

Chapter Members of:



MODEL A TORQUE

Month: July/August 2021

Issue Number: 2021/ 4

Season: Winter



25th Jolly July Club run visiting McNicol Homestead Museum (1878). See story page 6&7.

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 – some events postponed due to Covid restrictions.
- Membership Subs are now due for the 2021/2022 year – see page 22 for details
- 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
11 th – 12 th Sept	Sat/Sun	Part of Model A Ford Day – overnight run to Thames	Postponed
1st Oct	Fri	AGM & Awards night	Postponed
16 th Oct	Sat	Club Run - Heritage Festival Birkenhead	In progress
27 th -28 th Nov	Sat/Sun	Xmas Dinner Run -Tauranga Cosy Corner. Possibly Awards & AGM	In progress
? Dec	Sun	Club Xmas Party Cornwall Park	In progress
2022		North Island Model A Ford Club 50 th Anniversary	In progress

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
11 th Sept	Sat	International Model A Ford Day
8 th – 10 th Oct	Fri - Sun	Mc Leans Island Swap Meet Christchurch

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

Model A Followers, Friends and Families

Watch the Daffodils as Spring blooms before us. It has been such a mild Winter season this year that it has slipped by and hardly been noticed. Spring is really here along with the sunshine. It is time to be out and about to enjoy it, especially now that those pesky Wallabies are well contained, and there is freedom to roam at home. Let's roll our Model A wheels to show Henry his trusty steed is still up to the rigors of the modern world and will continue to delight for a few decades yet. With the NIMAFIC International Ford Day celebrations on the 11-12th September 2021 and a trip down memory lane in the Hauraki District overnighing in Thames, we can relax and enjoy the old gold town. Love to see you all there and gift to the community some sights to remember.

Remember also that the maintenance of your Model A is important so as to be able to continue with trouble free motoring and enjoyable outings. If you are running behind time due to the great winter, then the sooner it is managed, will allow for the busy summer schedule that is before us, including Christmas in Tauranga. Thankyou Greg for allowing us to use Cosy Corner again, as we endeavour to soak up more of your generosity and local sunshine.

Rolling round fast is this year's AGM. While the last one seems but a short time ago regulations require us to have another. This year it will be held at the Remuera Club at 27 Ohinerau Street, Remuera on the evening of Friday 1st October 2021 at 7.00pm, where you will be able to elect your committee and have your say on the performance of the club. Unfortunately, AGMs also signal a new financial year so the annual collection of fees is also due.

This month is our 49th birthday and it has been a lucky year for us while achieving new milestones. Lucky because 7 has always been a favourite number and this year it is 7 x 7 making it very special. Just one more to the big 50 and 2022 celebrations.

Mataitai Bay calls on the 15th August and may be gone by the time you read this, but if you have missed it a wonderful little piece of paradise has passed you by. Remember to enshrine it in the memory for next time as it is a great place for tranquillity, treats and tit-l-tat-l.

Also special is our upcoming Awards Night on Saturday 28th August 2021. Enjoy dinner at the Remuera Club (cost \$35 to the club bank a/c prior) and a fun social evening recognising the efforts of every contributor to the Club welfare and wellbeing. See you there.

Enjoy, stay safe, be kind and still wash hands.

Cheers, Hewy

Please note that Hewy drafted his Captains Comments prior to the latest Lockdown. Dates and events may have changed due to Level 4 lockdown.



Our dear Lady. Ex Central Otago car. We purchased it from a broke investment company in 1987. Living her life inland she had little or no rust! I removed the body and painted the chassis. Diff was quiet so it's original, I think. Bearings replaced in g/box. Counter balanced the crank and fitted shell bearings. Broke the code and fitted a wee alternator and 12 volted. Built an electronic ignition unit and hid away.....mods to water pump, did the trims and my clever good lady redid the wool head-liner plus a million little repairs. Brakes etc. Body stripped, odd new panel and repainted original 1930 Tudor colour. And oh, I fitted ex helicopter transmission mounts to the rear of the engine, rubber on front mounts. We wanted a nice smooth ride, and it is! She cruises along at 45-50 MPH and the grand kids just love an outing. Fitted Mk 3 Zephyr shocks to the rear. Hardly seen a wet day since we've had her!

Thank you John for sharing your story.

Jolly July Run, Sunday 25 July

Words and photos, Ralph Levinson

There is merit in writing about an event soon after it happened. Editor Fiona says the August newsletter is on the assembly line, so I'm relying on memory for this Jolly July (JJ) Run story.

The JJ was plotted by Club Captain, Hugh and his support team of Anne-Marie. A quiz sheet kept us sharp – the winners I understand receive the Competitive Events Cup at the coming Awards evening. BTW, the Competitive Events Cup dates from 1987 and has been won over the years by many Club luminaries.

Around a dozen A's, plus Tom Brough's spiffing VW Beetle - with support by several moderns - met at the well-known BP Service Station near Drury. Club stalwart, Don Connew, again drove from Otaika (near Whangarei), a round trip of 400kms.

For Jenny & me, this was our first "proper" outing for almost 2 months. Jenny fractured her pelvis and has been in rehab ever since. Happily as I write this, she is almost fully recovered.

We set off at 10.00am with all speed and acceleration (well, more correctly at a civilized Model A pace) to Drury township, then west via pleasant rural countryside, to Hunua Ranges Regional Park. Despite some liquid sunshine, flasks and picnic baskets came out, with most of us walking to the 30 metre high Hunua Falls (see photo). FYI, a variety of walking tracks start here, beginning with an 800 metre loop, up to a full day into the inner Hunua Ranges. And if you've ever wondered, there are 5 reservoirs in these Ranges, feeding into Auckland's water supply (currently these dams are 59-65% full).



On to Clevedon and the McNicol Homestead Museum (1878). Although the homestead was closed, many of us got lost in time looking at farm equipment from the late 19th and early 20th centuries. An ancient contraption caught my eye – a Stamford horse-drawn potato digger (see photo). A sort of “tater collator”.



Onwards past the home of Auckland polo to the Pohutukawa Coast, passing Duder Regional Park and Maraetai, to Beachlands. The Run finished here at Sunkist Reserve, overlooking the Hauraki Gulf and the familiar islands of Waiheke, Motuihe, Motutapu and Rangitoto. A brisk winter wind soon encouraged a retreat to the warmth of nearby Ambrosia Café for food and friendship. Warm too is the welcome extended to new members, Carl & Carol Vessey, from Ramarama. This was their first Club Run.

Special thanks to Hugh & Anne-Marie for all their plotting and quizzing efforts. They actually drove the route in advance *twice*, just to check it all worked as planned.


A Short Story

by Bob Trevan

Word was out that the remains of a 1909 pre-production Model T Ford had been unearthed by a bulldozer while doing an excavation on a new subdivision in Sydney, Australia. Naturally it was a car that I "must have".

On receipt of the remains of #2436 some time later, I realized how different this car was from the production Model T. In fact there were so many changes, the production T could well have been called a Model U.

Much time and money was spent to have the car ready for the Ford Motor Company's Australian 50th Anniversary celebration in 1975. The event was attended by Edsel Ford II. That's him with me in the photograph! □



Edsel Ford II's new role: Board retiree

Edsel B. Ford II stepped down in May from a 33-year stint on Ford's board of directors, but he remains as engaged as ever with the company that has defined so much of his life.

July 12, 2021

[MICHAEL MARTINEZ](#)

DETROIT — Edsel Ford II spent decades at Ford Motor Co. accepting assignments in far-flung corners of the family business, learning unfamiliar facets of a car company it was once expected he might eventually lead.

But at age 72, the great-grandson of company founder Henry Ford has finally found a role he isn't fully ready to embrace: retirement.

Ford may have stepped down in May from a 33-year stint on the automaker's board of directors because of age restrictions, but he remains as engaged as ever with the company that has defined so much of his life.

Days after leaving the board, he attended the opening of a new Lincoln store in Texas owned by a long time dealer friend. The "Godfather of Ford Racing," as he is known in motorsports circles, was in touch with driver Helio Castroneves just hours after he won the Indianapolis 500 later that month. And he intends to continue attending races, dealer conferences and other automotive events once they pick up after the coronavirus pandemic subsides.

"I don't think I'm calling it a career, frankly," he told *Automotive News* last month in a rare sit-down interview at his private garage in suburban Detroit. "I don't really feel I'm leaving. It's just different."

Ford never quite ascended to the highest ranks of the company once run by his father, Henry Ford II, choosing instead to focus on philanthropic work and other roles outside the industry, in addition to his board seat. But whether it was his 24-year run as a company employee or three-plus decades as a board member, Ford often bore witness to history, interacting with some of the industry's most memorable products and personalities.

He was there in 1966, alongside Hank the Deuce, when Ford famously upset Ferrari at the 24 Hours of Le Mans. He was back, 50 years later, hoisting the championship trophy alongside his cousin Executive Chairman Bill Ford when Ford won again in 2016.

He was once roused from slumber at 4 a.m. while staying at New York's Waldorf-Astoria hotel when racers including Jeff Gordon and Ray Evernham came knocking to celebrate Ford Motor Co.'s NASCAR manufacturers' championship — and welcomed them in to celebrate. Jackie Stewart, the legendary racer, was an usher in his wedding, and gave him a once-in-a-lifetime thrill when, at Stewart's 80th birthday party in 2019, he sat Ford at a lunch table with Queen Elizabeth II.

Framed photographs recall many of those memories on the office walls outside his private garage. Inside, nearly a dozen cars — including a 1970 Bronco, 2003 Thunderbird and 2007 Aston Martin DB9 — stand among colourful posters, personalized trophies and autographed racing memorabilia.

"It's such an important part of my DNA," Ford said. "I love the car industry. It's been great to me. I feel like I've been a good steward of it."

Ford career

His career hasn't been all shiny sheet metal and podium champagne.

Ford joined his family's company in 1974 in product planning and research. In 1977, he was shipped out to the West Coast to run the Ford division's California marketing office. A year later, he received his first overseas assignment: assistant managing director of Ford Australia, in charge of car product planning, sales, marketing and truck operations.

Some General Motors dealers sent him a boxing glove as a welcome gift, according to a 1991 *Business Week* profile. Ford sent back a towel, in case they ever wanted to throw it in.

He also was greeted by a problem: a glut of two-door Falcon sedans that no one seemed to want. His solution? Painting them white with blue racing stripes and branding them as Cobras.

"I wrote down on a piece of paper all of the different jobs I had while I was at Ford and I enjoyed every single one of them. And there's no regrets. None at all."

-- Edsel Ford II

Ford helped craft a number of special-edition products in his marketing and sales roles both before and after his Australia assignment, including Maverick Stallions, Eddie Bauer-edition Bronco IIs and Fila-edition Thunderbirds. "We had a lot of fun," he said of the small-batch special editions. "We were at a time in the industry where [dealers] liked 2,000 of this or 5,000 of that. We've gotten off that now, but back then it was a good marketing tool."

Ford's biggest test came in 1991 when he was named president of Ford Motor Credit.

"The learning curve was straight-up every day," Ford said. "I would absorb as much as I could; I didn't understand the credit piece of the business."

But during his seven-year stint leading the lender, he gained a deep appreciation for Ford's dealers.

"I was always reminded that the dealers didn't have to get their money from Ford Credit," he said.

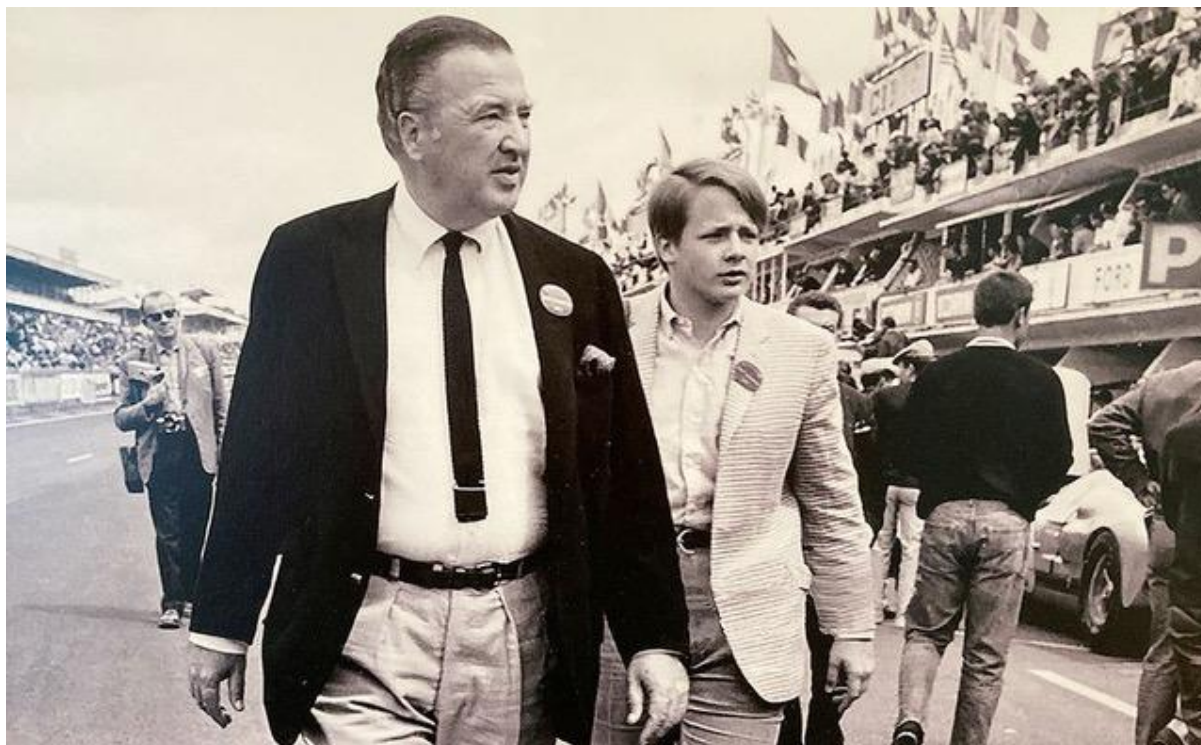
"We were just like every other bank. And that struck me as being interesting."

He said that motivated him to truly earn their business.

"It became very clear to me that dealers were really entrepreneurs and it was their money and they were the ones, or their family were the ones, that built the business, much like my family, in a way," he said. "I started to look at dealers differently than I had before, that they were our customers and that we should always work to be the best partners we can."

'Up to the gods'

Ford stepped down in 1998, telling *Automotive News* then it was a ["self-propelled" decision](#) that allowed him to do some "rebalancing." He went on to become CEO of Lakeshore Capital, own Pentastar Aviation and be a board member of the Chicago Federal Reserve Bank, as well as be involved in numerous philanthropic efforts.



Edsel Ford II, right, was 17 when he joined his father, Henry Ford II, at the 1966 24 Hours of Le Mans, where Ford stunned the race world by beating Ferrari.

It was a surprise for many who thought he would continue on to be the first Ford to lead the company since his father. A 1981 *Detroit Free Press* Sunday magazine cover story hailed him as "an American crown prince," while an *Automotive News* headline from before his Australia assignment proclaimed "top job is not 'if' but 'when'."

In his younger days, Ford freely admitted to coveting a leadership role. He later backed off those comments, once telling the *Free Press* about his future: "I think it's up to the gods. I've given up worrying about what my next job is going to be."

Ford says it was important that his career trajectory was based on his merits, not his last name.

"I was just like every other employee, you know, I came to work early in the morning and left late at night and, you know, travelled on weekends and I did everything other employees did," he said.

"Probably said a few things I shouldn't have said along the way, but I enjoyed my life in the auto industry."

Would he do anything differently if he could?

"I wrote down on a piece of paper all of the different jobs I had while I was at Ford and I enjoyed every single one of them," he said. "And there's no regrets. None at all."

Family ties

There was some symmetry to his final days as a board member.

Ford joined the board in 1988 with his cousin, Bill Ford. He left in May as his son Henry Ford III and Bill Ford's daughter Alexandra Ford English were elected as the first fifth-generation family members.

"As his father, I'm honoured; I'm honoured for him, I'm honoured for me, I'm honoured for our family," he said. "I think it's wonderful and I feel the same way for Alexandra. They were nominated by our board without Bill and I in the room and they were elected by the shareholders, so it was done properly, and it was the right thing to do."

Family remains incredibly important to Ford, the father of four. Some of his fondest memories with his own father include attending Detroit Lions games in the snow at Tiger Stadium or heading into nature to go hunting, and he tried to carve out time to be with his children throughout his career.

He also realizes his family's place in history, and the importance of the special class of shares that allow the Fords to retain 40 percent of the voting power within the company. Some have criticized the dual-class structure and each year call for its abolition at the company's annual shareholders meeting, but Ford remains strongly supportive.

"For me, the dual-class structure is important for the stewardship of Ford," he said. "When I look at our 118-year-old company, the one constant has been our family. We have a special interest, and carry great responsibility, for the long-term success of the company and the dual-class provides stability and stewardship."

'In terrific shape'

For a man most at ease among the company of dealers and race car drivers, Ford remains optimistic about his family company's future in an industry that could be reshaped by electrification and start-up companies attempting direct-sales models.

"Right now, today, it couldn't be in a better spot," he said. "Ford, from a product point of view, I think is in terrific shape. And we have great management to go with it."

He said he's excited to see what electrification can enable with vehicles such as the F-150 Lightning, and is happy Ford revived the Bronco.

His one piece of advice is to continue communicating with retailers.

"We have to be transparent with our dealers all the time about what we're doing, where we're going, what our plans are," he said. "Because when we ask dealers to do things, they'll do it, but they have to be part of the dialogue. And they have been over the years."

The company in the late 1990s and early 2000s attempted to get into the [automotive retail business](#), but as Ford puts it, "we failed miserably at it" before quickly abandoning the practice.

"Only dealers can be dealers, the factory can't do it," Ford said. "That's why transparency between the two groups is just paramount to me. They've got to know where we're going."

NIMAFC Tech night and get together, Wednesday the 30th June.

Once again, another Tech night was held midweek to get the NIMAFC lads and lasses out to socialise. Stephen Upton once again offered his workshop as the scene for this technical demonstration.

The subject of the evening was the Model A Shock Absorber. 16 members braved the North Shore traffic to listen and watch, as Stephen and others passed on their knowledge and demonstrated how the model A shock absorber worked. There was even a rogue shock absorber being a bit stubborn. Nothing an Oxy / Acetylene torch wouldn't fix.

Good working shock absorbers for your model A are a must have. I know from personal experience the difference between shocks that don't work and ones that do. I will never again race the 28 Phaeton with shock absorbers that don't work. I run the original hassler shocks which are simply a friction shock. A cone pressing on to a piece of hardwood packed with grease. When these are working correctly, they work very well. SIMPLICITY.

The members asked lots of relevant questions and got involved. Not only did they take away from the night useful information re; the Model A Shock absorber, but they also managed to once again solve the worlds current problems, (they should all run for parliament next time around.) It's always a pleasure to get together with nice people and share meaningful conversation.

Thank you, Stephen, and to all those that attended. Having someone organise, and others attend these nights is always appreciated.

Thank you, Terry Costello, for the photos.

Garry L



One stubborn shock absorber, however Stephen eventually got the little bugger.



Many questions asked and answered by the members.



Shock absorber all put back together and ready for painting and installation.

NIMAFC run to Waitawa Regional Park 15th August 2021

On a beautiful day, and on a car run organised by Hugh and Anne Marie, 12 of our beautiful members cars and 3 moderns, (which are really reincarnated model A's) made the splendid trip out to Waitawa Regional Park on the road out to Kawakawa.

The weather was gorgeous, (apart from a few scattered showers to keep us on our toes,) and the company was as usual superb.

The run started at the Auckland Botanical gardens and travelled via the Oyster Farm on Kawakawa Bay Road. Several members made the stop there to sample a few seafood delicacies as others continued to the park. The scenery was gorgeous, and the park did not disappoint. This is one of our beautiful areas in the Greater Auckland area that you must visit, if you have not done so already. Originally the site of the old Orica Explosive store, the views do remind you of how beautiful our country is. As always, the cars attracted the attention of other visitors to the park who were not only fascinated by the cars but stunned by the natural beauty of the drivers and passengers.

Lunch did not take long to appear on the tables and chairs of the club members, and the sweet smell of Hugh cooking the sausages on the frequently used club barbecue filled the air. Delicious cakes were also handed out by the wonderful cooks amongst us.

A few members got their daily exercise by walking the coastline, (good on you for setting a good example).

A great couple of hours here was enjoyed by all, then reluctantly the members had to make that decision to go home. Nothing lasts forever; however, we can go back there next year. Please join us.

Thankyou Hewy and Anne Marie for putting this run together. These outings are always a welcome break from our day-to-day routines.



The crowd gathered and the calories were consumed, but who cares when you have great company and views like this.



Ruby and others soaked up the atmosphere whilst their caretakers relaxed in the sun.



Love your sausages Hewy! Another tasty morsel from the BBQ.



Brian in total agreement.



Bill and Robyn's Roadster enjoying the company of others. Who needs drivers when we have each other?



Two fine stunning examples of NIMAFC members taking the time to dress alike and enjoy a good old sausage butty.

[Thank you, Garry L, for sharing photos with us.](#)

A funny story shared from Ralph Levinson. (Absolutely nothing to do with Model A's.) They can't go that fast.!

Two Queensland Police Officers were conducting speeding enforcement on the Cunningham Highway, just west of the Amberley Air Force Base at Ipswich.

The officers were using hand-held radar devices to check speeding vehicles approaching the crest of a hill. The officers were suddenly surprised when their radar guns began reading 500 kms per hour.

The officer attempted to reset the radar guns, but they would not reset and then turned off. Just then a deafening roar over the treetops revealed that the radar had in fact locked on to an RAAF F/A-18F Super Hornet, engaged in a low-flying exercise near the location.

Back at the QLD Police Headquarters, the Patrol Sergeant fired off a complaint to the RAAF Base Commander.

The reply came back in true RAAF style:

“Thank you for your letter. We can now complete the file on this incident.

You may be interested to know the tactical computer in the Hornet had detected the presence of, and subsequently locked on to, your hostile radar equipment and automatically sent a jamming signal back to it. Which is why it shut down. Furthermore, an Air-to-Ground missile aboard the fully armed aircraft had also automatically locked on to your equipment location.

Fortunately, the Senior Pilot flying the Hornet recognised the situation. He quickly responded to the missile system alert status and was able to override the automated defence system before the missile was launched.

The pilot suggests you cover your mouths when cursing at us, since the video systems on these jets are very high tech.

Sergeant Johnson, the officer holding the left radar gun, should get his dentist to check his left rear molar. It appears the filling is loose. Also, the snap is broken on his holster.

Thank you for your concern.

Wing Commander Brown, SFO

RAAF Amberley. Ipswich, Queensland



F18 Super Hornet. Nearly as streamline as this beautiful Dual Cowl Model A Phaeton, but not quite.

MEMBERS TIPS

In some of the last newsletters we have used members tips from the Restorer magazine and placed them in our newsletters. This was for our members to read and hopefully benefit from.

In this newsletter, we have included handy tips from members of the club. Being creative Kiwis, we know how to find solutions to those little quirky problems that we face when dealing with our A's.

These following tips are shared from Andrew Costello

Parcel Shelf

My brother Terry encouraged me to make a parcel shelf to fit under the tank behind the gear stick. This has been a wonderful luxury for touring as the shelf is ALWAYS in use. Since then, I have made one for the Sedan with a bit more modifying. This model is slightly larger than the original, and I have cut a shape into the front edge to accommodate the gear stick. I have also made a small edge moulding around all the edges as things tend to find their way to the back edge between the shelf and the fire wall, so the edge makes it easier to contain items of interest. I have also routed out a hole and placed a plastic lunchbox in the hole to hold more goodies. I also added a 12volt dual power outlet on the shelf for charging the phone, GPS, and camera etc. This should be wired with a fuse. I mounted the fuse under the shelf, so it is easier to get to, and fitted a joining plug for both of the positive and negative wire so that if you want to remove the shelf then to just unplug and remove shelf.

Fitting the shelf requires the removal of the left and right kick board and screwing a piece of wood to the steel plates that are already provided by Henry. Then screwing the kick boards back in place. Then place the shelf in to position and screwing the small shelf brackets through the kickboard into the wood. I use 3 brackets. 2 on the left and 1 on the right. I use small bolts to hold the shelf to the bracket so as the shelf can be removed easily if required. The shelf is about 10mm thick. I am now making another shelf as you will see in the photo just to add a bit more rounded shape in the front. I have to say the shelf is a welcome advantage for touring and can't imagine not having a shelf now.



The shelf in place showing the indent for the gear stick gear stick and container for those small items.



The cut-out shelf showing the slot for the steering column.

Member's tip two

Setting Toe In

I found this adjustable painting roller extension handle amongst my stuff lying around in the shed. It was not looking too busy after I had purchased it at Mitre 10 or Bunnings. It is perfect for setting the Toe In adjustment on the Model A. Simply twist each end of the rod in opposite direction to loosen the rod to be adjusted, then slide under the front of the car to the front inside edge of tyres at about half way up the diameter. Then slide the rod ends apart till it touches the tyres at each end, and then twist the rods again to tighten the length. Check the rod is adjusted correctly to just touch the inside between the tyres. Once you are happy with the sizing then move the rod to the rear part of the tyre at about halfway up the diameter and place the rod between the tyres. The gap should be approximately 1/16inch larger at the rear measurement compared to the front measurement for correct toe in. If not, then adjust until correct. This is one of the measurements that support the Model A from wandering excessively on the road.



Please note, that to put a newsletter together we require articles and stories to share with others. Please send through your tips / hints / suggestions so that they can be shared amongst our members. Please include a photo or two.

Thank you

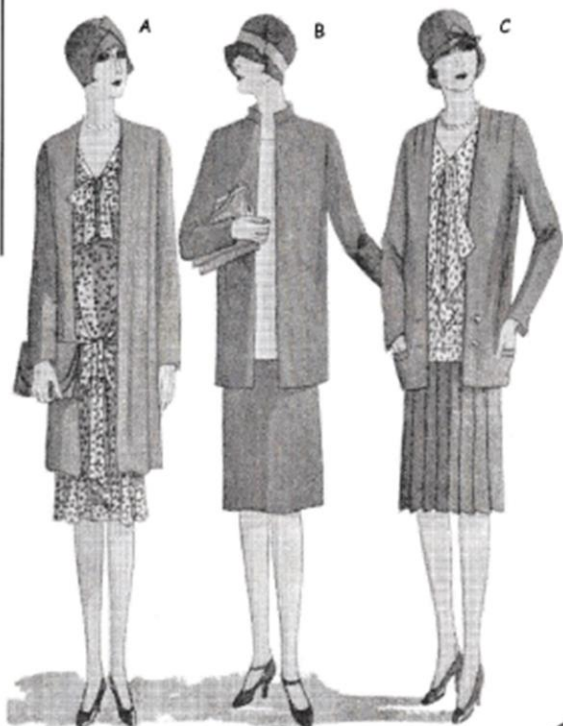
Garry

The following articles are taken from the "A Book of Fashion Facts". Thank you for allowing us to share these with our members.

For the Ladies

Daytime Wear

1928 WOMEN



A. A seven-eighths coat length is worn with a printed silk frock. The coat is collarless with tucks at the neck in the back.

B. The coat and skirt create a box-like effect. A standing collar tops the jacket.

C. This collarless coat has tucks at the shoulders in front and at the neckline in back. The skirt is pleated in front with a crepe over blouse.

D. Circular flounces terminate at each side of a pointed insert of this frock. The deep V neckline has a vestee.

E. The long tunic blouse of this printed frock is shirred at the hip below a belt and a scarf falls from the shoulder.

F. This frock has applied flounces in front, accented with a hipline bow. There are radiating tucks from the left shoulder.

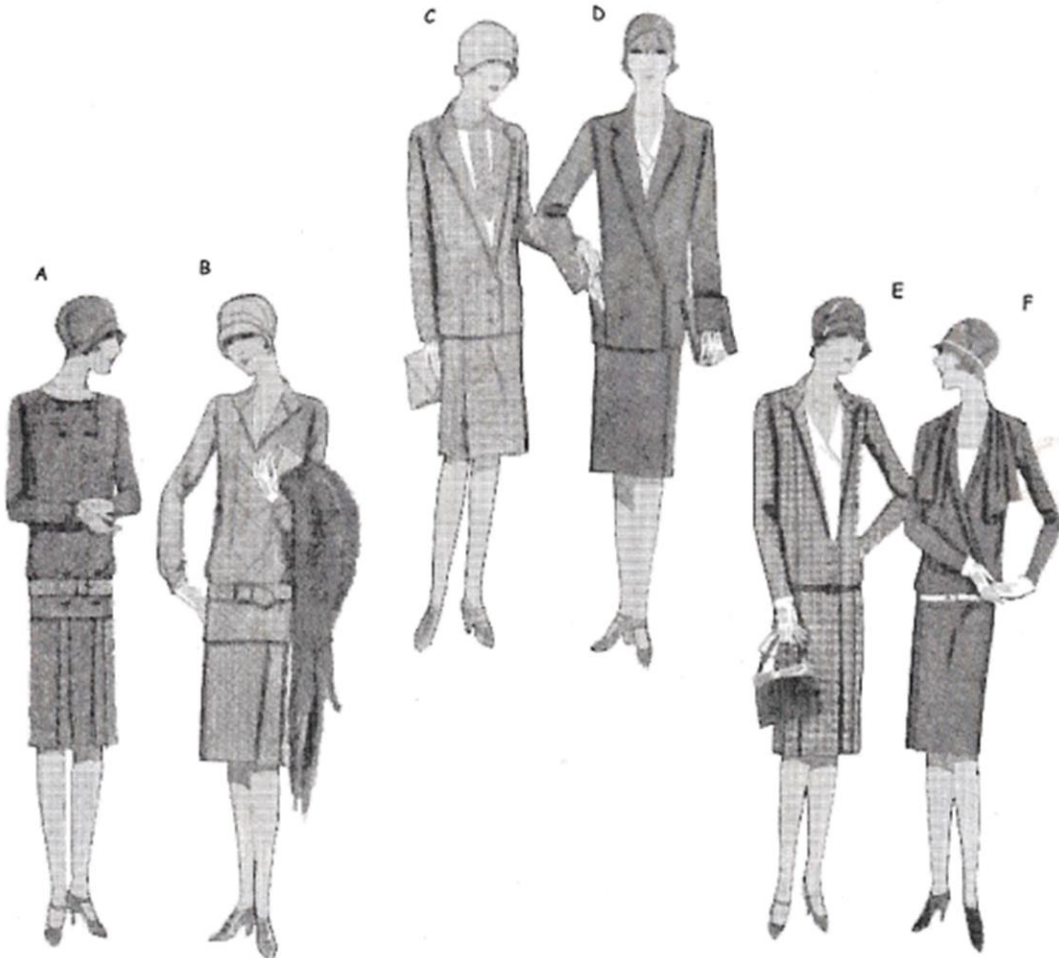
G. In this one-piece frock, a tunic falls in a cascade at the side and there are tucks at the neck in back.



1928 WOMEN

Daytime Wear

- A. The over blouse of this two-piece frock is finished with a binding and buttons. The skirt has front pleats and a straight back.
- B. The over blouse has a sectional inserted vest, straight collar, and set-in sleeves. The skirt has pleats at the sides.
- C. Tweed and jersey combine in this suit with a straight coat, a skirt having pleats in front, and an over blouse with shaped trimming.
- D. This double-breasted coat, with patch pockets and set-in sleeves is worn with a wrapped skirt on a fitted yoke.

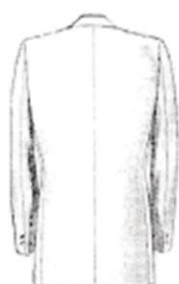


- E. A wrapped front, buttoned above the belt, and a surplice vest lend interest to this frock.
- F. A ribbed wool frock with a scarf-like collar. The overlapping skirt buttons are at the right side.

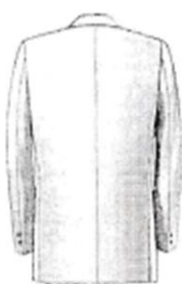
For the Gentlemen

Daytime Wear

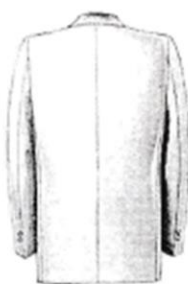
Jackets and Trousers



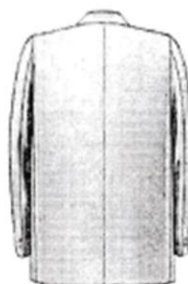
Form Fitting Back



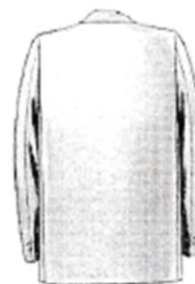
Medium Fitting Back



Conservative Back



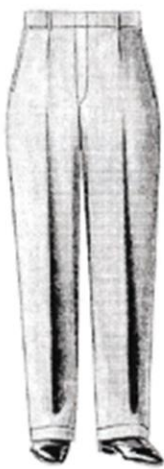
Box Back with Center Seam



Box Back without Center Seam



Novelty Wide Waistband Trousers with Quarter-Top Pockets



Pleated Trousers



Regular Cut Trousers



Full Cut Trousers Wide Knee and Bottom



Semi-Peg-Top Trousers



Knickerbockers

Vests and Cuffs



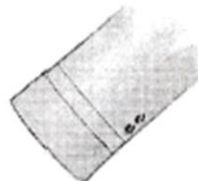
Young men's No-Collar Vest
Low-Cut Model
Bottom button does not button



Young Mans No-Collar Vest
Bottom Button does not Button



Notch-Collar Vest



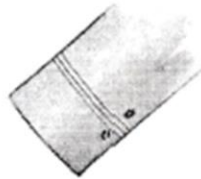
Stiched Cuff Effect



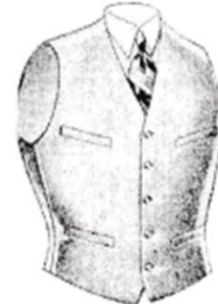
Double breasted Vest with collar
for trousers with high waistband



No-Collar Vest Rounded Points
Athletic Shoulders



Stiched Cuff Effect



Regular No-Collar Vest



Turned Back Cuff



Turned Back Cuff

No-Collar Vest
Long Points
Athletic Shoulders





NORTH ISLAND MODEL A FORD CLUB INC

PO Box 99249 Newmarket Auckland 1149

Website: modelafordclub.co.nz

Facebook: [North Island Model A Ford Club](#)

Membership Subs are now due **for the 2021/2022 year**

To: All Club Members (except Youth and Life Members)

The amount now payable, to be a financial member, is \$45.00.

Your subs information is below:

Annual Subscription, 1 September 2021 – 31 August 2022

Individual / Family Membership

Paid by	15 November 2021	\$45.00
Paid after	15 November 2021	\$55.00

Payment – details below.

1. Online Direct payment to the Club's **ASB Account 12 3068 0187485 00.** Please include your name.
Please remember we can no longer receive cheques.

To keep our database current, please let us know any changes to your email address, postal address, phone numbers or Model A's you have bought/sold in the last 12 months.

Thank you.

NIMAFC current committee

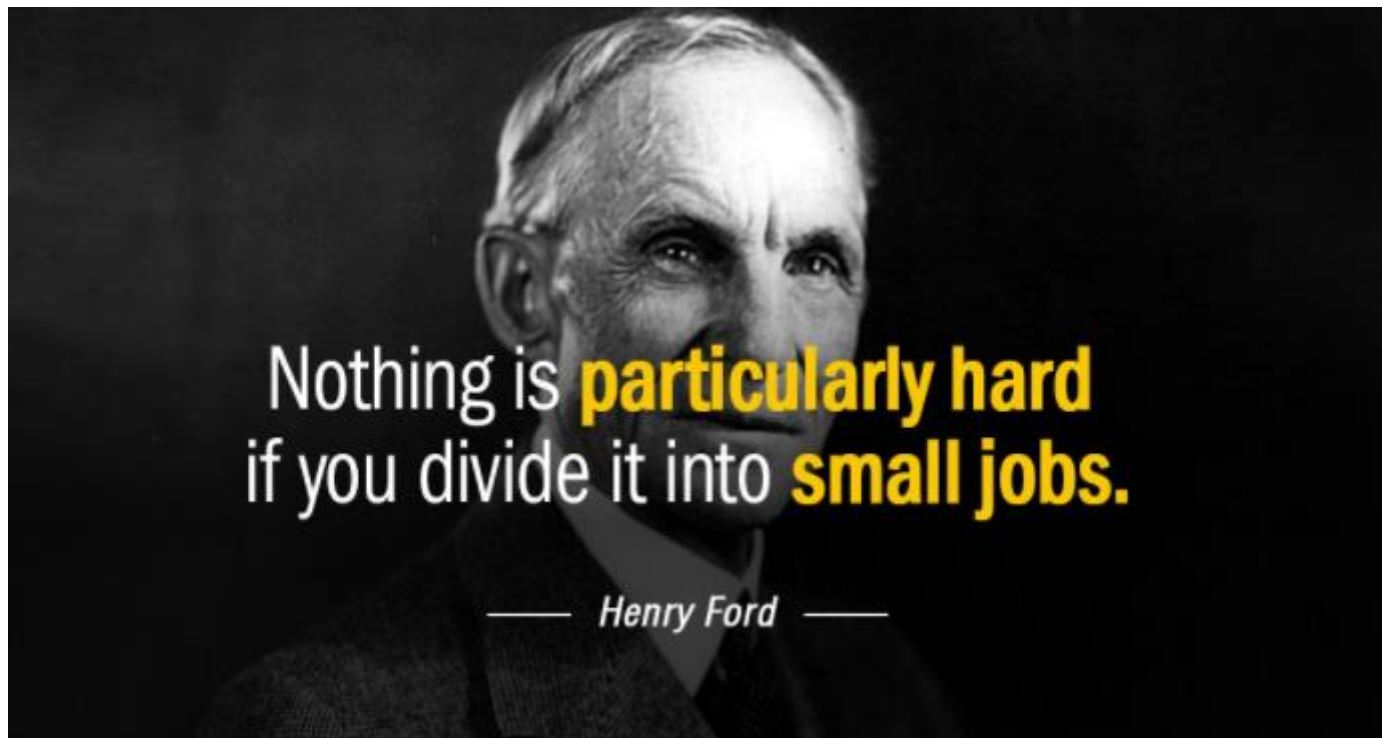
Henry Ford – “Quotes.”

“When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.”

“Greatest thing in life is experience. Even mistakes have value.”

“Quality means doing it right when no one is looking.”

“Failure is simply the opportunity to begin again, this time more intelligently.”



Website

Good place to advertise things if you have a car or something Model A to sell or buy. 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 or other 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 😊. This is also a good place to access the North Island Model A Ford Club for event flyers and information. Thank you. Kind Regards, Fiona.

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.



Committee contacts:

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nimafc.captain@gmail.com
- **Vice - Captain** Andrew Costello 021943063
nimafc.vicecaptain@gmail.com
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Club Historian:

Paul Smith 027-485-2234 pfsmith@ps.gen.nz

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CONTACT: Greg Stokes ph 021 955 459
or email gregstokes1932@gmail.com - North West Auckland

Newsletter Editor/Website Corner

Remember when attending a club event take some photos and write an article for the newsletter. If you have something of interest to share with other members, please let the editor know by email. Details are below.

We have seen some events postponed due the Covid lockdown again. Poor Aucklanders staying in Lockdown level 4 for another couple of weeks. Then there is the weather dishing out the rain like we needed, but not all at once.

Hope you all are safe and avoiding the Delta variant. If you have something to share, sell or buy, drop me an email.

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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