support team welcomed us to Kaikino Station, with parking on the airstrip. Despite the damp conditions, a good time was had by all. A grass catwalk by entrants in the era fashion competition, was deservedly won by Darcy & Trish Sterling (Best Dressed Couple), Jane Tombleson (Best Dressed Lady) and Graeme Scott (Best Dressed Man).



Pam spoke of the work done by a dedicated group of 6 local women, aka *The Terrier Girls*, raising funds to provide support for women diagnosed with breast cancer in the Gisborne/East Coast area. A hat passed around raised a significant amount. Bruce Miles (owner of the upturned hat) later confided he ensured the larger value notes were kept to the top, to encourage further generosity. It worked!

In an inspired moment some years ago, the idea of terrier racing was conceived to help raise funds. We were treated to terriers (all types) chasing a moving contraption, probably best described as a possum drag. The terriers often took the path of least resistance, running around rather than over hurdles and pausing for a quick sniff of a non-racing terrier – all contributing to the humour of the event.



Friday 2 April. Open afternoon at the Events Centre. Members of the public were invited to view the old-timers in town for the Rally. (Both cars and their owners!). Locals arrived in droves to see what *The Gisborne Herald* generously called, the *Grand Old Ladies*, elaborating that this was “the first time the Rally has been held in Gisborne”.

Local vehicles on display included Peter & Dot Garth’s 1928 flat deck truck, last registered in 1961 and trucked from Ngatapa complete with bales of hay on the back. Another local A on display had been modified into tractor service for an orchard – complete with barbed-wire spark plug leads.

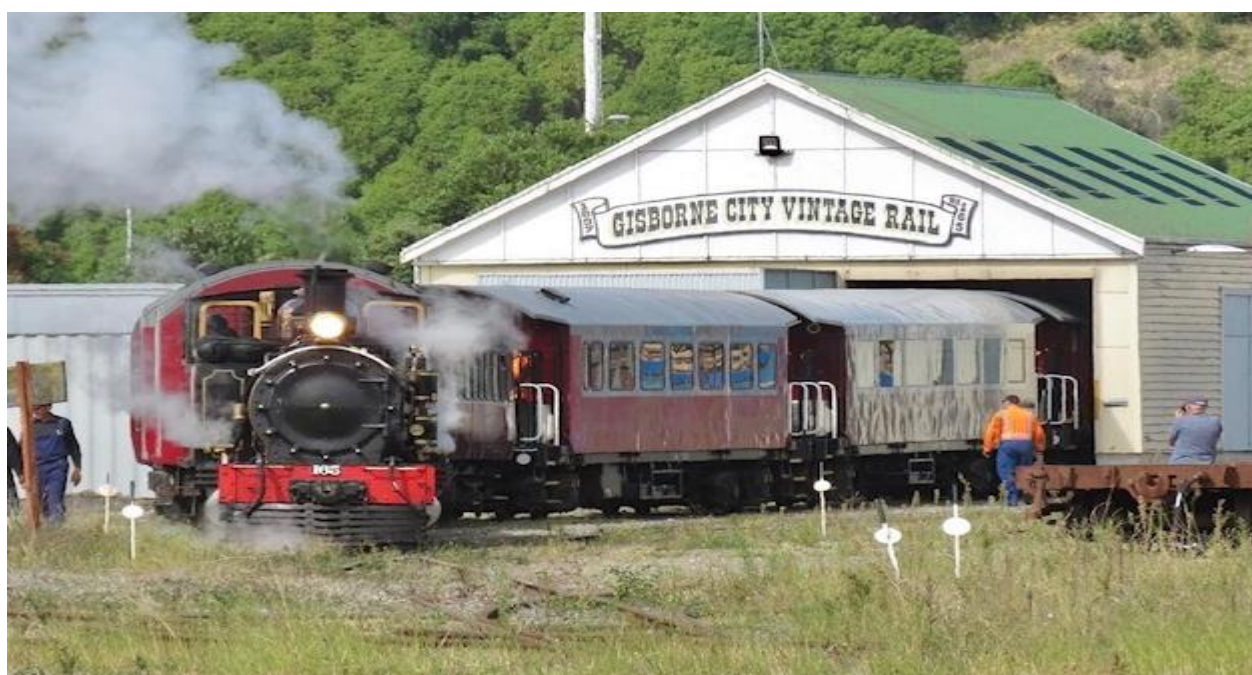


Teams from Hawke's Bay, the West Coast and Auckland competed for the rolling chassis Disassembly and Assembly Challenge, overseen by Rob Brown. The rolling chassis and engine was first started and driven. Then engine and gearbox removed and sub-assemblies broken down. Front axle radius rods and spring, rear axle radius rods and spring, wheels, radiator, electrical, seat, exhaust and steering. Tools packed. Then reassembly and driven a short distance. Fastest reassembly time, 19 minutes 28 seconds. For reasons explained at the Farewell Awards Dinner, all teams were declared winners – the slower teams facing issues the final (fastest) team, were quick to exploit.



A Gymkhana, run by Errol McAlpine and market stalls provided extra interest to this public afternoon. And the well-supported Hospitality Room provided – as for the entire rally – tea, coffee, delicious cakes and the best of Model A fellowship.

Saturday 3 April. Brisk winds this morning necessitated cancelling the Historic Boat Harbour Tour. But not so for the popular Steam Train Ride. Loco Wa165 (1897) had been a local workhorse, 1911-46. Rescued from a playground in 1985, a 5-year restoration by volunteers has provided a focus of special Gisborne pride. Wa165 chuffed through the city's industrial areas, crossing farmlands to Muriwai. It's the only Wa class steam engine in the world. But ... it's even more interesting. The route crosses Gisborne Airport's runway – the only train in the world to cross a fully operational airport runway (clearance required from the control tower) *and* crosses the longest railway bridge in the North Island. Good on you Gizzy.



Farewell Dinner this evening, with awards to many deserving participants. Jollied by the never-failing MC, Graeme Williams, many shared laughs were enjoyed, with copious thanks bestowed on the hard-working group of organisers. Led by David Mossman & Karen Thomas, this was the climax of weeks, months, years of planning, more recently made difficult by the Covid-19 lockdown and travel restrictions. Well done to you all.

Somehow David found time during the Rally to record various misdemeanors and indiscretions – some offered with a little embellishment – however the “culprits” were awarded bags of goodies, generously donated by Stuart Jordan’s business, Chemical Specialties.

The evening too, celebrated all those who joined the 15th National Model A Rally, many of whom had driven considerable distances to attend. It’s a significant feat to drive a 90+ year old vintage car from distant points such as Invercargill, Dunedin & Arrowtown – a round trip of up to 2500kms.

The raffle winners were announced and prizes handed out to happy recipients. In excess of \$3,300.00 was raised towards Rally expenses – thanks everyone who supported this fundraising.

The Wednesday Competitive Rally was won by Kevin & Judy Straw and the Gymkhana, by Garry & Fiona Learmonth.

Lyn Miles, Secretary for the 16th National Model A Rally, 4 - 10 March 2023, formally invited the New Zealand Ford Model A fraternity to register for the next Rally event in Methven. Methven’s small town ambience and proximity to back-country areas, including rivers and mountains, promises another special Rally. Earlybird registrations were taken on the night.

Sunday 4 April. Farewell breakfast at the Events Centre, with fond farewells between old and new friends.

On a personal note, *Mille*, our 1930 Phaeton, suffering cracked block syndrome, was dosed up with Liquid Glass prior to leaving home and trailered south to Gisborne. All went well during the Rally, until the short drive to our accommodation after the Farewell Dinner, when she spat the dummy and lost several litres of water. We were so glad we could trailer her back to Auckland.

Inevitably some breakdowns, including a broken axle, were experienced by Rally participants, but fortunately (as far as I know), nothing more serious.

Special acknowledgement is due to the Gisborne Rally sponsors. Their generosity and support ensured the Rally could take place -

Akari Skincare, Auto-Chem Chemical Specialties, Gisborne Ford Motors, Macpherson Marquees, Penrite Oil, Professional Fleet Maintenance, Robert Embroideries, Snyder’s Antique Auto Parts, Veteran and Vintage Spares and Repairs.

PS Apologies for any mistakes in this story. As a scribe, I like to write up correct names and details, however ...

My thanks to Jenny for her patience typing this Rally story (with a hundred changes!).



Website update

A few statistics re the Website. The number of users visiting the NIMAFC website is increasing every month. For this year so far Jan-Feb 241, Feb-Mar 376, Mar-Apr 385, and of the 385, 351 were new users. The main countries visiting the site, NZ (of course), Australia, United States, China, Indonesia to name a few however, a total of 11 countries have viewed. Some places of interest to view the site are, Buffalo & Boiling Springs to name a few. Currently working on a spreadsheet compiling these stats as a matter of interest and reporting for the club. Out of the 1296 views, the Gallery had the most views followed by Classified, Events & Newsletters. Good place to advertise things if you have a car or something Model A to sell or buy. The more we can keep the site current the better, ongoing work to be done here. If you would like a picture of your car in the slide screen on the home page, please send an original size photo from your phone to email nimafc.editor@gmail.com. The photo can also be added to the Website Members Gallery. Please visit www.modelafordclub.co.nz and enjoy ☺. A few photos from the Gisborne Rally have already been added with more to come and videos. Thank you. Kind Regards, Fiona.

Merchandise

Update on club merchandise – the committee is currently working through the feasibility of obtaining and holding stocks of merchandise. A good idea is to design something for the Clubs 50th Anniversary coming up in 2022. We are looking at simplifying what merchandise may be purchased to try and meet our member's requirements. Any suggestions, please email Wade, the NIMAFC secretary nimafc.secretary@gmail.com with any thoughts about this. Thank you.

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Welcome to new members:

Brett Barry

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Newsletter Editor/Website Corner

Remember, to send articles of interest and photos either for the newsletter or website. Also, if you have a story you would like to share about your journey with your Model A, we would love to read about it, so please send to the editor. Thank you.

Kind regards

Fiona Learmonth (NIMAFC Newsletter Editor/Website)

Editor email nimafc.editor@gmail.com

Please send articles/reports/photos to the Editor by 15th of the month (or earlier if you can).

In Microsoft Word or directly into an email (Editor can format to publish in the Newsletter).

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